

Minutes of Sept. 9, 2008 MOC Meeting

Attendees: H. Felbeck, S. Miller, J. MacKinnon, R. Rykaczewski, G. Chavez, M. Landry, D. Chadwell, T. Althouse, J. Babcock, R. Pinkel, S. Constable, D. Checkley, J. Gieskes, W. Sutherland, J. Swift, B. Appelgate, J. Gee

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

Agenda and Related Discussion

1. Updates

- a. Current status of 2009 ship scheduling
 - i. Bruce Appelgate provided an update on 2009 ship scheduling. Schedules for the Revelle and Melville look pretty good, with the Revelle having a significant amount of work in the Indian Ocean and the Melville with ONR cruises in the western Pacific. Schedules for intermediate ships are more problematic, with a partial layup for the New Horizon and a short schedule for the Sproul.
- b. Melville reception (9/24)
 - i. There will be a reception for the return of the Melville. Events include an Open House from 2-4 in the afternoon.
- c. Marine Operations Isotope Usage Panel (SIO Radiation Safety Committee)
 - i. The MOC discussed proposed changes in the membership of the Isotope Usage Panel and its interaction with the UCSD Radiation Safety and Surveillance Committee (RSSC).
 - ii. There was general agreement that Marine Operations Isotope Usage Panel should remain a subcommittee of the MOC. Concerns were raised about changing the charge of the MOC to specifically mention the subcommittee as the MOC should maintain the ability to form/dissolve subcommittees of the MOC.
 - iii. The MOC agreed with the proposed membership of the Marine Operations Isotope Usage Panel: A. Dickson (chair), B. Palenik, K. Barbeau and ex officio members W. Sutherland, R. Van Boxtel, and the STS EHS specialist to be hired. Dickson, Palenik, and Barbeau have all agreed to serve on this committee.
 - iv. Greater interaction with the RSSC is anticipated, including the attendance of (at least) the chair of the Marine Operations Isotope Usage Panel at RSSC meetings. It was suggested that the STS EHS specialist also attend these meetings.

2. Instrumentation Proposal

- a. The MOC discussed a number of potential items for the instrumentation proposal.
 - i. HiSeasNet upgrade for New Horizon. Tom and Woody are looking into whether this might be feasible.
 - ii. Shallow water multibeam system. J. Babcock mentioned that a group of SIO PIs had had earlier discussions with NSF about the possibility of acquiring a portable shallow water multibeam system.
 - iii. Science dedicated radar system to look at surface scattering.
 - iv. Time domain reflectometer
 - v. Additional slip rings.
 - vi. Shallow water (1000m) ROV.
- b. Science support equipment proposal

- i. T. Althouse listed several items (ROV, work boat, winches, isotope and cold vans) that are being considered.
3. Ship status report (see attached report; attachment 1)
 - a. No discussion.
4. STS report (see attached report; attachment 2)
 - a. No discussion

Meeting adjourned at 2:45 p.m.

Attachment 1

ROGER REVELLE

1. Ship arrived in Miami 13 August 2 days earlier than scheduled. JASON cruise was offloaded and Southall loaded for work in Bahamas.
2. Miami was a terrible port for our purposes. POM changed what they had told the agent 4 weeks before the day before ship's arrival. There was a constant battle with security getting people to the ship. In addition, Hurricane Fay forced the ship out of port 2 days before schedule, before many scientists had arrived. Ship went to sea for 2 days and returned. Science party boarded and ship was ready to leave late on originally scheduled day but science was not ready. Ship finally departed 21 August. Operations proceeded slowly due to science equipment problem, weather and problems with staying on the instrumented range because of issues with Range Control.
3. On Sunday, 31 August the ship departed the range due to the approach of Hurricane Hanna. It was decided to head for the area of the Dry Tortugas at the end of Fla Keys where it was possible to work under the Marine Mammal permit to test tracking equipment and tag mammals if possible. Some tracking was accomplished but sea conditions were not optimal. Hurricane IKE's track was not well defined at this time
4. Thursday night the decision was made to proceed to Port Manatee in Tampa Bay for a 2 day port stop to exchange scientific party members. The ship entered port Sat AM. Scheduled Monday AM departure was delayed due to the westerly track of IKE. Current indications are that IKE will be in a position by tomorrow evening that will allow the ship to start back to the Bahamas.
5. During operations, Nr. 5 generator was on line providing hotel services and shut down causing the ship to go dark for 3 -5 minutes. Investigation revealed a problem with the camshaft idler bearing that CAT acknowledges is a know issue with these engines. We have arranged repair of the engine in Port Everglades during the stop there after the current cruise. We have asked CAT about some consideration since this is a known problem and could have been repaired during a previous overhaul.
6. During the engine casualty shutdown, the computer lab UPS did not pick up the load. N significant damage occurred and all equipment except 1 server came right back up. It appears that the UPS must be replaced as it is obsolete and difficult to find parts for. We have identified what we believe is a suitable replacement and STS is verifying that. If so, we will order immediately and try to install during the maintenance period after Constable's cruise.
7. Procurement of new hydraulic motors and pumps is on track for repair of the Markey Traction winch. In Miami we were able to spool off the .680 F/O cable and load the .680 EM cable Steve needs for his work because that is done at low tensions. We expect no problems with completing repairs during the next import.
8. Southall's cruise is scheduled to end in Port Everglades on 3 October and Constable's departs on 7 October for the Gulf of Mexico. I am still considering the location of the maintenance period and am leaning towards Port Manatee again as it is a much more user friendly port than Miami and Port everglades.
9. Nop significant material issues other than the above are reported.

MELVILLE

1. Ship departed Pearl Harbor and conducted Granot's work enroute Dutch Harbor.
2. After loading Stabeno (Kuchel) cruise in Dutch Harbor, departed at noon to conduct a 4 hr multibeam survey of interest just outside the harbor.
3. Work in the Bearing Sea has proceeded on schedule and ship returns there to offload science on Thursday 11 September.
4. After offload, ship will depart at 0900 Friday 12 September for transit to San Diego conducting 48 hour EM 120 survey for NOAA enroute.
5. Scheduled arrival in San Diego is early morning 23 September. Ship will fuel before arriving at MARFAC. Press coverage of the arrival is being worked but there are many variables to be sorted out. There is a Director's VIP Lunch for 100 people on the MARFAC pier followed by ship tours. There will be general visiting for SIO personnel after VIP Tours – busses will be provided from campus. Due to the VIP event there will be no provision for private autos during the SIO tour time.
6. Getting the ship back on Thursday we load Landry and all his science equipment. That cruise departs on September 30.
7. No significant material issues are reported.

NEW HORIZON

1. Ship completed the CALCOFI cruise during which we had to MEDEVAC crew member for health reasons which caused a 4 hour delay. Ship arrived in San Diego 30 August and departed on the 7th for a Navy advanced development testing cruise near San Clemente Island. That cruise completes on the 16th and ship sails again on the 18th with Send for a mooring deployment. This is followed by a 7 day maintenance period.
2. The July shipment from Pichilingue has not yet been sprung from Mexican Customs. The problem is related to paper work that was not handled by customs in the port before shipment. We hope to get it resolved in the near future.
3. We are working on plans for some maintenance items that will be taken care of next year.
4. During the last import period we changed the reverse power relays on both generators to try to resolve a long standing issue with #2 generator dropping off line when in parallel. So far the problem has not reoccurred.

No other significant material problems are reported.

ROBERT GORDON SPROUL

1. Completed cruises for Morretti, Brown, Terrill and Pickering. Upcoming cruises include D'Spain, Kauffmann and Edgecomb/Bernhard.
2. A problem with the ship's Robertson Autopilot that we will have investigated during the current import period. The Sperry magnetic autopilot is operating well.

3. No significant material issues are reported.

Attachment 2

STS Report to MOC, September 2008

R/V ROGER REVELLE

a) completed JASON cruise for Reysenbach
no reported problems with STS instrumentation

b) Southall cruise

- problems discovered with HDSS, being addressed with assistance from Pinkel's group
- problems with tracking of HiSeasNet, being addressed with assistance from HiSeasNet group
- primary network time server failed, switched to backup unit

R/V MELVILLE

a) completed ONR Schopfel cruise
- repeated deployments and recoveries of multiple UAV's - all went well
- short survey using 12 kHz echosounder went well

b) completed UC Ship Funds work during transit to Alaska

- test of newly installed 3.5 kHz transducer array showed several transducers with problems, wiring of array has improved performance, ready for future operation
- interference of 3.5 echosounder and EM120 multibeam no greater than on REVELLE
- multibeam, magnetometer, gravimeter survey went well

c) near completion of NOAA Stabeno cruise

- extra sensors supplied by science party added to STS CTD system
- successful mooring deployments and recoveries
- problems with high jellyfish concentrations clogging CTD system

R/V NEW HORIZON

a) completed CalCOFI cruise
- no reported problems

b) ONR Curtis cruise just beginning

- no reported problems

R/V SPROUL

completed Brown, Terril and Pickering cruises
- problems with cabling for underway data system, being fixed as time permits

NSF

a)received supplemental funding

- 1) increase bandwidth of HiSeasNet on Pacific satellite
- 2) funds for replacement CTD system, lost on SPROUL cruise in 2007
- 3) funds to GDC, in collaboration with LDEO and WHOI, to assist in development of a “direct pipeline” from UNOLS ship operators to a central shoreside facility, through which the essential documentation and data sets from each field expedition can be routinely reported in near-realtime.

b)request for items to include in Instrumentation proposal

EH&S Specialist

- a) completed telephone interviews
- b) face to face interviews scheduled