

Request for use of Contingency Funds

# Memorandum

**To:** Steering Committee

**From:** Paul Salop, AMS and Meg Sedlak, SFEI

**Date:** April 29, 2008

**Re:** Request for use of Contingency Funds for an RMP vessel for 2008

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In early February, the US Bureau of Reclamation (USBR) informed us that the R/V Endeavor would not be available to support RMP sampling operations in 2008. The reason for this action is that the Department of Water Resources (DWR) companion vessel, the R/V San Carlos, has encountered severe mechanical issues that will require extensive overhaul, or potential replacement. For 2008, this means that the Endeavor will be needed to support both USBR and DWR monitoring operations, leaving no available schedule for outside work such as the RMP Cruise.

Paul Salop has contacted several research vessels operating within the Bay and surrounding areas to inquire about their ability, availability, and interest in participating in the 2008 RMP water and sediment cruise operations. The results of this search are shown in the table below. The costs vary widely (day rates from \$1,075 to \$4,500 per day), mainly associated with capabilities of the vessel. However, it should be noted that blue water capabilities associated with some of the higher end vessels are not necessarily desired for Bay operations, especially where depth of draft is concerned. We anticipate that we will need the vessel for approximately 13 days.

At this time, our preferred vessel choice is the R/V John Martin at a cost of \$3,000 per day. The total cost will be approximately \$45,000 (e.g., 13 sampling days plus 2 transit days). We are requesting contingency funds to pay for this unanticipated cost.

Finally, it should be noted that at this time, the USBR believes that DWR will rectify its vessel issues within the next year, either by overhaul or by obtaining a replacement vessel, and looks forward to working with the RMP again in 2009.

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**2008 RMP Sediment and Water Sampling Vessel Search.**

<b>Owner</b>	<b>Vessel</b>	<b>Specifications</b>	<b>Comments</b>
MBARI	R/V Zephyr	85' length; 8' draft Day rate: \$4,500	Benefits: <ul style="list-style-type: none"> <li>• Ample cabin and deck space</li> <li>• Good stability for Golden Gate sampling</li> <li>• Deck crane</li> <li>• Skipper and 2 crew included</li> </ul> Drawbacks: <ul style="list-style-type: none"> <li>• Several shallow water sediment sites would be inaccessible due to relatively large draft (8'); second vessel required.</li> <li>• High cost</li> </ul>
Moss Landing	R/V John Martin	56' length; 4'6" draft Day rate: \$3,000	Benefits: <ul style="list-style-type: none"> <li>• Ample cabin and deck space</li> <li>• "A" frame</li> <li>• Acceptable draft</li> <li>• Skipper and 1 crew included</li> <li>• Can accommodate both water and sediment operations</li> <li>• No hotel rooms required for crew – accommodations on-board</li> </ul> Drawbacks: <ul style="list-style-type: none"> <li>• Will require two days of paid transit from Moss Landing</li> <li>• No fridge / freezer (but AMS can potentially bring and store one on-deck)</li> </ul>
Sea Surveyor	R/V Lightning	72' length, 5'6" draft Day rate: \$3,000	Benefits: <ul style="list-style-type: none"> <li>• Ample cabin and deck space</li> <li>• Crane for sediment sampling</li> <li>• No paid transit required</li> </ul> Drawbacks: <ul style="list-style-type: none"> <li>• Vessel used mostly for surveying for ongoing projects; scheduling may be a concern</li> <li>• Relative to other contacts, not as much interest in participating</li> </ul>
Dixon Marine Services	R/V Lakota	50' length; 4'6" draft Day rate: \$2,100 (plus fuel)	Benefits <ul style="list-style-type: none"> <li>• Ample cabin and deck space</li> <li>• "A" frame and crane</li> <li>• Acceptable draft</li> </ul> Drawbacks <ul style="list-style-type: none"> <li>• Does not include cost for fuel, estimated as \$2000 - \$2500 total</li> </ul>

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Owner	Vessel	Specifications	Comments
			<ul style="list-style-type: none"> <li>Cabin space questionable for water cruise needs</li> </ul>
Monterey Canyon Research Vessels	R/V Shana Rae	62' length, 6'6" draft Day rate: \$1,650	Benefits: <ul style="list-style-type: none"> <li>Good cabin and deck space</li> <li>"A" frame</li> </ul> Drawbacks <ul style="list-style-type: none"> <li>Relatively deep draft for sediment sampling – would likely need several additional days in order to conduct South Bay sampling at higher tides, or need to combine with a shallower draft vessel (i.e., R/V Questuary)</li> <li>Slow (8 knots)</li> <li>Will require 2 days of paid transit from Morro Bay</li> </ul>
Monterey Canyon Research Vessels	S/V Retriever	50' length, 4' draft Day rate: \$1,550	Benefits: <ul style="list-style-type: none"> <li>Stable platform for sediment sampling in shallows</li> </ul> Drawbacks <ul style="list-style-type: none"> <li>Slow (&lt;8 knots)</li> <li>Inadequate cabin space for water sampling</li> </ul>
Romberg Tiburon Center	R/V Questuary	38' length; 3'9" draft Day rate: \$1,200	Benefits: <ul style="list-style-type: none"> <li>Local, knowledgeable skipper</li> <li>Acceptable draft</li> </ul> Drawbacks: <ul style="list-style-type: none"> <li>Extremely tight on cabin space for water cruise operations</li> <li>Inadequate deck space for sediment operations</li> </ul>
Mark Tognazinni	Bonnie Marrietta	38' length; 4'6" draft Day rate: \$1,075	Benefits: <ul style="list-style-type: none"> <li>"H" frame used with Van veen grab previously</li> <li>Acceptable draft</li> </ul> Drawbacks: <ul style="list-style-type: none"> <li>Will require 3 paid days of transit from Morro Bay</li> <li>Likely to be tight on cabin space</li> <li>Will require insurance waiver on equipment and crew</li> </ul>
USGS	R/V Turning Tide		Not available - skipper injured and it is unknown when he will return
Marine Science Institute	R/V Robert Brownlee		Not available
Bodega Marine Lab			No appropriate vessel