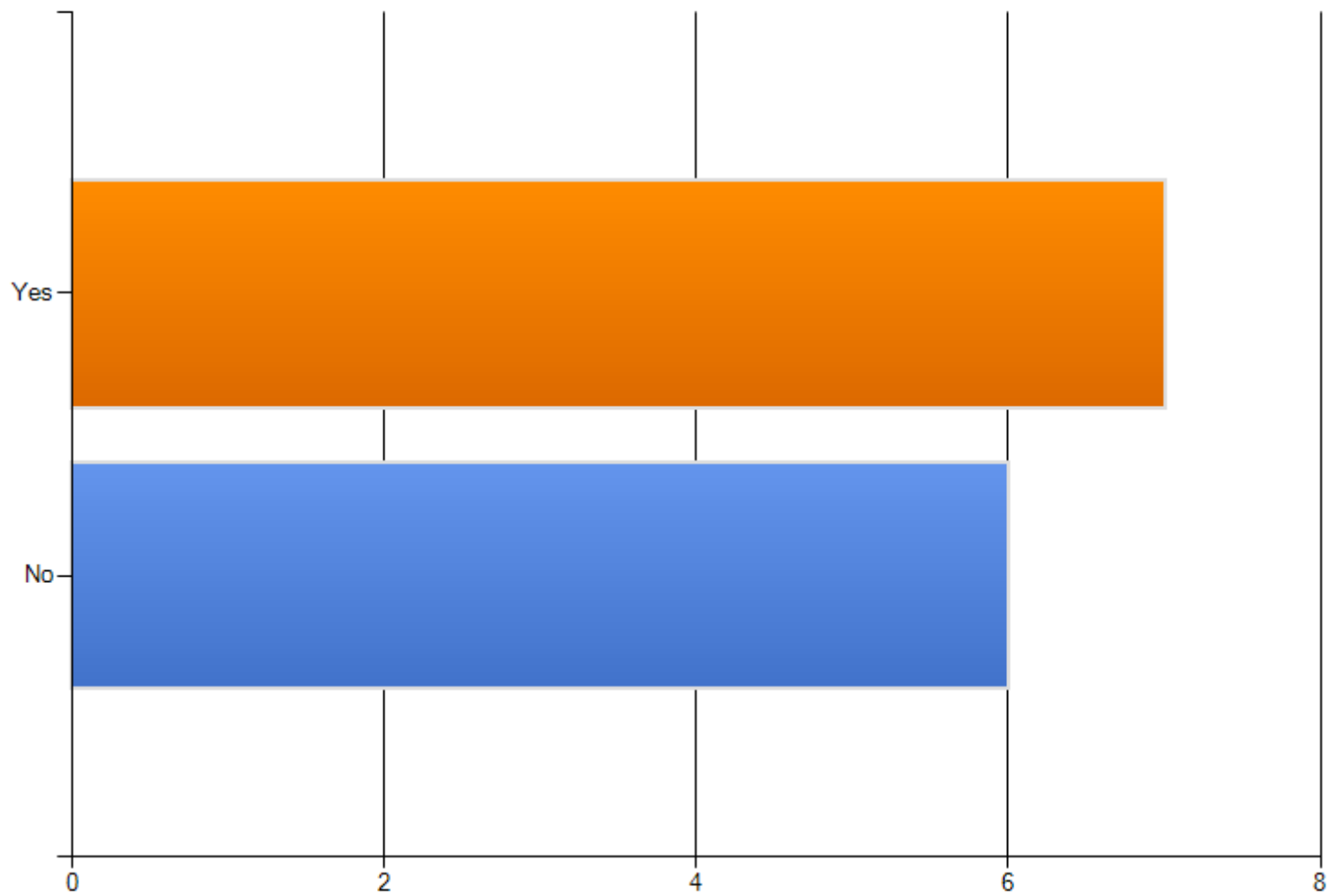


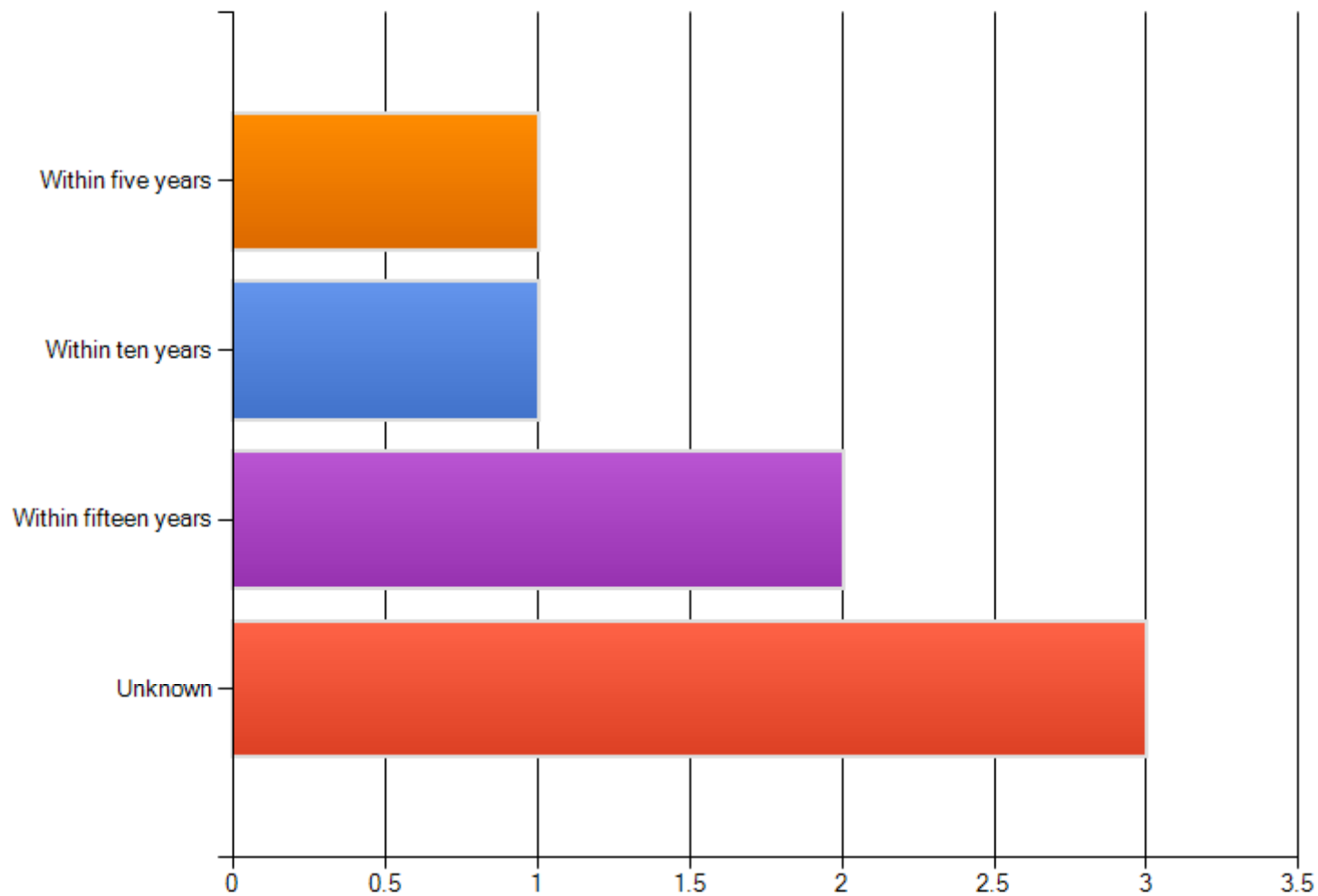
Great Lakes Association of Science Ships

Vessel Procurement Survey

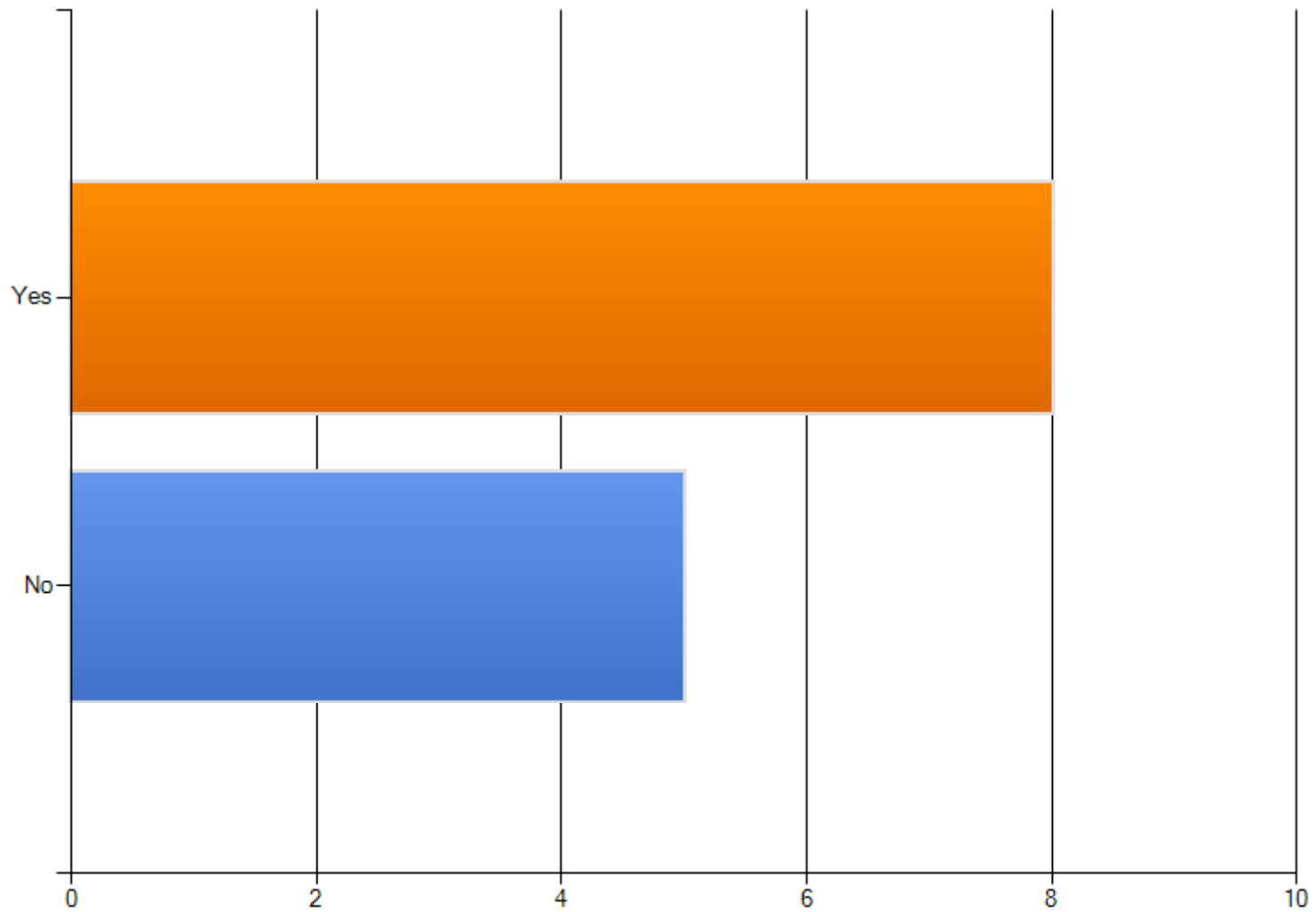
Does your agency currently have plans underway to procure one or more additional or replacement science vessels for your fleet?



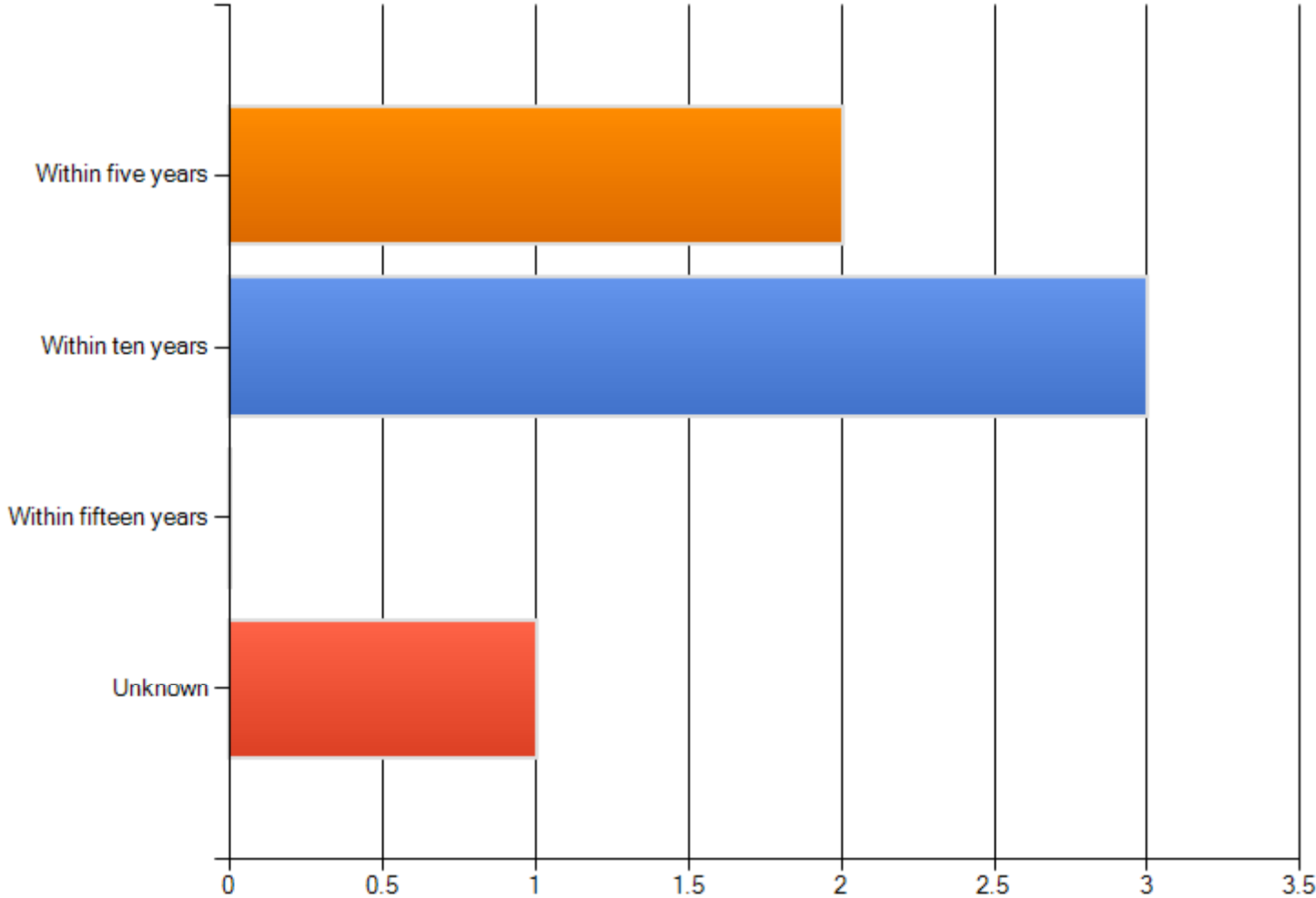
If you do not have a current vessel procurement plan, when do you foresee your agency likely initiating one?



Does your agency currently have plans for any major vessel refits or overhauls?



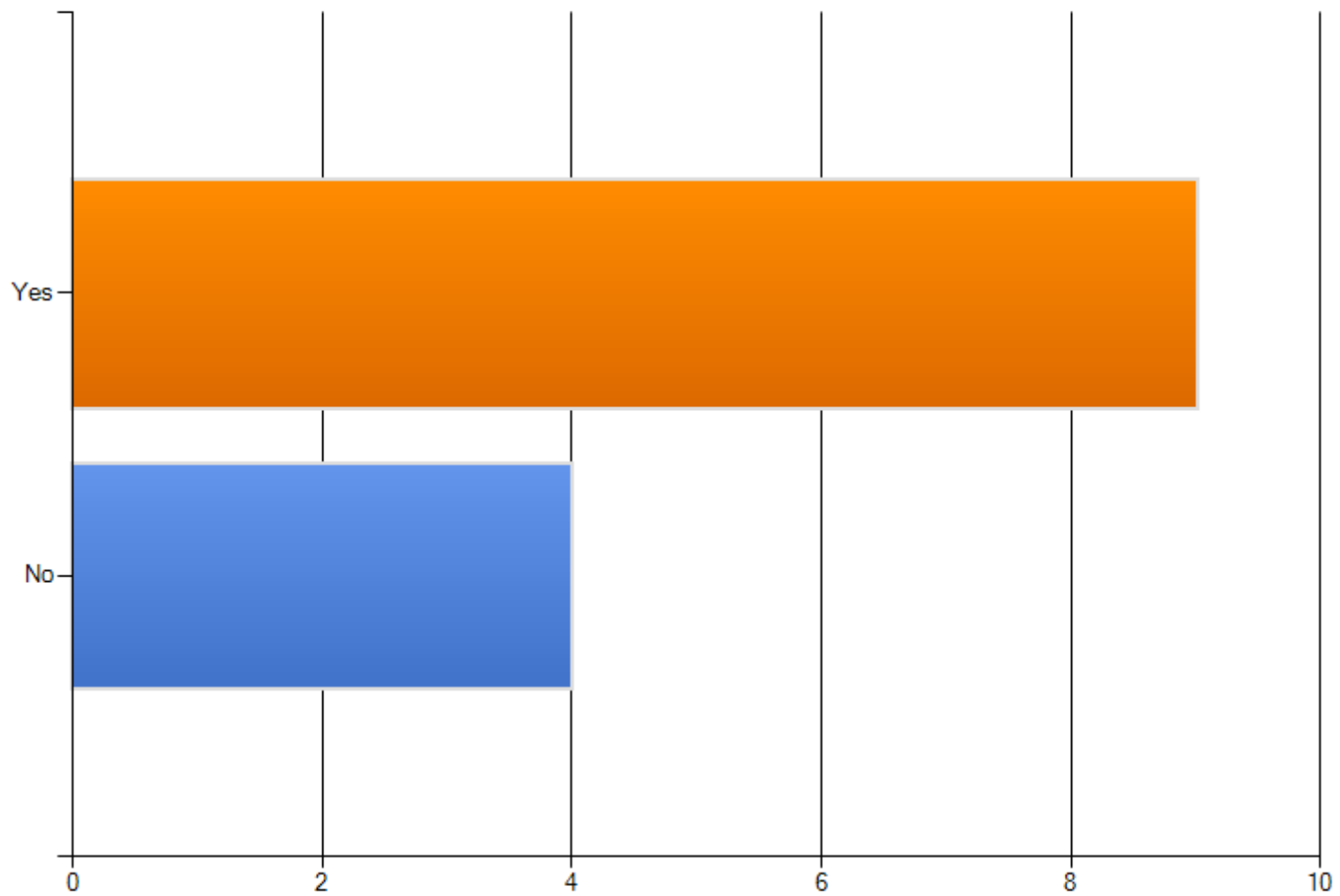
If you do not have a plan for any major vessel refits or overhaul projects, when do you foresee your agency initiating one?



What are the primary factors that drive your agency's vessel procurement and/or overhaul plans, such as finances, science needs, vessel ages or other considerations?

1. finances, science needs, vessel ages
2. Finances and age
3. Our primary factors driving our vessel procurement and overhaul plans stems from the age of our vessels. One of our steel hulled fish tugs is 75yrs old while the other is 66yrs. Because of a good build and proper maintenance we have been able to use these vessels to this age.
4. Finances
5. Finances and vessel age
6. our vessels have been well maintained and we have been overhauling our boats as we go along
7. Vessel age; ability of existing vessels to meet Transport Canada legislation
8. Finance, Vessel Age, Vessel Material Condition.
9. Vessel needs, finances, seasonal timing
10. Finances vs usage.
11. Safety, vessel ages, science needs.
12. Aging vessels and increased scientific needs are the primary driving forces.
13. Vessel age / condition, Agency finances, Science needs

Is your vessel fleet, in its current operational state, capable of meeting the science needs of your agency?



If your fleet is not meeting science needs, what are the deficiencies?

1. Carrying capacity for scientist and equipment.
2. Most of our vessels were not designed for modern technology.
3. Vessel is not big enough.
4. N/A
5. Would like a trawl net power drum, luxury.
6. The ability to efficiently cover a given lake in a timely manner. Multiple agencies need to accomplish this survey.
7. New vessels/upgrades will...
 - improve speed thus operational flexibility
 - enhance safety
 - enhance science capabilities

What is the current estimated service life of your agency's existing science vessel fleet?

1. year to year for one of the four, perhaps 5 years on a second, 10 years on the third, and 40 years for the fourth.
2. 5-40 years depending on the vessel.
3. As is, without a major retro-fit our vessels are approaching the end of their life for us as an agency. Luckily this year we were able to get approval for a new build and a retro-fit on Lake Superior.
4. 30 more years. Total service life 90 years with upgrades.
5. 15 years
6. 20 yrs
7. 15 years, approx.
8. 30 years
9. Unknown
10. 10 years
11. Both of our large vessels are in the process of being addressed. The Barney Devine is being replaced with a new vessel being built at Burger as of this fall. The Hack Noyes is being refitted this year with new power, plating, and hydraulics. We anticipate at least 30 more years of service.
12. anywhere from 2-20 years for our existing vessels.
13. Following our agency plans for maintenance and upgrade, service life is "the foreseeable future".

Without any new vessel procurements or major life extension projects, at what point will your fleet begin to experience deficiencies in operational capability?

1. Could happen at any time because if one vessel isn't replaced the other vessels would likely need to fill in at higher cost and lower efficiency.
2. Currently
3. As our vessels have aged we have observed problems when maintenance and repair starts to exceed budgets. When there are problems with the boat and the money is not there to get it repaired, we cannot operate. The older a boat gets, the more maintenance it is going to require. Overhauling, and retro-fits can slow many of the problems but remember the boat is still getting older. If you find a budget after year one, try assuming that everything is going to cost you an additional 5% the following year. If you don't spend your entire budget in one year don't feel bad to keep money in an account. It will come in handy before long and you won't be begging for additional funds.
4. Within 10 years.
5. 10-15 years
6. N/A
7. Unknown
8. 20 years
9. 3-5 years
10. 10 years...hopefully, barring major mechanical failure.
11. Should be good for 20-30 years.
12. Immediately.
13. Within 5 years.

What types of interagency coordination, if any, would benefit your agency's vessel procurement or fleet life extension planning process?

1. Other agencies recognize our contributions and support our efforts yet funding sources fail to come through for us.
2. Finances, support for requests.
3. Last year we again started working with universities, grad students, scientist, and others outside of our own agency. We found that when people know we have a vessel available they find reasons to use it. When they want to use the vessel they know it is going to come with some kind of cost. This is beneficial for the private sector. As for the state, we are reimbursed for fuel, and we can document that we are working with other agencies on a large scale. Cooperative efforts show the boat is needed and that we need to be looking down the road to not only our needs but the needs of others. Proving that there is a great demand for the vessel helps secure funds for operation and maintenance.
4. Ability to procure funding.
5. A willingness to share plans would be helpful.
6. N/A
7. Letters of support from partner agencies; demonstrated examples of previous successful partnerships.
8. We operate two vessels that are USCG inspected Sub Chapter "T" boats so we follow the CFR regulations. We already have a plan for fleet life extension
9. Information sharing, vendor information, ship yard information and experiences.
10. Not sure if anything would help
11. None..we do gill netting almost exclusively and have an extensive data set. Other agencies in the area are mostly trawlers with some capability for gill netting.
12. By getting the people with the ability to procure funding to replace vessels by illustrating the need.
13. Sharing designs / plans has been of some use.