



Voyage Plan

Southern Surveyor

Seatrial 01/2008



SOUTHERN SURVEYOR

SEATRIAL 01/2008

Title

Swath mapper calibration and CTD wire spooling

Itinerary

Onboard voyage briefing 1600hrs, Wednesday 1 October, 2008 for all participants.

Vessel inductions as required.

Depart Sydney 1000hrs, Thursday 2 October, 2008

Arrive Sydney 0800hrs, Saturday 4 October, 2008

Principal Investigators

Don McKenzie (MNF Operations Manager)

Tony Veness (MNF Swath Support)

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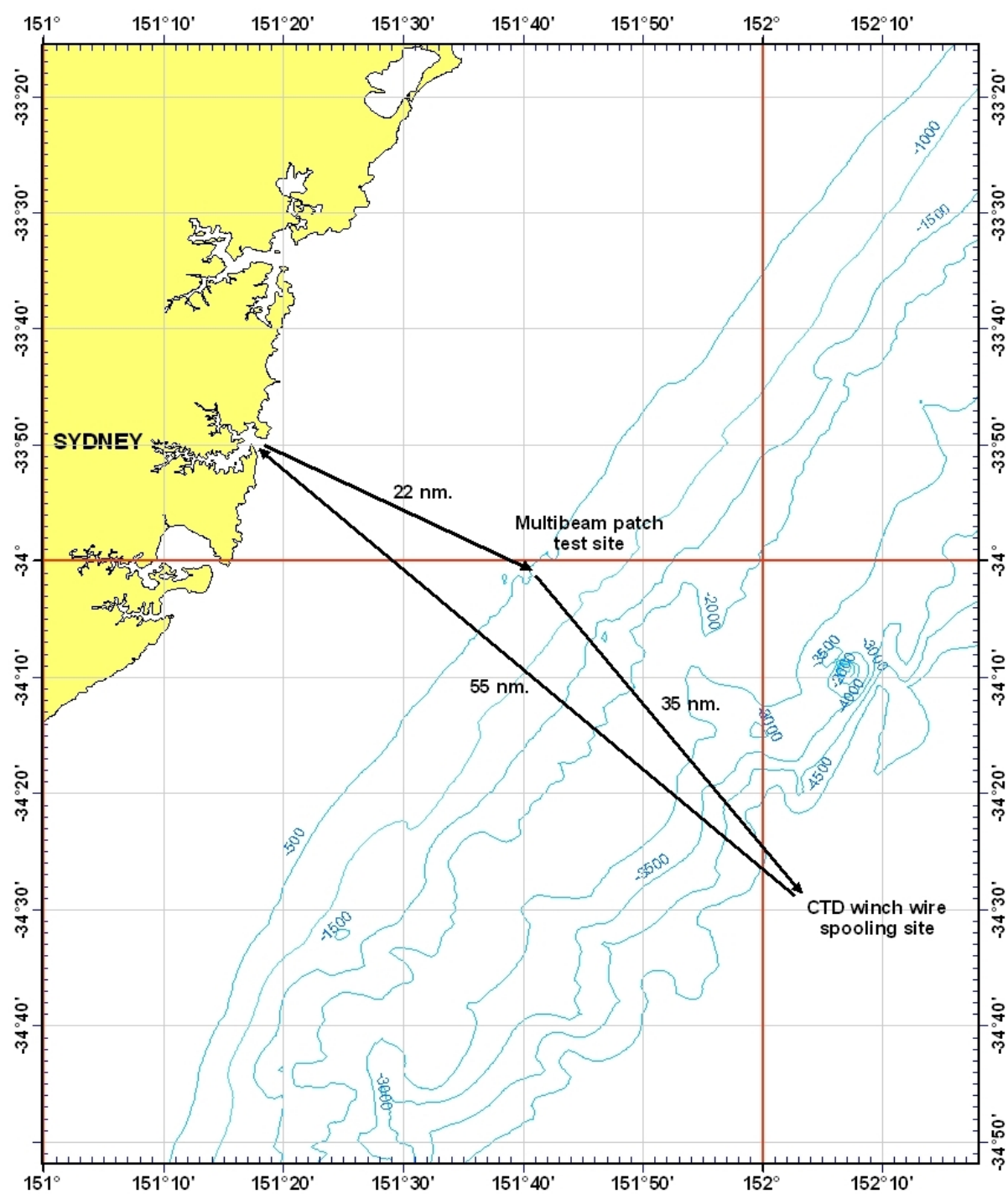
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Voyage Objectives

The voyage objectives are to perform a calibration exercise on the Kongsberg EM300 swath system and to re-spool newly laid wire on both CTD winch drums under operational tension at sea. There will be approx. 3000m of new wire to re-spool on each drum, however it may become necessary to remove more wire from each drum to bed-in the splice. Therefore the re-spooling site will have 4000m water depth available.

A further task, which can be undertaken while the vessel steams from the swath to the CTD spooling area, is to stream perhaps 1000m of 19mm wire from the Coring Winch while the vessel is underway to conduct an inspection of the working-end wire condition. The results of this exercise will help inform future wire replacement plans for the vessel.

Voyage Track



Time Estimates

Berth to Heads (pilotage)	2 hrs	2 Oct 2008: 1000-1200hrs
Heads to Swath	2 hrs	2 Oct 2008: 1200-1400hrs
On site Swath	12 hrs	2 Oct 2008: 1400-0200hrs 3 Oct 2008
Swath to CTD (coring wire insp)	3 hrs	3 Oct 2008: 0200-0500hrs
On site CTD	16 hrs	3 Oct 2008: 0500-2100hrs
CTD to Swath	3 hrs	3 Oct 2008: 2100-2400hrs
On site Swath (if needed)	4 hrs	4 Oct 2008: 0000-0400hrs
Swath to Heads	2 hrs	4 Oct 2008: 0400-0600hrs
Heads to Berth (pilotage)	2 hrs	4 Oct 2008: 0600-0800hrs

Should swath and/or CTD spooling work be completed ahead of schedule, early arrival in Sydney will be considered depending on availability of pilots and berth.

Southern Surveyor Equipment and Engineering Support

For the wire spooling exercise, it will be crucial that the CTD winch, control gear, both drums with associated guide rollers and tension wheels, side A-frame and both wire blocks are fully serviceable. It may become necessary to break and re-adjust the spooling gear chains on both drums and to replace the spooling gear knives if they are found to be worn. It will be necessary that P&O ensure this equipment is serviceable and spares available onboard before sailing, as well as having a marine engineer on standby during the re-spooling operation at sea to assist as required. The re-spooling operation could be ongoing for up to 24 hours, so it will be necessary to provide scientific and marine crewing support to suit.

Personnel List

Name	Organisation	Role	Cabin
Don McKenzie	MNF	Ops Manager, wire re-spooling	Chief Scientist
*Ron Plaschke (SST)	MNF	Wire re-spooling	Sci/Crew 2
*Drew Mills (SST)	MNF	Electronics support	Sci/Crew 3
Tony Veness	MNF	Swath support	Scientist 2/3
*Bernadette Heaney (SST)	MNF	Swath support	Sci/Crew 4
John-Ove Feste Larsen	Kongsberg	Swath calibration	Scientist 4/5
Robert Lichter	T-Tech	Ship power systems contractor	Scientist 6/7
Troy Crevatin	P&O Ship Manager	P&O supervision	Scientist 8/9
Christina Sobieralski	P&O HSE Manager	Observer	Scientist 10/11

* SST denotes System Support Technicians who are required to carry their original AMSA Certificate of Safety Training and AMSA Medical certificates while onboard in accordance with AMSA regulations to access the Scientist/Crew cabins onboard the vessel.

Don McKenzie
Operations Manager