

**National Research Vessel Task Team
Meeting – 04.06.21
Last updated: April 8, 2021**

Present:

Douglas Bancroft, CSSF
Douglas Wallace, MEOPAR
Melissa Anderson, University of Toronto
Rodrigo Menafrá, MEOPAR
Bridget Graham, MEOPAR
Casey Hubert, University of Calgary
Alexandre Forest, Amundsen Science
Elizabeth Boston, NSERC
Carey Ryan, Nova Scotia Offshore Energy Research Association
Kent Moore, University of Toronto
Erin MacNeil, DND
Marcel Babin, Amundsen Science and Université Laval
Marlon Lewis, Dalhousie University and Amundsen Science
Geoff Green, Students on Ice and C3
Marcel Babin, Takuvik International Research Laboratory (U Laval & CNRS) and Amundsen Science
Jennifer Vollrath, NRCan on behalf of Daniel Lebel on behalf of Stephen Locke
John Jamieson, CCOOD
Anne de Vernal, UQAM
Philippe Tortell, University of British Columbia
Clare Reimers, Oregon State University
Erin Bertrand, Dalhousie University
Jay Cullen, University of Victoria
Philippe Archambault, ArcticNet
Kenn Rankine, NSERC
Greg Cutter, Old Dominion University
Richard Dewey, Ocean Networks Canada/University of Victoria
Rachel Chang, Dalhousie University

Absent:

Ken Fong, DFO
Suzanne Carbotte, Columbia University
Paul Myers, CNC-SCOR
Erik Lapointe, Reformar
Feiyue Wang, University of Manitoba
Guillaume St. Onge, ISMER
Mark Hannington, GEOMAR
Stephen Locke, NRCan

Adrian Schimnowski, Arctic Research Foundation
Rachel Sipler, Memorial University

Welcome:

Doug Wallace welcomed all the members and observers of the NRVTT and thanked them for their on-going support.

Update from Alexandre Forest re: possible partnership between Canada and France and Amundsen Science:

Alexandre Forest provided NRVTT members and observers with an update on this project. He mentioned that this is a short-term solution and that it would likely last from 2023-2028. At this point they are hoping that applications will be due in September 2021. Alexandre mentioned that Amundsen Science would like to talk to DFO and NRCan about the OOSV.

Letter and Statement from Amundsen Science:

Alexandre Forest also spoke to the statement from Amundsen Science which will be sent to Minister Champagne. This statement will be accompanied by letters of support from entities such as the NRVTT.

The conversation was then divided into three topics:

Discussion and questions – strategy and plan from Amundsen

Question from Greg Cutter - If you receive immediate action, do you have something on file for design and speciation – is Amundsen ready to act?

Response from Alexandre Forest – Currently in communication with the Coast Guard, there is limited capacity for research aboard the program ice breakers.

Alexandre mentioned that Amundsen is currently seeking letters of support from the Vice-President Research (VPR) from different institutions in Canada.

Question from Elizabeth Boston – is Amundsen having conversations with CFI to inform them of this plan?

Response from Alexandre Forest – CFI is aware, given that this is succession planning for the Amundsen.

Comment from Kent Moore – This is a good approach. How do you anticipate that people engage with their VPRs? Is there a template that will be provided? It would be good to include a one-pager about Amundsen Science.

Folks from the NRVTT willing to engage with their VPRs:

- University of Toronto – Kent Moore
- University of British Columbia – Philippe Tortell

- University of Calgary – Casey Hubert

Question from Richard Dewey – How does the new ice-breaker work with the new program with the French Fleet?

Response from Alexandre – this is a short-term solution – it is both focused and short-term.

Comment from Marcel Babin- Note that using French ships on the west coast may as well be possible if it is compatible with French long-term plans (some ships spend long periods in the Pacific, sometimes north of the equator).

Comment from Philippe Tortell – It would be good to mention the Ocean Protection Plan (OPP) in the letter– given the dedicated science infrastructure. Philippe also mentioned that he would be strongly supportive of exploring opportunities for Pacific work on French ships. He mentioned that there are strong limitations on academic access to the John P. Tully on the West Coast.

Comment from John Jamieson – It might be beneficial to provide some additional clarification in the letter about the ships that are designed for other uses.

Response from Alexandre Forest – Amundsen wants to keep it short; it is a delicate operation.

Specific comments on the statement from Amundsen:

Philippe Archambault mentioned that it would be beneficial to include the UN Decade of Ocean Science for Sustainable Development. , and he will send additional details to Alexandre.

Clare Reimers mentioned that it would be beneficial to include reports with cost analysis in the two-page statement.

Draft letter from the NRVTT:

Greg Cutter - Capitalize A in Arctic.

Casey Hubert – important to clarify that this is a strategic use of funds and that you are not asking for a new vessel.

Doug Wallace - should be two pages or less.

Philippe Archambault - Please add Russia in the list of countries. More information [here](#).

Doug Wallace – would be beneficial to look at the mandate letters.

Melissa Anderson – we will need written confirmation to add everyone’s names once we finalize the letter.

Philippe Tortell – open it up for further support.

Clare Reimers - The US is way behind Canada in icebreakers; but our science community might be interested as partners too.

Modular Ocean Research Infrastructure Initial Development and Demonstration (MORI IDD) Project Update:

MEOPAR's Managing Director, Rodrigo Menafrá, provided a brief overview on the MORI IDD project and discussed some next steps, including negotiation contracts and issues surrounding IP. Cruises are anticipated to start in June of this year. MEOPAR's Scientific Director, and NRVTT Co-Chair, Doug Wallace, showed some slides and provided additional information about the technical requirements of the MORI IDD project. Erin Bertrand, Chair of the Ocean Science Scheduling Team briefly discussed the 5 missions that are planned for this summer on the Scotian shelf and slope, to the Labrador Sea and the Gulf of St. Lawrence. The scientific objectives are interdisciplinary and including mooring deployments, CTD, coring, ROV and glider work. Doug Wallace specified that this is not envisioned for just the East Coast.

Questions/Comments:

Question from Philippe Tortell – What will you do with the \$2 million? What is on the tentative wish list?

Response from Erin Bertrand– the list includes a capable CTD launch and recovery system.

Comment from Doug Bancroft – the Atlantic Condor can transit from the East Coast to the West Coast and back in 30 days each way. The Atlantic Condor might be doing work for the Canadian Coast Guard on the north west coast of Vancouver Island in 2021.

Question from Clare Reimers – Who is the owner of the equipment?

Response – this is still being determined. Doug Wallace mentioned that it might be possible to share the management of the equipment.

Comment from Jennifer Vollrath – What is the business model? The federal government is very interested, need to resolve issues like the transfer of money.

Comment from Greg Cutter - Tons of logistical issues using vessels of opportunity but I see big problems with the use of cranes vs a-frames for CTD deployment/recovery, and the high freeboard on the vessel you show (the high bulwarks). Given I'm known for sampling logistics, I'd be happy to go over the considerations and ways around issues.

Discussion about meeting with STAC Committee: Kenn and Liz

Elizabeth Boston provided an update on the STAC program and mentioned that people are creative in getting their ship-time funded. Doug Wallace asked about a focused discussion, and who should be involved and what should be discussed? There is an increased need for ship-time. NSERC should be engaged in this discussion, but it was decided that CFI should also be involved. Elizabeth also mentioned the upcoming ICRI 2021 conference – the International Conference on Research Infrastructure (ICRI).

Elizabeth mentioned that it is challenging to get a national view of the need. Jay Cullen mentioned that there is so much in-kind ship time from DFO, but the collaborations are very limited. Clare Reimers mentioned that it might be useful to speak to Rose Dufour, the NSF Program Director – Ship Operations. Marlon Lewis mentioned in the US, the timeline for planning is further in the future (4-5 years). Elizabeth mentioned that the planning horizons and deadlines could be discussed.

Doug Wallace mentioned that information the information gathering needs to be done, so that we can better understand the needs of the community. Erin Bertrand mentioned that there are lots of collaboration from European and American colleagues. Elizabeth mentioned that it is important to understand the current ship-time needs, as well as future needs and future projects. Doug Wallace mentioned that it would be beneficial to have a targeted discussion with NSERC, CFI and DFO. Jennifer Vollrath mentioned that it is important to understand the true demand in order to make the business case.

Elizabeth mentioned the importance of describing the need for ship time in Discovery Grant applications. Richard Dewey said that the ship-time for ONC is mostly paid for by CFI. They just finished their winter cruise with NRCan aboard the Tully. They are also planning for a fall cruise aboard the Tully.

The goal is better understand the needs of the community in terms of ship time. The co-chairs will discuss this, and more information will be circulated soon.

News Roundtable:

Given time constraints, Doug Wallace asked folks to share if they had news. Doug Bancroft mentioned there is significant DFO work that needs to be done that would normally be done the CCG HUDSON over the next 3-5 years and that MORI could be a good solution for this, if the HUSON fails to get back to sea. He mentioned that it may be worthwhile to continue to engage with conversation with federal partners in case they need to use other vessels, such as the Atlantic Condor, for this scientific, and such use of the Atlantic Condor may provide the critical mass needed to keep the MORI program alive..

Doug Wallace also encouraged members and observers of the NRVTT to look at [MEOPAR's new website](#), which has a whole page devoted to the NRVTT. Feedback is always welcome and can be sent to MEOPAR's Operations Manager at bridget.graham@meopar.ca.