

Fwd: port

From : John Ryan <ryjo@mbari.org>

Tue, Jan 08, 2013 03:05 PM

Subject : Fwd: port

 1 attachment

To : Thomas Hoover <thoover@mbari.org>

Reply To : John Ryan <ryjo@mbari.org>

From: "Burt H. Jones" <Burt.Jones@kaust.edu.sa>

To: "David Caron" <dcaron@usc.edu>, "John Ryan" <ryjo@mbari.org>

Cc: "Matthew Ragan" <mragan@usc.edu>

Sent: Tuesday, July 31, 2012 11:35:59 PM

Subject: Re: port

Hi John – As Dave indicated, I'm back home and catching up on all of the emails, etc. from the last month. I had a good tour of the ocean observing resources in Australia and was impressed with a lot of what they have accomplished over there.

Regarding the AUV deployments –

1. I have attached a paper by Arvind Pereira in Gaurav's lab that we put together about risk analysis for the LA region. It may be useful for thinking about AUV deployments in the region. We take the risk analysis for glider deployments very seriously in the LA region. We do go through the shipping lanes, but when we do, we typically keep the vehicles below 20-25 m. LA gets some big ships with deep drafts.
2. For deployment, I think that we have a number of options.
 1. Deployment from Catalina where we have skiffs, and somewhat larger boats that could be used to bring the vehicles in and out. Also, there is a five-ton capacity jib crane on the dock that could be used for lifting the vehicles in & out of the water. You can get a view of the dock and the crane on the Wrigley web page (http://dornsife.usc.edu/wrigley/wmsc/cove_images.cfm) in the 4th image from the left. If we're targeting the area where we have focused on the HAB effort for the last few years, then there will be a transit across the channel that will need to be considered. But I think we could deploy the vehicle directly into the harbor and fly it out under its own power, or tow it out.
 2. We have used a dive operator that operates out of Huntington Harbor for much of our glider deployments and recoveries. The company is Sundiver (<http://sundiver.net/>). The owner is Ray Arntz who has been a superb help to us. His boat Sundiver II is a 30+ foot Crystal Liner, capable of speeds of 30 knots – if you need to get there in a hurry. Since the boat is based on the Baywatch style lifeguard boats, access is extremely easy for bringing gliders on & off the boat. But I think you're talking about the bigger AUVs, nevertheless it's easy access to the water. We typically pay Ray \$500 for a glider deployment &/or recovery with the Sundiver II (1/2 day).
 3. There are small boats at the Southern California Marine Institute in Fish Harbor, inside

of LA harbor. There is a lab facility and they do have a crane for moving gear on and off the dock. SCMI is a consortium facility of which USC is a part. I'm not sure who the best person to contact there is. There is some lab space and a machine shop at SCMI as well. The web page is "scmi.us".

4. OCSD could provide some support, but if we have routine operations, I doubt that they can routinely provide service. They have their own monitoring requirements, and although George is always very supportive, he has to ensure that their primary mission is accomplished. The R/V Nerissa operates out of Newport Harbor.

I have copied Matthew Ragan on this as he is well connected with everyone, and may know of some additional options. Matthew oversees our glider operations, as well as a lot of other efforts.

Regarding the boat – The first thing that comes to mind are 2 options:

1. It might be possible to tie the boat up at Catalina at the Wrigley facility. But I'm not sure of this. We have a daily shuttle that runs out to the lab providing good connectivity with the mainland. The shuttle goes out in the morning and back in the evening. There are also dorm and cafeteria facilities at the lab.
2. There are docking facilities at SCMI. I think that we explored this option with Jim Birch for the ESP deployments in 2010 and the contract vessel that he used. We would have to ask – Dan Warren is the port superintendent and is only available on Mondays and Fridays.
3. There may also be some Marinas in LA Harbor where the boat could be tied up. LA Harbor is not my favorite environment, but there are facilities for larger vessels.
4. I will follow up with our maritime specialist who is well connected and see if he has any recommendations.

I will get to your other emails. I'm just working through the list, but trying to get real-time again with the current emails.

Burt

From: David Caron <dcaron@usc.edu>
Date: Wed, 1 Aug 2012 07:50:16 +0300
To: John Ryan <ryjo@mbari.org>
Cc: Burt Jones <Burt.Jones@kaust.edu.sa>
Subject: Re: port

Hi John,

Burt is the best source of info for answering these questions. He's done a LOT of coastal deployments. I believe he is just back from extended travel, so I'm sure he chimes in soon. My guess is that pier deployment is not probable.

Best,
Dave

On 7/31/12 3:46 PM, John Ryan wrote:

Fellows,

What port would you recommend for day operations of the R/V Carson during ECOHAB spring 2013? Perhaps the key vessel specs to consider are 135 ft in length, 35 ft beam, 490 ton displacement.

Also, we are considering how best to deploy / recover two long-range AUVs (<http://www.mbari.org/auv/LRAUVdescription.htm>) on the San Pedro shelf during this experiment. In Monterey Bay, these AUVs are typically towed some distance offshore with a Whaler, after which they are controlled from shore. We may want to have them out on reconnaissance before the ship (Carson) operations and remaining after them, so we need to consider options. Can we consider deploying from a pier, or do you think Whaler ops would make more sense?

Thanks for your thoughts.

Best regards,

John

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Pereira_etal_2011.pdf

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