

Addendum 1 to

MEMORANDUM OF AGREEMENT BETWEEN
THE UNITED STATES COAST GUARD
AND
THE NATIONAL SCIENCE FOUNDATION
REGARDING POLAR ICEBREAKER SUPPORT AND REIMBURSEMENT

USCG and NSF agree to modify the language of the MOA executed in 2012 with regard to Paragraph 7.B as follows:

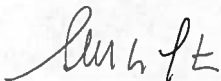
Existing Language

B. Transit days exclusively in support of science will be charged the day rate. Transit days for science phases that include more than one funding agency will be pro-rated according to the number of science operating days per agency. In port days for mobilization/demobilization will be calculated in the same manner as transit days. Port call days that do not involve mobilization/demobilization will not be charged (for example, days needed for fueling, liberty, maintenance).

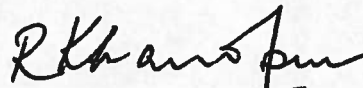
New Language

- B. Transit days exclusively in support of science will be charged the day rate.
- 1) Total transit days for deployments (i.e. Seattle to Seattle) that include more than one funding agency will be divided among agencies, pro-rated by agency cruise duration. Transits to ports not in support of science (e.g., crew rest) will not be charged. Port call days will not be charged.
 - 2) USCG will publish standard transits for deployment to both polar regions as Appendix 2 to this MOA using icebreaker economic cruising speed, optimal routes and other planning criteria to minimize reimbursable transit days. USCG will use these standard transits to calculate transit day reimbursements.

Agreed this 9th day of May 2013:



Susanne M. LaFratta
Senior Advisor and USCG Program Manager
Office of Polar Programs
National Science Foundation



Rajiv Khandpur
Chief, Office of Waterways and Ocean
Policy
United States Coast Guard