

Minutes of September 11, 2007 MOC Meeting

Attendees: Bob Knox, Tom Althouse, Joris Gieskes, Matt Dzieciuch, Ryan Rykaczewski, Steve Miller, Dave Checkley, David Skydel (EH&S)

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

Agenda

1. Ship status report (Captain Althouse, report attached below)
2. STS report
3. Discussion of radiation safety committee
4. Other business - none identified

Comments/discussion

Bob Knox provided a brief summary of STS activities since Woody Sutherland is currently at the shipyard for the replacement of the multibeam system on Melville. Captain Althouse provided an update on ongoing clearance issues (Oman and India) with the Revelle, as well as status information on all vessels (report attached below).

The MOC reviewed the current procedures for radiation safety aboard the ships. The Radiation Safety Committee is a small standing subcommittee of the MOC that serves as part of the review chain (which also includes the radiation safety officer for the university and the director of ship operations) for the use of radioisotopes aboard the ships. The present system works fine, but with the retirement of Sandy O'Brien and Joris Gieskes the membership of the Radiation Safety Committee should be updated. Joris Gieskes and Andrew Dickson will continue to serve for the near term and Sandy O'Brien will also be available to help out as a consultant. Dave Skydel (EH&S) will be assuming some of the duties of radiation safety review.

Meeting adjourned at 3:00 p.m.

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ROGER REVELLE

1. Bow Thruster repairs were completed in Singapore on 13 August. Ship departed for India on 14 August and arrived on 21 August. After 1 day delay in starting equipment on load due to lack of a pier side berth, loading commenced on the 22nd and ship was ready for sea late on the 23rd.
2. Ship had not received Omani clearance to work in their waters so we started planning to do the Naqvi/Ward change over in Goa. Clearance was never received from Oman but we did make an emergency stop in Muscat for transfer ashore of the Chief Scientist whose brother was killed in an accident. Ship is scheduled to arrive in Goa on 16 September for the changeover.
3. While in Singapore, we learned of the requirement for Ministry of Home Affairs (MoHA) approval for all Science party members, technicians, and crew members aboard the ship. We were able to fill out the required forms for all crew and techs that would be aboard on arrival in India and courier them in advance. Normal approval time for this approval is 6 – 8 weeks. We have not received approval for people currently aboard the ship.
4. The shift of the final port for this cruise from Muscat to Goa has created a problem with this MoHA approval. Sunday night I was informed that we could not rotate 7 on-signing crewmembers in Goa during the upcoming stop because their forms were submitted too late. These forms were forwarded to the Agent in Goa 31 August and received 3 September. They were delivered to Dr. Naqvi Sunday when he visited Goa. As noted above the normal approval time is 6 – 8 weeks. We are working the issue using every possible avenue.
5. Shortly after sailing the ~~SatNet~~ ^{High Seas Net} system went down after a shift of frequency directed by the service provider. Much effort was put into getting the system back on line but was not successful. It is now believed that there are antenna problems and spare parts have been shipped for repair this time in port. The Technician scheduled to do the repair is one of the people caught up in this MoHA problem.
6. After much additional effort, we were able to get limited e-mail connectivity using the F 77 system. The ship's file server is down so all communication is going through the bridge. I am not sure what the status of file server repair is.
7. At the beginning of the cruise there were problems with the installed CTD. Coordination between the onboard tech, SCG and ODF resolved the issue after several days and this work has proceeded normally.
8. The piston coring wire path problems still exist as I have not yet received my SSSE grant for the Glosten study and procurement of new sheaves to replace the inadequate ones installed during ship construction.

MELVILLE

1. Ship entered SSK shipyard after typhoon evasion on 3 August. Work started immediately on accesses for main motors and z-drives. Ship went into dry dock on 14 August, later than I desired. Ripout of the SeaBeam 2000 was completed and hull modifications for the EM 120 are in progress.
2. Z-Drives were removed to the shop and stripped down. Several problems were noted. The most critical was corrosion on the lower starboard gear set. Sometime during operations moisture got into the lube oil. This corrosion can cause weakening of the hardened case and could cause tooth failure. This gear set needs replacing. We had a new gear set on hand because we had ordered and received one in March 2001 because we had a failed gear. That was actually a failure of the intermediate shaft between the upper and lower gear sets. This gear set has been sent to Japan for installation. We also need to replace the steering ring gear due to wear but there is over a 2 month lead time and this can be done water borne. We will get the new gear in hand and then find a time to replace it as soon as schedules firm up somewhat.
3. Main electric motor overhauls are in progress and appear to be on schedule. We are also replacing the DP system and doing topside preservation and a Caterpillar engine overhaul. Due to some misdirection and problems with work quality, the schedule is tight but we can still make it. My assistant, the captain, the chief engineer and the crew are providing excellent management and keeping things on track in spite of the language barrier.
4. overhaul completion os scheduled for 11 October.

NEW HORIZON

1. This month was spent pierside in normal maintenance.
2. We replaced the oily water separator and have been working on winches. This will continue until 26 September
3. Next cruise is the USN PLUSNET trial in Dabob Bay in Washington State.
4. No significant material problems are reported.

ROBERT GORDON SPROUL

1. Ship completed cruises for Mark Gillcrist and Gerald D'Spain. She got underway a while ago on an MMS cruise. Joan Bernard has a cruise followed by Ron Kauffmann's annual 3 Phase, 24 hour student cruise. Ship then sails for Washington for PLUSNET participation.
2. While at the pier normal maintenance has been conducted.

3. After diesel injector replacement by our service contractor we have experienced problems in the injection system that should have been caught by the technician. We have discussed this with the service company and are awaiting their response.

4. We are replacing worn gears in the trawl winch drive. Adjustments have been made to the CTD winch to improve performance.

5. Yesterday while investigating the cause of the after Generator's losing power during operations when the trawl winch is started, we determined the wrong voltage regulator had been installed sometime in the past. The proper regulator was obtained, installed and tested satisfactorily. However it was also determined there are shorted windings in the armature. The generator will continue to support operations until it can be replaced.

We are currently investigating increasing the prime mover's speed from 1200 to 1800 and installing a larger generator. This is a reasonable cost item and we will pursue it as a solution.

6. No other material problems reported.