

EXPLORATORY WORKSHOP OF MANAGERS OF MEDIUM SIZED RESEARCH VESSELS IN EUROPE

Roscoff (France), 13th-14th December 1999

Draft minutes

Present :

Bengtsson Olof (Swedish National Board of Fisheries),	Sweden
Besiktepe Sukru (Turkish Institute of Marine Sciences),	Turkey
Bosma Michael (Marine Research Center Göteborg),	Sweden
Boucher Guy (Executive officer, INSU/CNRS),	France
Castrec Jean-Xavier (RV manager of IFREMER coastal fleet),	France
Djurfeldt Leif (Marine Research Center Göteborg),	Sweden
d'Ozouville Laurent (Executive Secretary, ESF Marine Board),	ESF-MB
Fanger Hans-Ulrich (GKSS Research Center, Geesthacht),	Germany
Gillooly, Michael (Marine Institute, Ireland)	Ireland
Louch Andrew (Southampton Oceanography Center),	UK
Mantoura Fauzi (Chairman, ESF Marine Board, Plymouth Marine Laboratory),	ESF-MB
Montier Alain (RV manager of INSU fleet),	France
Morin Pascal (Regional advisor of INSU fleet),	France
O'Sullivan, Geoffrey (Marine Institute, Ireland – International Co-operation)	ESF-MB
Peterson Lars-Gunnar (Geological Survey of Sweden),	Sweden
Pollentier André (Management Unit of the North Sea, Oostende),	Belgium
Ruickoldt Johann (Baltic Sea Research Institut at Warnemünde, Rostock),	Germany
Vidal-Madjar Daniel (Deputy Director, INSU/CNRS)	France

On behalf of the ESF Marine Board and CNRS/INSU, managers of medium sized research vessels in Europe were invited to participate in this exploratory workshop. The initiative resulted from the decision taken at the Marine Board meeting in Erice (September 1999) regarding the need of coordination of small to medium research vessels operators in Europe. Seven member states and 17 participants attended the Roscoff workshop.

The main objective of the meeting was to explore opportunities for co-operation between RV manager and to define the scope for such cooperation, sharing problems and solutions in serving the scientific community, best practice in research vessel operation.

The meeting, chaired by Geoffrey O'Sullivan (Marine Institute, Ireland), was opened by Fauzi Mantoura (Chairman of the ESF Marine Board) who presented the Work Plan and priorities of the Marine Board for the next three years.

Presentation of the fleets and managing by the seven participating members states

Although the medium sized vessels were defined from 25 to 50m, the size of the vessels operated by the participants ranged from 19 m (Côtes d'Aquitaine-France) to 90.25 m (Discovery-UK). In fact, medium sized vessels could be better defined by the temporal scales (number of days at sea versus weeks for oceanic vessels and hours for local vessels) and spatial scale (distance from the coast, shelf, bays and estuary) they operate.

Operational procedures vary from state to state, but there is nevertheless a degree of convergence. This provided a level of satisfaction to RV managers that their procedures (which had evolved independently) were not so different from those of their colleagues in other countries.

The situation appears to be different in the 7 countries with respect to:

- the size and gross tonnage of the vessels that are operated ;
- the age of the fleet (between 1951 and 1997) ;
- the operator i.e. Navy in Belgium or in Turkey for one vessel, private company (Rostock), Universities (Sweden, Germany, Turkey), national institutes (France, Ireland, Sweden, U.K.,...);
- the proportion of scientists/crew members ;
- the number of days at sea and rotation of the crew (from 100 up to 300 days a year associated with rotation of crew) ;
- charge for ship time (this topic seems not to be an issue since many people prefer to negotiate their price themselves);
- centralisation of the managing facilities (the more centralised evaluation and management are organised in France with the Interregional committees and in Belgium and Ireland with one vessel) ;
- delay and flexibility of programme planning (1 week to one year)

Table 1: Characteristics of the 24 research vessels operated by the participants.

Country	Vessel	L(m)/ Gton	Crew/scient	Days at sea	Charges	Priorities	Program	
Belgium	Belgica 1984	50.9/765t	15/16	200	No	National	1 year	
France	INSU Côte Aquitaine 1980 Côtes Manche 1997 Georges Petit 1982 Tethys 1993	19/88t	6/6-9	230-240	No	National	Twice a year	
		24.9/230t		210-280				
		20.4/76.5t	6/6-9					
		24.9/224t	7/8					
	IFREMER	Thalia 1978	24.5/135t		110-155			
		Gwen Drez 1976 Europe 1993	25.5/106t 29.6/280t	7/5 8/8	146-186			
Germany	GKSS Rostock Senckenberg Inst. LudwigPrandl 1983 Penck 1951 Senckenberg 1976	24.5beachable	? /8	?	No	University Province Institut		
			10/12	?	No			
		29.7/165t	5/5	?	?			
Ireland	Celtic Voyager 1997	31.4/340t	6/8	225 (300 in 2000 with full crew rotation)	No Under consideration	National		
Sweden	MSC Gothenburg Skagerak 1968 Arne Tiselius ?	38.7/370t	4/12 to 5/16	100	Yes (1000Ecus /d)	University	1 week	
		31						
	Nat. Board Fish. Geol. Surveys	Argos 1974	61	18/13	224/252	?	National	1 year
		Ancylus 1971 Ocean Surveyor 1984	24 38	?/12 ?	112 100			
Turkey	Middle East Univ. Navy Istanbul Univ. Dokuz Eylul Univ. Bilim 1983 Cubuklu 1986 Arar 1951 Piri Reis 1978	40.4/433t	13/12	?	No	University National University University		
		40.4/650t	16/8	?				
		30.7/178t	13/15	?				
		36/300t	12/12	?				

U.K. Southampton	Discovery ? Charles Darwin ? Challenger?	90.2 /3008t 69.4/1936t 54.3/1050t	?/28 ?/18 ?/14	? ? Not used in 1999	Yes	National & commercial	1 year
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Do we need to share our practice in research vessel operations ?

The participants recognised that many issues raised during the meeting could be solved by improving the dialogue between the managers of the research vessels as following:

- Data base and exchange of information (by email) between Oceanographic vessel managers ;
- International Safety Management (ISM) : definition of common rules in order to define a «risk assessment » required by insurers (training, number of people on board, responsibilities , normalised procedures, pollution of environment, work time...);
- Provision of an extra classification for research vessels which are not passenger or merchant ships;
- Training of crew and scientists (procedure of self training, exchange of captain and crew, grants for advanced students,...). Programmes of training course have to be created;
- Simplification of the notification procedures for access to waters of other states.
- Definition of performance indicators (needs for common criteria to help national initiatives);
- Calculation of ship cost/best practice: definition of a common financial basis whilst allowing some freedom for negotiation? Costs can be very different for apparently similar situations.
- Charge for shiptime: many institutions plan to charge shiptime in the future. This topic does not seem to be an issue for further discussion by the Working Group.
- Scheduling: how to accommodate shiptime required by the contracts; innovative use of transit time;
- Work on board: responsibility for equipment, crew, professional technicians and scientific staff.
- Homogenisation of fees for subsistence on board and allowance at sea.
- Insurance – only Belgium and Ireland carry full insurance cover. Others depend on the government to carry any insurance costs arising out of claims.

Conclusion

The consensus was that the Roscoff workshop has been a very fruitful meeting. The participants agreed to be organised in a loose network, each institution financing its future participation. Every year, one of the RV managers would have to organise a meeting of the network, and provide accommodation for the participants. The host institution would also have the responsibility of the chairmanship of the meeting and of drafting the minutes of the meeting.

Since several institutions were unable to attend the Roscoff meeting, it was agreed that the minutes of the meeting will be distributed to all the members organisations of the ESF Marine Board and its website will be used to establish a forum (addresses of the RV managers, list of issues, list of performance indicators, news of common interest, ...).

The next meeting will be held in **Galway, Ireland** and organised by the Irish Marine Institute (Mr Michael Gillooly mick.gillooly@marine.ie and Catriona Nic Aonghusa catriona.nicaonghusa@marine.ie) on **27th and 28th April 2000** (arrival on 26th April) .

The Meeting Agenda will include:

- Classification of RVs
- International Safety Management (ISM) Code for Shipping
- Insurance

The Marine Institute will seek key contributors on the above from IMO and Lloyds.

Suggested Theme for 2001: Performance Indicators for RV operations.