

Plans, Needs and Practices by Networks in Need of volunteer Ships

A community survey is underway, aiming to harmonize/facilitate/leverage operations

Involved Panels (Chairs, TCs, TTs):

VOS
ASAP
SOOP
Argo
DBCPC
IOCCP
Glider

Driver:

SOT-TC, VOS-TT

Format:

Online

Timeline:

June 2016

Audience:

tbd

1. Which is your panel (e.g. IOCCP), and which term do you use for volunteer ships (e.g. CarbonVOS), and which logo (e.g. SOT-VOS, please attach)?
2. Do you have a technical coordinator and/or project office (who/where?), if not would this be useful (implementation, monitoring etc)?
3. Which ID do you use when referencing the volunteer ship in your station metadata (callsign, IMO, ICES, other)? In case of other, who allocates the ID, and is it unique at global scale?
4. Could you estimate the future need of volunteer ships in your network (with timeline). Will more ships need to be recruited and why (changing routes or expanded activities), or will you rather de-recruit and why (e.g. changing technologies, and/or budget issues)? Please indicate: Number growing XX per year / stable with turnover XX per year / decreasing XX per year, and possible reason(s)?
5. How much does this development match with scientific / operational requirements of the network, and between networks? E.g. the VOS coverage/density in the Southern Ocean might be poor, but if those few ships which sails there drop pressure drifters, the gap in the VOS network is less important (for operational meteorology). Those few ships however are vital.
6. How many of the ships which assist you as volunteers are research ships? How many are commercial ships? Others? Total number?
7. Would you recruit more ships if equipment would be provided/paid by the ship owners or other third parties (e.g. they buy the weather station or Ferrybox, but the NMS or scientific institute takes care of maintenance and data processing)?
8. How do you recruit ships? Rather bottom up, with PMOs or other experts visiting ships and recruiting them individually, or top-down, by addressing high-level executives of shipping companies with your needs?
9. Which are regular issues when recruiting ships (e.g. appropriate contact person, environmental or legal obstacles)? Do you have big sellers?
10. How do you liaise with other networks in need of volunteer ships? Many ships contribute to different panels (e.g. deployment of autonomous instruments by VOS or SOOP), but does this happen with assistance of a coordinating (international) body?
11. Ship owners/officers would appreciate if the ocean observing community would act in a more coordinated matter: Sometimes different networks use the same ship and do not even know of each other; in consequence often more people visit the ship than necessary, and they risk overcharging the ship with all the different demands. How should/could we better cooperate, e.g. by bringing everybody under the same umbrella, all panels in need of volunteer ships, other relevant international bodies (IMO...), and the ship owner community? The 2011 kick off meeting organized by the World Ocean Council at IOC was so far not very successful, but a step in the good direction, or?
12. It was also recommended to create a new common brand for observing activities from volunteer ships, i.e. get away from VOS, SOOP, CarbonVOS and use something else, maybe with a number of stars related to the number of supported networks. Do you support this idea, and do you have suggestions to make?
13. Where no volunteers ships exists or cannot operate efficiently, could the chartering of a survey ship be a solution to close important gaps, in particular if costs are shared between operators/panels? Do you have experience with such a solution, if yes of what kind, and what are your recommendations?