

Chief Scientist: Ian Dalziel	Ph: 512.471.0431	MPC: Jenny White
Event #(s): G-087 / G-290	E-mail: ian@ig.utexas.ed	Cruise #: NBP08-05

Required fields are highlighted in yellow. Click in the gray text box to enter comments.

Send completed outbrief form to marine.super@usap.gov

Planning Services	
<input type="checkbox"/>	SIP Process Met Expectations?
Comments:	
G-087: The SIP/ Polar Ice process was very time consuming. It would be better if there was a place to specify what you are trying to sample or accomplish so that the right equipment can be chosen. In this case, which seismic guns to be used for the depth of water to be surveyed and what type of bottom sampling equipment to be used.	
G-290: The forms were initially very easy and self-explanatory but the information was somehow transcribed incorrectly, leading to confusion and difficulty. For example, participants were dropped and nationalities changed.	
<input type="checkbox"/>	RSP helpful and timely?
Comments:	
G-087: No problems.	
G-290: Trawling equipment was was left off the RSP.	
<input type="checkbox"/>	POC Responsive?
Comments:	
G-087 and G-290: Having three different POC's was problematic in the planning porcess. Not all information was passed from one to the next.	
G-290: Karl has been great and has offered great support before and throughout the cruise. Alice was wonderful during the planning process. When Jesse left, Laura was never notified of his resignation which led to frustration when she was still trying to contact him after he had left.	

Medical Services	
<input type="checkbox"/> No	Kits received on time?
Comments:	
G-087: Preferred LabCorps system to old system of receiving kits. At least one participant did not receive his checklist and instructions until the last minute.	
<input type="checkbox"/> Yes	Questions answered?

Medical Services

Comments:

G-087: Larry Lawver pointed out that it does not make sense to make the physical qualification cutoff at 60° South latitude when the ship is often operating in much more remote areas (i.e. during transits) and well above 60° latitude. Also, there were many complications with the PQ process that resulted in most of the participants being PQ'd after the three week deadline. Thought that additional requests to consult with doctors was absurd.

G-290: Do not feel they were given enough information about the process. Were informed too late that British Antarctic Survey medical clearance would have been sufficient but, once the PQ process was started with USAP, it could not be ended, even in light of the new information. They would have liked to know about the reciprocity options beforehand.

Travel Services

Yes

TRW available and understandable?

Comments:

G-087 and G-290: Felt that the TRW was sent too early to make realistic travel requests and some TRW's were lost.

Ticketing completed easily?

Comments:

G-087: This group would like to recognize the exceptional circumstances of American Airlines during their ticketing. Several participants were double booked on flights but never notified of this. When they didn't show up for an earlier flight that they did not know they were booked on, the rest of their flights were automatically cancelled. The traveller MUST be notified if they are double booked or bumped off of a flight. This is unacceptable practice from a professional travel service.

G-290: There were five people who, upon arrival in Santaigo, did not have tickets to get to Punta Arenas. Also, the people who came to Punta Arenas just for the port call, found they had no return tickets to Santiago.

Yes

Meet and assist service met requirements?

Comments:

G-087 and G-290: Agunsa was great, especially Juanita.

G-290: Hotel reservations were incorrect. When they arrived at the hotel, both the number of rooms reserved and the roommate assignments were wrong.

Environmental Services

Sample permits received okay?

Comments:

N/A

ACA permits received okay?

Environmental Services	
Comments: N/A	
No	Waste handling needs met?
Comments: G-290: Every effort was made during the port call to set the scientists up with equipment but, there was no MST on board to handle waste.	

Equipment Availability	
	Requested equipment available?
Comments: G-087: Yes, all equipment available. G-290: Burlap sacks were requested in the SIP and never made available.	
Yes	Damaged?
Comments: G-087: The multibeam computer is extremely outdated and needs to be replaced. The magnetometer had constant problems throughout the cruise, using all spare components available to continue data collection. G-290: The upper waterfall winch used for the Towcam needed extensive work after not having been used in years. This work should have been completed prior to this cruise and not during the port call. The box dredges needed repairs before they could be used. The Seabird fish on the CTD had problems during the cruise and required repairs that took several hours.	
No	Late?
Comments: █	
Yes	ECW gear in good condition?
Comments: G-290: There was a lack of availability of large and X-large sizes. One larger participant was not told that his size boots would not be available to him until one week before deployment, even though the personal information sheets had been received long before. The overall condition of the clothing was good.	
Yes	Lab space adequate?
Comments: █	
Yes	Remote sensing support needs met? (TeraScan, RadarSat)
Comments: G-087 and G-290: Good Terascan support.	

Hotel Services	
[]	Cabins clean and neat?
Comments: G-087 and G-290: Most cabins were clean but a few were not when the scientists moved into them.	
No	Linens clean and in good condition?
Comments: Linens are old and threadbare. Need to be replaced.	
Yes	Food quality and variety was good?
Comments: G-087: Food was good but not great. Would like better quality coffee. G-290: Food was great.	

Research Objectives	
Yes	All accomplished? If not, please explain (weather, ice, equipment, personnel, etc.)
Comments: G-087 and G-290: Not enough time to accomplish all research goals due to the fact that the operating areas of the two projects on board were so far apart. Both groups felt that the cruise was understaffed and the personnel on board were lacking experience with the requested equipment (i.e. trawling, dredging, and seismic data acquisition). There should have been an MST on board as well as a fourth MT. G-087: Lack of experience with the seismic equipment resulted in a lot of time being spent tuning the electronics to operate in deep water. The magnetometer had constant problems leaving gaps in the magnetics data. Lacking the clearance to collect seismic data in the UK EEZ only minimally impacted science but could have been detrimental had new and unexpected data not been discovered during this cruise. Ian Dalziel accepts that he may be partially responsible for this, having not specifically brought to attention the fact that seismic work may occur within the EEZ. Research objectives were only not met because of the planning and decisions made prior to the cruise. Given the circumstances and time allotted, Ian Dalziel said they would have been very happy to get two thirds of what they accomplished and appreciated the "phenomonal" efforts of everyone on board. G-290: Confusion over Chilean clearances resulted in a significant loss of cruise time and not having the desired amount of time at Sars Bank, one of the primary targets of the project. Again, given the circumstances and not being given the amount of cruise time requested, they had the best possible results.	

Future Cruises	
Yes	If returning for another cruise, are there any additional equipment or support needs your group anticipates?

Future Cruises

Comments:

G-087: It is absolutely necessary to upgrade the multibeam computer system. It is terribly outdated and could fail beyond repair at any moment. With this being such a crucial piece of equipment on not just this cruise, but most, it is unacceptable to ignore this. Equally, if not more outdated, are the OYO and DAS that are part of the seismic data acquisition system. Both should be replaced as soon as possible in order to properly support seismic cruises. Also, the captain and/or MPC should have nautical charts with EEZ boundaries when working in international waters.

G-290: The tensiometer on the trawl winch used for dredging reads weights in 200 pound increments. A more sensitive sensor would have made operations with lighter equipment easier. A stronger pinger would have been useful when trawling and dredging in deep (3000+ meters) water. Would like to see net sensors purchased that would indicate towing characteristics of trawl nets while underway.

Yes	Anything you would like to see changed?
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Comments:

G-087: Would like to see better planning on the part of NSF. These two groups were hardly compatible given the proximity of their proposed study areas. And also would like to see that all international clearances are approved on time.

G-290: Would have liked to have more expertise at the planning meeting. It would have been helpful, for instance, to have someone familiar with the deck operations present. The suggestion is that the meetings happen in Denver so that different people or groups could be called on briefly to address specific issues during the planning process.

Personnel Issues/Concerns

No	ECO
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Comments:

G-087: Great.

G290: Excellent.

No	RPSC
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Comments:

G-087: On board staff did an excellent job. Appreciated extra support in receiving large email files.

G-290: Great.

Other Issues

Yes	Diving, Zodiac, E-mail support, interaction with stations, etc.?
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Other Issues

Comments:

G-087 and G-290: The Marine Mammal Mitigation Plan is inconsistent and difficult to comprehend and/or enforce. A substantial amount of time was spent on this seemingly "ad hoc" procedure. For example, marine mammal observations have to be kept so diligently during the day and none are required at night.

G-087 and G-290: RPSC did not confirm hotel reservations in Punta Arenas and actually refused this information to participants. Two scientists were travelling with Official US passports that require them to confirm lodging before travel, so this was an issue. Newer participants or less experienced travellers would also find this useful should any confusion occur requiring them to find their hotel without meet and greet assistance.

G-290: The port call plan arrived too late. They would have liked more notice of when equipment was arriving so that flights could be scheduled accordingly.