

Notice of Change to Controlled Documents #65-67---15 October 2011

Summary of Changes

NOC#	Ch., Sec., SOP	Summary	Revision#
65	Ch 7 Sec 17.0	MSDS to be kept in central location and on ship web pages.	10
66	SOP-GEN-007F Sec 4.3	Duplicate statement removed and replaced with updated bullet points	7
67	SOP-GEN-007P Sec 3.0	Additional instructions added per recommendation of captain	6

NOC #65

SMM Chapter 7 Shipboard Operations Section 17 HazMat Operations

Topic: MSDS to be kept in a central location and on ship web pages.

All Chapters	All Topics
<p>New Changes: Revision #10</p>	<p>17.0 HazMat Operations</p> <p>Due to the research mission of this vessel, personnel may be expected to come in contact with hazardous materials and wastes, in addition to those normally found on an ocean-going vessel. Categories of hazardous materials that may be encountered on this vessel include paints, solvents, cleaning agents, laboratory chemicals, compressed gas cylinders, fuels, and lubricating oils.</p> <p>...</p> <p>Consequently, all personnel must have knowledge of the safe storage, handling, and disposal of these materials. Material Safety Data Sheets (MSDS) are kept in a binder in the TV/VCR room for all applicable materials on the vessel. Material Safety Data Sheets (MSDS's) for all applicable materials on the vessel will be kept in a central location and be clearly marked. They are also available on the ship web pages. The MSDS will provide a variety of information about a chemical.</p>

Ellipses indicate unchanged material has been skipped for the sake of brevity.

NOC #66

SOP-GEN-007F Communications Section 4.3 Communication System Constraints

Topic: Duplicate statement removed and replaced with updated bullet points.

All Chapters	All Topics
New Changes: Revision #7	<p>4.3 Communication System Constraints</p> <p>The primary mechanism for vessel communications is via e-mail. The vessel will send and receive e-mail a minimum of twice a day. One of the satellite phone systems should be used for voice or fax communications if e-mail is not functioning or more timely and urgent communications are required.</p> <p>E-mail is a very efficient mechanism for communication. However, there are some constraints of using a satellite-based e-mail system.</p> <ul style="list-style-type: none"><input type="checkbox"/> Satellite communications are expensive, so they should not be used for trivial purposes.<input type="checkbox"/> E-mail transfer rates are typically slow.<input type="checkbox"/> E-mail size is limited to 100 kB, and it is recommended to keep e-mails and attachments to 50 kB or less, exceeding the size limitations will hang up the email system.<input type="checkbox"/> Vessel e-mail may be screened by the master or operations manager<input type="checkbox"/> The vessel e-mail system is sent and received by the master, party chief or their designee.<input type="checkbox"/> All vessel e-mail is sent to the ship's address, thus personal e-mails should have the intended recipients name in the subject line so that it can be placed in the proper electronic mail box.<input type="checkbox"/> A sender to the vessel's email system may need his address registered with TDI Brooks in order to get through. Phones are available for more urgent communications and limited personal use,<input type="checkbox"/> Satellite communications are expensive, so they should not be used for trivial purposes or extended periods of time. <p><input type="checkbox"/> Personal webmail addresses may be accessed, but may not work well.</p>

	<ul style="list-style-type: none"><input type="checkbox"/> When personal laptops are connected to our network, all the automatic updates must be turned off.<input type="checkbox"/> We do not allow personal POP3 email on a personal laptop without prior approval.<input type="checkbox"/> We do not allow personal thumb drives to be used on vessel computers, for email text or any other purpose.<input type="checkbox"/> E-mail and web site transfer rates are typically slower than on land. Connection may be intermittent or non-functional for long periods.<input type="checkbox"/> E-mail size is limited to 4 MB, and it is our policy to Zip attachments if they exceed 500 kB.<input type="checkbox"/> E-mail sent to the ship's standard addresses (vesselstaff@, vesselcrew@, and vesselclient@txcyber.com), should have the intended recipients name in the subject line so that it can be placed in the proper electronic mail box. Such mail should not be considered private.<input type="checkbox"/> A sender on-land may need his address registered with TDI-Brooks in order to get through to the vessels' standard email addresses.<input type="checkbox"/> Phones are available for limited and disciplined personal use.
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NOC #67

SOP-GEO-007P Loss of Steering (GeoExplorer) Section 3.0 Procedures

Topic: Additional instructions added per recommendation of ship captain.

All Chapters	All Topics
New Changes: Revision #6	3.0 Procedures The <i>R/V GeoExplorer</i> is equipped with a dual steering system, system no. 1 and no. 2. The <i>GeoExplorer</i> is also equipped with a custom navigation/piloting system known as KNAV. While KNAV is operational, the steering selector switch is set in the non-follow up (NFU) position. A second selector switch is located above the NFU control lever. This switch is labeled “KNAV Engaged” and “NFU”. When steering is lost the following steps should be taken: <input type="checkbox"/> Immediately switch the steering mode controller on the bridge steering control console to NFU, if in KNAV mode, switch from KNAV Engaged to NFU. This will provide a direct link to the steering ram solenoids and circumvent any failure that occurred in the autopilot system, KNAV system, or helm control. <input type="checkbox"/> Use the NFU steering lever to test if steering has been restored, if not continue with the following steps. <input type="checkbox"/> Switch the system selector switch to the alternate steering system on the bridge steering control console. If the steering system is set on no. 1, switch to no. 2 or vice versa. Use the NFU steering lever to test if steering has been restored, if not continue with the following steps. <input type="checkbox"/> Switch the Mode Switch to FU (Follow Up) and try the steering on steering Pump no.1 and no.2 to see if steering is restored. If not, continue with the following steps.