

From: **Mandy Allen** mandy@mbari.org
Subject: Phase 1 MT Feedback: 902312, 902401, 902402
Date: August 19, 2023 at 10:01 AM
To: Aaron Micallef amicallef@mbari.org, Alana Sherman alana@mbari.org

MA

Hi Aaron and Alana,

Below is the Management Team feedback for your proposals. Please see the Management Team contact if you have any questions.

Phase 2 responses are due on [Wednesday, August 30](#) at 8:00 a.m. Responses should be emailed back to me by the deadline. Please be sure to make any changes to the expense, labor, and/or ship budgets, if required, in the MBARI budget entry web at [this link](#) prior to the deadline as well.

Current budgets can be found on the [2024 Proposal Process page](#).

Thanks,
Mandy

Generic notes for all project teams—Please read carefully prior to preparing your Phase 2 response.

Labor Resources

Requests for engineering labor exceed the number of allocable hours. Please ensure that requests have been carefully scoped and, if possible, reduce those requests. Where applicable, prioritize engineering tasks and indicate in your response which tasks may be deferred or removed. Please see Andy Hamilton if you have any questions or need further information.

Some reductions/changes in engineering resources have already been identified by the MT. These changes are detailed in the project-specific feedback below. Please review these changes carefully and enter these revisions in the budget system, as appropriate, for your project. If there are concerns about the suggested changes to resources or project scope thus far, please include details in your Phase 2 response and provide justification for any requests. Again, please reach out to your MT contact if you would like to discuss your response prior to the Phase 2 deadline.

Ship Time

Some 2024 ship time requests must be modified. DMO has developed a plan to meet the vast majority of requests, but some requests cannot be accommodated. In addition, there are too many extended 12-hour-day requests for the R/V Rachel Carson, and there are still many scheduling considerations to be determined with the R/V David Packard. DMO is continuing to work through these issues, so project teams may receive additional direction on ship requests ahead of the Phase 2 deadline.

902312 Seafloor Processes

Rating: 1

MT contact: Kelly

Management Team Feedback:

General Comments:

It is great to see your plans coming together.

For Phase 2 please address the following:

Please continue to work closely with Mandy on permitting for the small multibeam you propose to use. Is this system export controlled?

You propose work with the Low-Altitude Survey Sled. Is this in collaboration with Dave Caress? Who is doing the data analysis?

The coffee table book mentioned in the proposal resulted in many questions about licensing and revenue generation as well as the plan for publication. This will need to be carefully monitored by the IP committee and ITD to ensure it doesn't run against our limitations as a non-profit private operating foundation. In addition, ITD will need to be careful about the bandwidth they have available to support this. Please reach out directly to Heidi Cullen to discuss these issues as we consider whether or not we can support this effort.

Rachel Carson: It appears we can accommodate two of the three requested AUV days.

902401 Geo-Sense

Rating: 1

MT contact: Kelly

Management Team Feedback:

General Comments:

Good job on reaching out on the engineering side and effort in appropriately scoping this.

For Phase 2 please address the following:

This technology has a lot of potential and aligns well with MBARI engineering strengths. This could be a great opportunity for MBARI. How are you considering laying the cable for this operation? Please keep Mandy in the loop on permitting.

902402 CSEM

Rating: 2

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MT contact: Kelly

Management Team Feedback:

General Comments:

This technology has exciting potential. In the immediate term, we suggest focusing on efforts to make this successful in the Arctic, delaying any development that does not fall in the critical path to that effort.

For Phase 2 please address the following:

Borrowing another institution's equipment and transforming it requires some careful attention to liability and insurance. Paying for travel for outside individuals will require some form of collaborator agreements. Please coordinate with Basilio on these issues. As this paperwork takes time, we suggest you start these efforts now.

Please consult with Andrew McKee about towing in Monterey Bay and plans for the Arctic. Andrew notes that there is risk in towing anything that long close to shore, namely small vessel traffic and fishing gear. This is a risk to the instrument, not the vessel. It would be helpful for DMO/Andrew to have the details of the array, so they can work on developing a plan if the array becomes entangled. He also notes that the survey area in Monterey Bay is relatively small. It would be helpful to map out the specific track, as quite a bit of time will be needed to execute turns with a 1 km towed array, which will add to the overall survey time. More turns = more time.

Identifying the winch needed in Monterey Bay and/or the Arctic is key. The MacArtney winch is a likely good candidate, but MBARI would likely not want to send the MacArtney winch to use on the *Araon* for that long; we're likely to need it here.

It is unlikely that ship time on the Carson will be available for this effort in 2024. Please explore whether this could be deployed from the Shana Rae.

It doesn't sound like the AUV development is necessary for your work in the Arctic. This should be put off because of limitations in labor and resources. Focus on concentrating your efforts on ensuring the success of the towed system since you're planning on doing that in the Arctic.

Make any necessary adjustments based on the above in the budget entry system.

