

# Seventh International Ship Operators Meeting

11 October 1993, Antwerp, Belgium

## Summary notes

Country	Representative	Organisation
Belgium	Mr. M.A. Pollentier	MUMMS, Oostende
CEC	Dr. J. Boissonas	DG XII, Brussels Chairman
	Dr. M. Weydert	DG XII, Brussels Co-chairman
Canada	Mr. S.B. MacPhee	BIO, Dartmouth
Finland	Ms. E. Lahdes	FIMR, Helsinki
France	Dr. D. Girard	IFREMER, Paris
	Dr. P. Rouzaud	IFREMER, La Seine sur Mer
Germany	Dr. D. Strohm	RF, Bremen
Japan	Mr. H. Hayashi	JAMSTEC, Yokosuka
	Mr. A. Aoki	JAMSTEC, Yokosuka
	Mr. T. Chiba	NME, Yokosuka
Netherlands	Mr. C. van Bergen Henegouw	NMRF, The Hague Secretary
OCEANIC	Mr. J. Crease	U Delaware, Lewes
Russia	Mr. S.A. Doboudko	Consulate, Antwerp
	Mr. M.N. Evdokimov	Embassy, Brussels
Spain	Mr. J.I. Diaz	CSIC, Barcelona
UK	Dr. S. White	NERC, Swindon
	Dr. C.W. Fay	NERC-RVS, Barry
UN	Mr. E.J. de Boer	FAO, fisheries division
USA	Dr. D. Heinrichs	NSF, Washington
	Ms. E. Dieter	NSF, Washington

## Apologies for absence

Australia	Mr. R.J. Edwards	CSIRO
	Dr. A. McEwan	CSIRO
	Dr. D.A. Falvey	BMR
	Mr. P. Shaughnessy	NFSC
France	Dr. J.Y. Binot	IFREMER
Germany	Dr. D. Kohnke	BSH
Netherlands	Dr. J.H. Stel	NMRF
New Zealand	Dr. R.A. Heath	NIWAR
UK	Mr. J. Morrison	DML
	Mr. J.W. Ramster	MAFF
USA	Mr. K.W. Kaulum	USNavy

## 1. INTRODUCTION AND WELCOME

Dr. Marco Weydert of the European Commission welcomed all participants on behalf of Dr. Jean Boissonas, who will join the meeting at 14.00 hours. The participants introduced themselves. Additional apologies for absence were received from Dr. B. Hinde (UK).

The concept-agenda was accepted.

## 2. MINUTES OF THE SIXTH MEETING

The minutes were discussed. Mr. E.J. de Boer (UN-FAO) indicated the FAO could not use the common input

form because of technical problems, and not, as the concept-minutes suggested, because of internal problems. On behalf of the last year's chairman Mr. Nakato, Mr. Hayashi expressed his thanks.

The minutes were accepted as a true record of the sixth meeting held in Yokohama on 26 October 1992.

### **3. RESEARCH COORDINATION**

#### **Ship schedules and details**

Mr. de Boer (FAO) mentioned that at present information of 690 vessels is available in the FAO/IOC database. He indicated that information was exchanged between the FAO, IOC and OCEANIC databases. He expects that the information will become available on Internet. At present the common input form, available on computer disk, can not be used by the FAO as many fisheries research and training institutions in developing countries do, as yet, not have the required hardware. The FAO hoped that the shared information on research vessels enhanced the co-operative vessel utilisation. Mr. Macphee felt that the co-operative vessel utilisation aspect of international ship operations is functioning very well. In reviewing vessel schedules over the past few years, he found that approximately 10% of the scientific participants on Canadian research vessels are from other nations and more frequently he saw requests for Canadian scientists to participate in research missions on foreign vessels; "In this time of fiscal restraint, the spirit of scientific co-operation is most important."

Mr. Crease (OCEANIC) informed ISOM that he has the impression that for some countries the time for planning the ship schedules is less than two or three years ahead. He asked the participants to update the schedules as soon as they become available.

Dr. Weydert (EC) informed the meeting that the EC was working on a simplified procedure for the notification of proposed research cruises within the EC (perhaps the EFTA-countries as well) taking two months instead of the present six months.

#### **Lost equipment file**

Dr. Fay presented the new form "Notification of Marine Equipment Lost at Sea". The purpose of the form is to establish the first contact between one party who lost equipment and one or more parties which might be able to retrieve the equipment. After establishing the contact, bi-lateral arrangements between the parties on the conditions of the equipment retrieval should be made. A remark was made on marking equipment. All equipment should be properly marked to help returning the equipment to its owner. The chairman concluded that the form is accepted and that the members of this meeting will assist the use of this form in their countries.

The Japanese delegation (Mr. Aoki) gave a presentation on a recovery operation at sea of the USA PROTEUS mooring. The operation itself was shown on a video presentation. Both countries (Japan and USA) agreed that the recovery operation was facilitated by contacts established through ISOM.

#### **Others**

Ms. Dieter (USA) presented the US manual for research vessel safety standards. Before a ship for research purposes is chartered, it must be demonstrated that the ship meets these standards. In the discussion that followed participants explained their national requirements. Often only rules of classification societies (e.g. Veritas, Lloyds) and national regulations (e.g. Ministry of Transportation) had to be met. For scientific diving several regulations were mentioned such as CMAS and PADI. The chairman remarked that Europe was

considering harmonising diving legislation. It was felt that the US manual was a good step towards a higher safety level on board research vessels in addition to the national regulations.

Dr. Fay (UK) gave a short presentation on safe working loads applied to oceanographic cables. Participants were informed on this subject by a copy of a document from Dr. Fay. The discussion concentrated on the difference of safety factors required by the UK regulation (5:1 or 2.5:1 for full dynamic use) versus the normal practice in scientific research. In the discussion it was proposed that during an international technical workshop the requirements of scientific cables should be discussed in co-operation with cable manufactures. The chairman indicated that funding such a workshop by the EC would be possible. It was agreed that Dr. Fay, assisted by the ISOM secretary, would make a workshop proposal, to be held in March 1994 in conjunction with Oceanology International 1994 in Brighton (UK). OI '94 is scheduled in week 10.

## 4. RESEARCH FLEET CHANGES

The chairman introduced this item, and asked the participants to include submarines, ROV's, etc.

Mr. Pollentier (Belgium) indicated that perhaps in the coming years plans are made for a 30m coastal and estuary vessel.

Ms. Dieter (USA) reports that the US academic fleet remains at 27 vessels, ranging in length from 20 to 85 meters. All the large ships are now fully operational. The Knorr and Melville (85 M) have both completed their conversion and are back in full service. The Melville did experience a major problem with one of the new drives which required an emergency dry docking for repairs in Chile. During the Melville conversion Scripps obtained funding to install a Sea Beam 2000 on the vessel. The 2000 is working very well and as a result the ship is highly requested for MGG work. The Knorr is currently doing the WOCE project. There are presently no plans to install a multi-beam on the Knorr. The new Agor 23 (Thompson) is operating with a full schedule, but is experiencing piping problems. A metal eating bacterium has been identified as the cause of the problem. Nearly all of the sea water piping is being replaced as time permits. A Krupp Atlas multi-beam system was installed on the Thompson. Plans for the construction of Agor 24 has slipped about 6 months. Scripps will operate the Agor 24. The construction of the proposed AGOR 25 (to be operated by WHOI) is still uncertain due to budget uncertainties. The Oceanus class ships (54 M) are or will be undergoing a mid life refit in the next few months. The Endeavor has been out of service for CY 1993 and is currently in the shipyard. She is expected to be back in service in April 1994. Both the Wecoma and Oceanus have started their dockside mid life upgrades and will start the shipyard refits over the next few months. The Oceanus will not return to service until early 1995. The Atlantis II, which is the oldest vessel in the academic fleet, will be retired in early 1996. The vessel is currently up for sale by Woods Hole Oceanographic Institution. The Knorr will be converted in early 1996 to handle the DSV Alvin and the ROV's. WHOI is also working on certifying Alvin to a new depth of 4,500 Meters from the current depth of 4,000 meters.

Mr. Dodoudko (Russia) had no information on research fleet changes, but indicated that Russian research vessels and submarine's are available for use by other countries.

Dr. Fay (UK) stated that the RRS Discovery has been returned to service after her 2-year major conversion at Vianno do Castello in Portugal, where she was lengthened by 10 metres and completely refurbished using only the original hull and propulsion motor. She is now capable of carrying 28 scientists with 22 officers and ratings and has been fitted with a major suite of deep ocean scientific cables. After completing trials she operated successfully for a season in the Antarctic and South Atlantic waters. She returned to the UK in August 1993 for her "guaranteed refit". RRS Charles Darwin has been operating routinely in the North and Mid Atlantic and in August 1993 had a Simrad EM12 Multi-beam echo sounder installed. Subsequent trials revealed a very low noise (and therefore high resolution) system due to a) the quietness of the ship itself, and b) the precision of installation of the transducers. RRS Challenger, the smallest of the fleet carrying 14

scientists, operated routinely around UK territorial waters. There were no major modifications. RRS James Clark Ross, operated by the British Antarctic Survey, is now in routine service of scientific cruises and logistical support of the Antarctic bases. Her main scientific winches have now been brought into full operation after initial installation difficulties.

Mr. Aoki (Japan) presented the Japanese research fleet changes. The ROV Kayko (maximum depth 11.000 m) was now in its test phase. Several test dives in water depth up to 1300 meter were made. A video was shown of one of the test dives. During the last test part of the hull of the launch was damaged. After repairs further testing is planned. The next item is the reconstruction of the nuclear ship Mutsu to an oceanographic research vessel. Two diesel engines will be installed instead of the present nuclear engine. This vessel is planned to become operational in 1997. Besides the research vessel changes Mr. Aoki presented the operational schedule of JAMSTEC's research vessels in 1994 and an overview of the international research programme's in which JAMSTEC is participating, like TAO (Tropical Atmosphere Ocean Array), COARE (Coupled Ocean Atmosphere Response Experiment), WOCE, JGOFS and Inter RIDGE. Finally Mr. Hayashi presented a new concept-plan of the deep sea drilling vessel system. The vessel should be operational around the year 2000.

Dr. Rouzaud (France) presented the IFREMER research fleet changes. RV Cryos and Roselys II are out of service. RV L'Europe, the Mediterranean coastal ship designed to replace Roselys II is under construction and will be operational in 1994. The EC is participating in the funding of the construction of the ship and the Italian ICRAM -Istituto per la Ricerca Scientifica e Tecnologica Applicata al Mare- has a right to use it. The ship is a catamaran, 27.5 meters in length, with an on board capacity for 8 scientists and more extended missions than could be accomplished by Roselys II, since it will be capable of covering fishery research, environmental research, general oceanography and fisheries technologies. A new fisheries research ship is under construction and will be operational in 1995. It is designed to replace IFREMER's two oldest ships, the Thalassa built in 1960 and the Cryos built in 1970. The name of the new ship will be Thalassa again. It is co-financed by the Instituto Espanol de Oceanografica (IEO) in exchange for users rights. It is 73 meters long and capable of taking 25 scientists on board. It will carry out three types of missions: fisheries research, general oceanography and deployment of towed vehicles of the SAR or ROV 6000 categories.

Mr. Van Bergen Henegouw (the Netherlands) explained that the Tyro will probably be taken out of service. Her work will be continued by the Tydeman, the naval research vessel, and the North Sea research vessel Pelagia. Co-operation by chartering or exchanging ship-time will be possible in the coming years.

Dr. Strohm (Germany) explained that the latest multi-purpose research vessels RV Alkor (Kiel) and RV Heincke (Hamburg) came into service in 1990. Presently a new fisheries vessel (Walther Herwig III) is under construction. This ship, owned by the Federal Ministry for Agriculture, will replace the Walther Herwig II by the end of 1993. In 1991 RV Sonne was modernised completely. She was lengthened by 10.6m and was provided with new scientific systems. For the time being RV Sonne is the most up-to-date German multi-purpose research vessel. The Federal Maritime and Hydrographic Agency (BSH) in Hamburg has commissioned a new survey and research vessel (VWFS Deneb). This ship will come into service in 1994 and will replace an older ship in Rostock.

Mr. Diaz (Spain) presented the multi-purpose RV Hesperides, build to do scientific research in the Antarctic. Also he reported the schedule for her third campaign that this year includes five cruises and is going to finish in the Pacific (Society Island) around mid April 1994.

Mr. MacPhee (Canada) presented the Canadian fleet changes. The CSS Baffin, a hydrographic vessel, and CSS Dawson, an oceanographic vessel, have been decommissioned. CSS Baffin has been replaced by CSS Matthew, a 50m hydrographic vessel built in 1990 and formerly berthed in Newfoundland. CSS Dawson has been replaced by CSS Parizeau, a sister vessel to Dawson. Parizeau was transferred from the Pacific to assume her duties as the Dawson replacement. The CCGS Louis St. Laurent, a Coast Guard icebreaker, completed an extensive refit and returned to fleet operations in 1993. This 120m vessel will in future years be

used for arctic scientific and hydrographic studies in addition to her ice-breaking and escort role. Her first major scientific cruise will be in 1994.

Mr. de Boer (FAO) explained that FAO at present has between 12 and 15 ships operational in projects in developing countries. The FAO is also involved in building new ships for governments of developing countries.

## **5. SHIP EXCHANGE/BARTER ARRANGEMENTS**

Most countries indicated that exchange of scientists (berths) was general practice, especially in international research programmes such as WOCE and JGOFS. The exchange is commonly organised by the scientific community. The exchange of observers (nautical or technical) in accordance with the proposal of Mr. Chiba (Japan) last year has started between Japan, UK, France and USA. Mr. Chiba explained that this exchange was considered very successful and he hoped that other countries will participate in the exchange as well.

The exchange of ship-time is not done very easily. One of the problems is that the planning cycle for research cruises is different between countries. Exchange of ship-time in a tri-lateral arrangement was organised in 1993 between the USA, France and Australia. The participants in this arrangement considered the outcome very positive.

There is international an over-capacity of ship-time of high quality research vessels (especially the Russian fleet). Some of this ship time can be made available through a barter arrangement.

Ms. Dieter (USA) proposed to discuss the subject of insurance. Considering the importance of the exchange of berths (scientists or otherwise) and/or ship time, the other participants indicated that this meeting should discuss the subject. In the discussion that followed participants explained their national regulations on insurance. The chairman concluded that the issue of insurance is the responsibility of the exchanging partners.

## **6. FUTURE MEMBERS**

South-Africa and Brazil have expressed their interest in participating in the future ISOM. Their representatives will receive this year's minutes.

## **7. ANY OTHER BUSINESS**

No any other business was mentioned.

## **8. DATE OF NEXT MEETING**

The chairman thanked all participants for their constructive contribution to this meeting and introduced Mr. Steven MacPhee of the Canadian Bedford Institute of Oceanography who will chair the meeting in 1994. It was suggested to plan the meeting dates in relation with an other international meeting, such as exhibitions in marine research related area's. The provisional date for the next meeting is September 26 and 27 in Dartmouth Nova Scotia, Canada. On September 20 - 23rd the Coastal Zone Conference is scheduled in Halifax Nova Scotia, Canada. The secretary will inform the participants as soon as possible on the exact date's and other details of the meeting in 1994.