

Minutes of October 10, 2007 MOC Meeting

Attendees: Bob Knox, Jerry Smith, Gabi Laske, Jeff Babcock, Matt Dzieciuch, Ryan Rykaczewski, Steve Miller, Gabriela Chavez, Dave Chadwell, Steve Constable, Jeff Gee

Meeting called to order at 2:00 p.m.

Agenda

1. Ship status report (Captain Althouse, report attached below)
2. STS report
3. Other business - none identified

Comments/discussion

The committee met for a brief review of the ship status. No STS report was available due to ongoing commitments with testing the new EM 120 system on Melville immediately following installation in the Sasebo shipyard.

Dave Skydel was unable to attend the meeting but forwarded information indicating that preparations for the Flament cruise in November are the highest priority radiation safety/EHS project. All aspects of this cruise are being addressed and progressing smoothly. A more complete update will be given at the November MOC meeting.

Meeting adjourned at 2:15 p.m.

Ship Status Report

MELVILLE

1. Ship left drydock in Sasebo on Monday 1 October after installation of EM 120 transducers and reinstallation of overhauled Main Motors and Z-drives. The ship was inclined on 2 October with satisfactory results. The rest of the week was spent getting put back together and completing repairs overhauls and installations.
2. On Monday motor/thruster dock trials followed by a 6 hour sea trial. Motors and thrusters performed satisfactorily. During this trial, the EM 120 was initially operated in shallow water.
3. The ship is now conducting calibration and acceptance testing of the new SIMRAD K-POS Dynamic Positioning system during a 3 day sea trial near Sasebo.
4. The ship returns to port Thursday afternoon and departs for Kaohsiung on Friday morning.
5. One day was added on the transit to Taiwan to provide time for Roll and Pitch bias testing of the EM 120.
6. Up coming cruises include Farmer's ADCP recoveries, Lee's Glider recoveries and a Navy acoustic project, all near Taiwan.
7. No significant material issues are reported.

ROGER REVELLE

1. Ship continues operations in the Indian Ocean conducting Bess Ward's cruise. This cruise ends in Mormagau (Goa) and is the final stop there. The last 2 stops have had many problems and we have put pressure on the agents to improve service during this one.
2. After departure from India ship will conduct Chris Charles' UC funded dredging cruise in the Seychelles with a port stop there at the end. This cruise is followed by Fueri's UC funded cruise.
3. In December the ship will have a quick dry docking in Durban, SA. This shortened period was moved from January to accommodate additional time for the lengthened MacKinnon cruise. Moving the shipyard period into December forces us to significantly reduce the scope of the work package to bare minimum for regulatory purposes. Hopefully final schedules will provide maintenance time in 2008.
4. Other than the lingering server and F77 e-mail problems, no material issues are reported.

NEW HORIZON

1. The ship is in Washington participating in the Navy PLUSNET exercise on the torpedo testing range at Keyport. Due to a Navy mandated Zero Discharge of grey and black water the ship was equipped with portable toilets and returns to the

- dock every 2 days to pump the holding tank and exchange the toilets. The exercise ends on Saturday and the ship gets back to San Diego on the 18th.
2. 2 days of student cruises for Levin and Franks are scheduled for 27 and 28 October. A CALCOFI cruise starts 2 November.
 3. No significant material issues are reported.

ROBERT GORDON SPROUL

1. Cruises for Edgcomb (Bernhard), Kaufmann and D'Spain were conducted during the month.
2. There were some problems during the Edgcomb cruise involving both ship and STS systems. Last minute repairs to the trawl winch masked a problem with the winch tension readout until the ship was on station. Additionally, the generator problem discussed last month prevented the winch from being operated in the high speed mode. This fact had not been communicated to the Chief Scientist who planned the stations using 60 meters a minute for winch speed vice the 30 meters a minute that was available. This added about 10 – 15 minutes to each station at the depth that was being worked. Although MARFAC had the reefer van supplied for the cruise checked by our refrigeration contractor and successfully run for 2 days in port, the van did not maintain the 6 deg C temperature desired possibly due to the hot weather. People moving in and out of the van were also a problem. It should be noted that SIO does not have a true reefer van – one is available in the west coast van pool managed by OSU but there was not time to get it to San Diego for this cruise. MARFAC is working to resolve these problems.
3. Due to the Zero Discharge requirement at the PLUSNET exercise site in Washington, SPROUL with D'Spain's large glider was set up to participate in the exercise off San Diego. SPROUL CANNOT meet Zero Discharge since she has no holding tank. The only thing that can be done is to secure all water sources and use portable toilets. This is not a reasonable solution so the above accommodation was made- until last week that is. The ship was ordered north for 3 days of participation in the exercise. The transit north is 6 days and the transit south a bit less. On the way north the ship ran into bad weather as can be the case this time of year. Ship arrived today and after participation will return to San Diego.
4. Other than the items noted and being resolved, no significant material issues are noted.