



MOSAiC Status Update Nr. 2/2019

1. Freight Deadlines / procedures
2. Mandatory Basic Safety Training for Admiral Makarov (Leg 1,2 and 3)
3. MOSAiC Data Policy
4. Polarstern Communication Standards
5. Dietary needs
6. Upcoming events

1. Freight Deadlines / procedures

We have fixed deadlines regarding freight for Leg 1. For all other legs, no deadline had been set yet. Please fill the freight list with an estimate of your planned freight for the supply cruises as well, to help us plan better. ([MOSAiC all→groups→Logistics→freight.xlsx](#))

You find some general information about AWI freight handling on the AWI website. Please use the standard AWI freight labels (see names below). We do have storage space available from 02/09/19 onwards until departure, everything that arrives before might lead to storage fees that have to be covered by the projects. As we do have limited space on board, empty boxes, packing etc., that will not be needed for the duration of MOSAiC will be stored by AWI until the end of the expedition. For any questions, please contact Verena via schiffskoord@awi.de

Regarding Leg 1, you can send:

- Individual freight or complete containers via AWI Bremerhaven directly with Polarstern (this concerns things that do not have to be touched or repacked in Tromsø and will only be accessed in the ice)
 - PS122_1 BHV
 - Individual freight or complete containers via AWI Bremerhaven to Tromsø – for repacking and staging (this refers everything that will be stored in general 'Storage containers' from AWI for scientific equipment during the expedition as well as things that will be installed on board)
 - PS122_1 Tromsø
- Individual freight has to be delivered to AWI by 29/05/19, freight papers until 08/05/19
- Complete containers have to be delivered to AWI by 29/07/19, freight papers until 15/07/19
- Individual freight to Tromsø (→ PS122_1 Tromsø direct)
- delivery to Tromsø until 02/09/19
- Please send a copy of freight papers, dangerous goods papers and Air Way Bill to transport@awi.de. Please note that you have to take care of custom clearance yourself.



2. Mandatory Basic Safety Training for Admiral Makarov (Leg 1,2 and 3)

We just received confirmation that all participants that will travel on the supply vessel 'Admiral Makarov' (this concerns all participants of Leg 1, 2 and 3) have to have a 'Basic Safety Training' according to SOLAS A-VI / STCW. This is a multiple day course, which you can normally do all over the world, meaning you can do it in your home country. Attached you find some general information about the course, as well as a list of possible training centres in Germany. We will try to arrange courses in Germany explicitly for MOSAIC participants; more information about this will come soon. For any questions, please contact Verena via schiffskoord@awi.de

3. MOSAIC Data Policy

The short Version of the MOSAIC Data Policy is available online under [MOSAIC_all/General/Groups/Data/MOSAIC_DataPolicy_ExecutiveSummary.pdf](#)
A printed version will be available to be signed during the upcoming workshop in March. For any questions, please contact antonia.immerz@awi.de

4. Polarstern communication standards

During MOSAIC the general communication standards available on any Polarstern expedition apply. Please check the means (and limitations) regarding file sharing, email communication and internet access (see Appendix). This information does not refer to MOSAIC-Dataflow and storage components to store and transfer measurement and sampling data. Information on the MOSAIC Data Flow is available in the Wiki of MOSAIC_all, provided webinars and slides and will be covered in the upcoming MOSAIC Workshop in March.

5. Dietary Needs

You have to state any dietary needs, when registering with the AWI Expedition Interface System (EIS). In general, there are three warm meals every day. You may decide between two dishes for lunchtime, one of which will be vegetarian. There will be fresh fruit and vegetable as long as stock lasts. Bread and cakes are freshly baked on a regular basis and there will be pastries for coffee break in the afternoon.

Other diets or methods of preparation cannot be supported, as storage and cold-room capacities as well as the number of kitchen staff only allow the preparation of the above-mentioned meals. You can bring your own food, but these products have to be stored in your cabin. For legal reasons it is not allowed to use the galley privately for preparation of meals.

If your diet cannot be ensured by a choice from the food and meals offered you probably have to be excluded from the expedition. Please inform AWI ship coordination in due time.

6. Upcoming events

Event	Date	Time	Location
Met City webmeeting	07.02.19	16:00 CET	online
Distributed Network webmeeting	20.02.19	16:00 CET	online
P-Deck & Crow's nest webmeeting	21.02.19	16:00 CET	online
Snow & Ice Training 1	23.1.19 – 1.3.19	All day	Oulu, Finland

Appendix:

Communication standards on board RV Polarstern

Telephone

6 lines with Iridium are available on board.

There are 2 'public' telephone boxes. Further telephones are located on the bridge and in the communications office.

These can be used for calling via Iridium worldwide.

Prepaid-Code-Bons are sold on board for usage of the telephones.

Receiving incoming calls is not possible on these telephones.

Internet Access:

Internet access via personal laptop is enabled for:

- cruise leader
- captain
- system administrator
- communications electronics engineer

For using the bandwidth effectively some data-intensive applications are technically limited (e.g. Skype).

Two especially prepared notebooks are available for internet usage which show the already transferred amount of data and prevent unintended data transfer (automatic updates). The notebooks are handed out by the communications officer who also controls the used amount of data and settles the bill.

Email:

A ship's own mail programme exists on board which can be used for sending and receiving mails.

Data transfer takes place every 10 minutes. Attachments can also be transferred but size is limited according to the table below.

Format of Polarstern email addresses:

Scientific expedition member, e.g. "Alfred Wegener": AWegener@awi-polarstern.de

Crew member, e.g. "Hein Seemann": HSeemann.p@awi-polarstern.de

Cruise leader: Fahrtleiter@awi-polarstern.de

Current data size limitations (see below) are necessary to ensure a smooth data transfer.

Person Group	Iridium
Cruise leader	1 MByte
Group leader	100 kByte
German Weather Service	1 MByte
Helicopter crew	100 kByte
Captain	1 MByte
Ship's management	100 kByte
Scientific participants	50 kByte

Alternatively, you can configure your own mail programme accordingly.
The usage of the mailing function is issued by AWI free of charge with an exception for the German Weather Service due to contractual agreements.

Usage of your institute mail server and the own mail account is only possible from the public internet computers.

Fileserver

- The “Polarstern fileserver” provides a public directory on board Polarstern for central storage of documents for common access, pictures, documents, etc.
- Additionally, there will be a “MOSAiC central storage” in which the measurement data and related data will be stored during MOSAiC.

Intranet

There is an Intranet on board for data transfer, access to the Polarstern central storage, using software components on board, sending and receiving of Emails etc.. Access is via LAN from the laboratories and chambers or via WLAN.

RESOLUTION MSC.418(97)
(adopted on 25 November 2016)
INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE
THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS
ENGAGED ON INTERNATIONAL VOYAGES

ANNEX 11

**RESOLUTION MSC.418(97)
(adopted on 25 November 2016)**

**INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE
THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS
ENGAGED ON INTERNATIONAL VOYAGES**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECOGNIZING that increasing numbers of offshore projects and innovations are creating new and growing demand for the carriage of industrial personnel to and from offshore facilities and/or other ships,

RECOGNIZING ALSO that, with regard to offshore wind farm service vessels for the carriage of construction and maintenance personnel, difficulties are reported caused by the lack of a clear definition for industrial personnel and the lack of legally binding international safety standards for the carriage of more than 12 industrial personnel on board in the existing instruments,

RECOGNIZING FURTHER that the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, currently does not define industrial personnel and that an interim solution is urgently required,

NOTING that the Maritime Safety Committee, at its ninety-sixth session, decided to develop a mandatory instrument for the carriage of industrial personnel so that such personnel should not be considered or treated as passengers under SOLAS regulation I/2(e),

RECOGNIZING the urgent need for Member States to ensure the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages while the mandatory instrument is developed by the Organization,

HAVING CONSIDERED, at its ninety-seventh session, the *Interim Recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*,

1 ADOPTS the *Interim Recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*, the text of which is set out in the annex to the present resolution;

2 INVITES Member States, until such time that the mandatory instrument for the carriage of industrial personnel enters into force, to:

- .1 note that industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e); and
- .2 apply the annexed *Interim Recommendations* when regulating ships, regardless of size, carrying more than 12 industrial personnel.

3 INVITES ALSO Member States to bring this to the attention of all parties concerned.

ANNEX

**INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE
THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS
ENGAGED ON INTERNATIONAL VOYAGES**

- 1 For the purposes of these Interim Recommendations, *industrial personnel* means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels and/or other offshore facilities and meet the criteria set out below.
- 2 Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e).
- 3 *Offshore industrial activities* are the construction, maintenance, operation or servicing of offshore facilities related, but not limited, to exploration, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.
- 4 For the purpose of these Interim Recommendations, all industrial personnel should:
 - .1 be not less than 16 years of age;
 - .2 prior to boarding the ship, receive appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code. Administrations may accept other industrial training standards such as those of the Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organisation (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited), if they consider these appropriate alternatives;
 - .3 receive on board ship specific safety familiarization that includes, but is not limited to, the layout of the ship, and handling of the safety equipment, as appropriate. The standard in paragraph 1 of section A-VI/1 of the STCW Code, or equivalent, should be used as the standard;
 - .4 be familiarized with specific procedures, e.g. transfer procedures on and off the ship while at sea, as appropriate;
 - .5.1 be accounted for in the ship's life-saving equipment; and
 - .5.2 be equipped with personal protective clothing and equipment suitable for the safety risks to be encountered both while on board the ship and being transferred at sea; and
 - .6 meet appropriate medical standards. The standard in section A-I/9 of the STCW Code, applicable to engineers, or equivalent, may be used as a standard.
- 5 IMO guidance (MSC-MEPC.7/Circ.10) or relevant industry standards should be taken into account, to the extent possible, when transferring industrial personnel at sea.
- 6 Industrial personnel may be carried on board ships meeting the provisions of the 2008 SPS Code or other standards, providing they meet an equivalent level of safety acceptable to the Administration, taking into consideration the number of persons on board.

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Ausbildungsstätte	Erstausbildung Sicherheitsgrund	Erstausbildung Rettungsbootsmann für Überlebensfahrzeuge und Bereitschaftsboote außer schnelle Bereitschaftsboote	Erstausbildung in fortschrittlicher Brandbekämpfung	Erstausbildung Rettungsbootsmann für schnelle Bereitschaftsboote
Maritimes Kompetenzzentrum Elsfleth GmbH An der Weinkaje 1 26931 Elsfleth Tel.: 04404-98954-0/ info@marikom-elsfleth.de	DS-63-2-3/2014/BSC	DS-63-2-3/2011/SCARB	DS-63-2-3/2011/AdFF	DS-63-2-3/2012/FRB
Schleswig-Holsteinische Seemannsschule Wiekstraße 3a 23570 Lübeck-Travemünde Tel.: 04502-51520/ info@seemannsschule.landsh.de	DS-63-2-5/2014/BSC	DS-63-2-5/2011/SCARB	DS-63-2-5/2011/AdFF	DS-63-2-5/2011/FRB
ma-co maritimes kompetenzzentrum e.V. Kühlbranddeich 30 20457 Hamburg ma Tel.: 040-7560820/ info@ma-co.de	DS-63-2-9/2014/BSC	DS-63-2-9/2011/SCARB	DS-63-2-9/2011/AdFF	DS-63-2-9-BRBA/2012/FRB**
MARIKO GmbH Industriestr. 16 26789 Leer Tel.:0491-45454628/ maritime-training@mariko-leer.de	DS-63-2-27/2014/BSC	DS-63-2-27/2012/SCARB	DS-63-2-27/2012/AdFF	DS-63-2-27/2016/FRB
AFZ Aus- und Fortbildungszentrum Rostock GmbH Alter Hafen Süd 334 18069 Rostock Tel.: 0381-8017302/ karin.letzinski@afz-rostock.de	DS-63-2-11/2014/BSC	DS-63-2-11/2011/SCARB	DS-63-2-11/2011/AdFF	DS-63-2-11/2011/FRB
Privatschule für Schiffssicherheit Dipl.-Ing. Maik Badendieck Schuhfuß Weg 2 18573 Rambin Tel.: 038306-673114/ kontakt@sos-ruegen.de	DS-63-2-15/2014/BSC	DS-63-2-15/2011/SCARB	DS-63-2-15/2011/AdFF	

* nicht öffentlich zugängliche Kurse

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Ausbildungsstätte	Erstausbildung Sicherheitsgrund	Erstausbildung nach Kapitel A-VI/1, VI/2 und VI/3 Rettungsbootmann für Überlebensfahrzeuge und Bereitschaftsboote außer schnelle Bereitschaftsboote	Erstausbildung in fortschrittlicher Brandbekämpfung	Erstausbildung Rettungsbootmann für schnelle Bereitschaftsboote
	Registriernummer	Registriernummer	Registriernummer	Registriernummer
Staatliche Seefahrtsschule Cuxhaven Am Seedeich 36 (*) 27472 Cuxhaven Tel.: 04721-54774/info@seefahrtsschule.niedersachsen.de	DS-63-2-22/2014/BSC	DS-63-2-22/2011/SCARB	DS-63-2-22/2011/AdFF	-
Deutsche Gesellschaft zur Rettung Schiffbrüchiger (*) Werderstraße 2 28199 Bremen Tel.: 0421-53707450/Petermann@seenotretter.de	DS-63-2-24/2014/BSC	DS-63-2-24/2011/SCARB	DS-63-2-24/2011/AdFF	-

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