cruise. Since there were a number of questions and concerns from the community regarding the AICC's role in SOO cruise planning, we have reformulated SOO guidelines for 1998 and have posted them on the UNOLS web site. We will also publicize them via electronic mailing lists and notices at appropriate national meetings.

SOO cruises exploit a gray area in science support, which has inevitably lead to some problems. Because such cruises are seen by some as fiscally advantageous to funding agencies, and may even be seen by some program managers as a preferred means of data acquisition support, we would like to note that SOO cruises carry considerable risks. Since there is no USCG commitment to science support for SOO cruises, when schedule changes materialize, there has been considerable disappointment on the part of investigators and their program managers, and as a result, image problems for the USCG. We note that true dedicated science missions will put the responsibility for ship support squarely upon the USCG. Such missions will test the USCG commitment to science missions and its readiness for science support operations.

The AICC has recommended that the planned field testing of USCGC HEALY in 1999 not be considered an SOO. We asked the USCG to concentrate on tests and training without being constrained by accomplishing "good science" on its maiden voyage at the expense of fully testing all systems. UNOLS is assisting the Coast Guard with identification of science groups to assist with and monitor the science systems tests. The AICC feels it is very important that procedures be worked out to provide "corporate memory" for science systems support. During HEALY construction, John Boaz, a senior technician at SIO, has been contracted by the USCG (through NSF) for consultation on science systems. In the long-term, because of the nature of USCG assignment rotation, the AICC felt it best to have some form of civilian science support. This topic continues to be under discussion.

One issue of concern to the AICC - scientific clearance in foreign EEZs - has been largely laid to rest. The final step of having the Coast Guard play the same role as a UNOLS operator will probably be adopted following additional consultations between the Coast Guard and the UNOLS Office. AICC questions regarding HEALY's status under Canadian regulations appear to have been resolved satisfactorily.

The AICC continues to build liaisons, for example with RVTEC and the Antarctic Research Vessel Oversight Committee while the AICC e-mail list continues to expand. Progress on USCGC HEALY and work of the AICC was presented to the Arctic Research Commission at their meeting in Barrow, Alaska in August.

At present, USCGC HEALY brings no new dedicated ship/science funds from the federal funding agencies. The AICC hopes that via publicity of the new ship's capabilities and the ease of submitting shiptime requests through the UNOLS ship scheduling process, planned use of USCGC HEALY will generate the number and type of cutting edge proposals envisioned by planners. We feel that availability of HEALY on the UNOLS on-line request system is a first step in developing the proposal pressure that can help engender commitment of new science funds.

With respect to HEALY construction, progress has been good and launch is expected in late 1997. In exchange for a six-month delivery delay, the shipyard agreed to complete most of the "top 10" science-related modifications requested by the AICC. We regard this as a strongly positive move which will greatly benefit science support. Delivery is set for December 1998 with most of 1999 planned as shakedown and testing. We plan to tour HEALY at our next scheduled meeting in New Orleans, tentatively planned for January or February 1998.

APPENDIX IV. Statistics of Ship Usage 1995-98

BY CLASS

SHIP	1995	1996	1997	1998
Atlantis	319	93	185	272
Ewing	310	315	273	91
Knorr	350	279	293	257
Melville	297	297	308	179
Revelle		80	287	280
Thompson	333	246	260	290
CLASS I/II	1609	1310	1606	1369
AVERAGE	268	218	268	228
Edwin Link	175	186	212	238
Endeavor	228	147	201	199
Gyre	122	219	148	18
Moana Wave	195	144	203	185
New Horizon	240	174	262	180
Oceanus	187	168	201	199
Seward Johnson	271	304	290	233
Wecoma	145	198	200	217
CLASS III	1563	1540	1717	1469
AVERAGE	195	193	215	184
Alpha Helix	144	73	120	180
Cape Hatteras	175		230	242
Cape Henlopen	198	185	206	188
Longhorn	72	130	53	40
Pelican	182	201	211	192
Point Sur	164	118	197	195
Sproul	180	132	88	75
Sea Diver	145	155	185	168
Weatherbird II	154	167	150	154
CLASS IV	1414	1161	1440	1434
AVERAGE	157	145	160	159
Barnes	77	86	133	100
Blue Fin	75	96	105	146
Calanus	48	50	115	140
Laurentian	91	72	44	146
Urraca				173
<CLASS IV	291	304	397	705
AVERAGE	58	61	79	141
FLEET TOTAL	4877	4315	5160	4977
AVERAGE	174	154	184	178
FLEET TOTAL (less <class IV)	4586	4011	4763	4272

**Endeavor or Oceanus wil not operate in 98

UNOLS FLEET CHARGE DAYS
(by Agency and Year)

	1995	1996	1997	1998
NSF Days	3249	2738	2965	2848
%	66.6	63.5	58.0	57.7
ONR Days	403	454	511	386
%	8.3	10.5	10.0	7.8
NOAA Days	354	145	366	330
%	7.3	3.4	7.2	6.7
NAVO Days	0	0	398	478
%	0	0	7.8	9.7
Other Days	872	978	872	891
%	17.9	22.6	17.1	18.1
Total	4877	4315	5112	4933

APPENDIX V. Cost Summary 1998

Summary of Ship Use and Costs
1998
(as of 9/12/97)

	NSF		NAVY		OTHER		TOTAL		DAILY RATE
SHIP	DAYS	$	DAYS	$	DAYS	$	DAYS	$	
Revelle	127	2,121	135	2,255	18	301	280	4,677	16,704
Melville	172	3,044	0	0	7	124	179	3,166	17,698
Knorr	185	3,034	53	869	19	312	257	4,215	16,400
Atlantis	223	3,524	11	174	38	600	272	4,296	15,801
Ewing	73	1,278	48	840	18	315	139	2,432	17,496
Thompson	112	1,773	76	1,204	34	4538	290	4,591	15,831
Moana wave	104	1,452	16	224	65	907	185	2,583	13,962
Class I/II	996	16,226	339	5,565	199	7,150	1602	25,964	
Avg	142	2,318	48	795	28	1,021	229	3,709	
Edwin Link	29	261	0	0	209	1,881	238	2,142	9,000
Endeavor	0		0		0		0	0	0
Oceanus	152	1,611	40	424	7	74	199	2.109	10,600
Gyre							0	0	0
New Horizon	77	754	97	950	37	362	211	2,066	9,791
Seward Johnson	173	1,678	34	330	26	252	233	2,260	9,700
Wecoma	71	703	58	574	86	851	215	2,128	9,898
Class III	502	5,007	229	2,278	365	3,420	1,096	10,705	
Avg	63	626	29	285	46	428	137	1,338	
Pelican	62	233	25	94	105	394	192	721	3,755
Longhorn	54	216	0	0	30	120	84	336	4,000
Point Sur	121	762	28	176	46	290	195	1,228	6,297