

RESEARCH VESSEL OPERATORS' COUNCIL

1966 TRANSACTIONS

Chairman

Jonathan Leiby

Woods Hole Oceanographic Inst.

Secretary

E. B. Rittenhouse

Oregon State University

MARINE FACILITIES

NO. 256

DATE REC. 2/4/67

SUPT. \_\_\_\_\_

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FILE 4/6-2

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March 1, 1967

To: RESEARCH VESSEL OPERATORS COUNCIL

SUMMARY AND DATA: 1966 RVOC ANNUAL MEETING

Gentlemen:

As a prelude to the announcement of the 1967 RVOC Annual Meeting which will be issued shortly by the Chairman of the Council, the following brief summary and data abstract is herewith issued.

Chairman Leiby has, from time to time, reported on the progress of RVOC negotiations with the Coast Guard with respect to the proposed regulations for oceanographic research vessels. Since the 1966 Annual Meeting, April 21st and 22d, 1966 at the Washington Statler Hilton, the RVOC regulations committee headed by Captain Sam Guill has met with the Coast Guard four times prior to the November 21st public hearing, has met in separate session eight times and has visited or contacted every member institution of the Council in regard to the proposed regulations. Chairman Leiby will summarize this work in his 1967 meeting announcement.

Since the 1966 meeting the Chairman has also reported on the status of the Navy's AGOR program and on the relationship between our Council and the newly formed Committee of Laboratory Directors.

The work of the 1966 meeting was primarily oriented towards the relationship between the oceanographic community and the Coast Guard. In addition discussions were held on the AGOR design, then in progress; on the situation vis-a-vis our Council and the industrial research vessel operators; on personnel and pay scales; and on maintenance and repair of class type ships.

Briefly, you will recall that the first draft of the Coast Guard's proposed regulations was examined critically. Aspects of the draft were explained to the Council by Captains Foster and Parker and Commanders Linde and Barrow, all of Coast Guard Headquarters. Particular attention was paid to Captain Parker's comments which were addressed to personnel matters, the so-called Title 53 of 46 U.S. Code. The status of oceanographic research vessels as merchant vessels, a concept still entertained at Coast Guard Headquarters and the concept of seamen as wards of admiralty rather than as employees are still a source of continuing concern to our Council. As a practical result of the concern expressed by our membership at the 1966 meeting, the Coast Guard has agreed to consider separately and at a later time proposed regulations constructed upon those laws pertaining to seamen. Thus the regulations considered by the oceanographic community in the latter half of the year were restricted to matters of vessel inspection and safety. Further changes in the April 1966 Coast Guard regulations draft were negotiated by your committee and Headquarters personnel or were unilaterally interposed by the Coast Guard in the months prior to the November public hearing. Indeed, in some respects the scope of regulations changed measurably between April and November. However, a sense of real accomplishment may be evinced by RVOC with respect to the favorable changes gained in proposed rules on explosives.



## RVOC SUMMARY (2)

In the discussions at the April meeting the sense and thrust of our Council's attitudes on the new regulations were readily apparent. The desire to make the best compromise with inspection requirements while at the same time exhausting all avenues of approach with regard to the more controversial rules for seamen dictated the actions of the RVOC negotiating committee until the final issue of the Coast Guard's proposed subchapter "U" in September, 1966. Certain late changes in scope of these regulations, particularly with respect to definitions of laboratory spaces and with plan approval of scientific gear, caused the committee to take a firm stand at the November public hearing. The Council membership has received copies of Captain Guill's comments at the hearing.

The regulatory situation is currently in a state of flux. Due in part to the efforts of RVOC, implementation of the proposed regulations by the Coast Guard is being held in abeyance. Further discussions between the Merchant Marine Safety Council and our committee are anticipated.

The mood of our Council in dealing with design and construction continuity in the Navy's AGOR program was also evidenced at the 1966 meeting. A thorough discussion of then existing problems in the design, construction and operation of the three AGORs utilized by our members was held. Attention was directed to strong recommendations made by RVOC at the 1965 meeting calling for complete incorporation of the oceanographic community in the Navy's AGOR design and construction procedure. The Chairman reported the success of efforts in the new AGOR 14/15 design process. At this writing, RVOC can take further pride in incorporation of its membership into the construction team for these two vessels, currently under construction at Defoe Shipbuilding Company, Bay City, Michigan. The majority of our Council's 1965 and 1966 recommendations are "in being".

The relations between RVOC and industrial research vessel operators was investigated at the April, 1966 meeting. At the time of the meeting there had been few opportunities for the two groups to meet, cooperate, and develop a community of interest. Still, it was realized that RVOC could not represent the entire oceanographic vessel fraternity before the public or specifically the Coast Guard. Therefore, the Council resolved to encourage formulation of an industrial group to act in concert with RVOC in areas of mutual concern, yet at the same time able to act independently to meet specific industrial or commercial necessities. That there is a need for such a companion group from industry is manifest by the strong interest by industrial operators in the activities of our regulations committee. An industrial committee (IRVC) headed first by Dr. Geyer, then of Texas Instruments, and currently by Commander Sherwood of GMDRL was formed. Close liaison has been maintained with IRVC by Captain Guill and our Chairman during all of our negotiating sessions. There is no doubt that continued strong encouragement of IRVC by RVOC is required in furtherance of our community of interest.

To reflect the interest of the 1966 meeting in personnel and wage matters, a summary of scales from most of the membership is appended. As in previous years training, interchange and recruitment of personnel was discussed. Due to the necessity of coping with regulatory problems, insufficient time was devoted to this subject. It must be pointed out that the by-laws of our Council call for the establishment of RVOC programs in these areas. Unhappily, our major efforts in the past and currently have dealt with getting the regulatory house in order

RVOC SUMMARY (3)

simply so that we may operate our vessels in an orderly and unhampered manner. Still, establishment of strong RVOC programs in personnel and technical areas is a major requirement if our Council is maintain a credible position in the oceanographic community.

Participation by individual members in the annual meetings of RVOC has increased markedly from 1962 to 1966. Attendance of members from member institutions grew from 18 at the 1964 meeting to 27 at the 1966 meeting. In addition 13 observers from industry and government attended the 1966 meeting. There is every indication that participation of industry and government will continue at open technical sessions of future RVOC annual meetings.

The work of the 1966 annual meeting was made possible by the groundwork of Peter G. Trapani and the executive committee who made the hotel and banquet arrangements and Miss Deloris Tihanovich who took copious notes of the proceedings to make this summary possible. The thanks of the Council go to Admiral Murphy, Captains Foster, Parker and Smith, and Commanders Barrow and Linde of Coast Guard Headquarters who made presentations at the technical sessions explaining the status of the proposed regulations and who graced the Council's annual dinner. Special thanks go to Mr. Allyn C. Vine, the dinner speaker for an inspiring discussion on the special challenges of research vessels.

By presentation of this summary prior to the 1967 annual meeting, it is hoped to stimulate active discussion of compelling existing as well as new problems facing RVOC.

Respectfully

E. B. Rittenhouse

Maxwell Silverman



# COMPARATIVE BASE PAY WITHOUT OVERTIME \*

(Overtime rate, using this base,  
computes at very nearly 1-1/2 times base pay for all)

	Washington	Hawaii	Rhode Island	Miami	Texas A&M	Lamont	Scripps	Alaska	Duke	OSU
Master	11,220 11,460	10,000	14,706	11,784 15,048	14,000 14,700	14,870	9,480 11,520	11,700	9,996 10,496	12,840 13,800
1st Mate	9,002 9,242	7,800	9,131	6,458 7,753	8,273 8,687	7,950	7,080 8,604	9,900	8,400 8,700	8,580 9,300
2nd Mate	7,418 7,658	6,900	7,321	5,456 6,596	7,554 7,932	7,060	6,120 7,428	- - -	7,000 7,300	7,200 7,860
3rd Mate	6,917 7,157	- - -	- - -	4,889 5,888	- - -	6,182	5,556 6,744	- - -	- - -	6,300 6,900
Bos'n	- - -	- - -	- - -	4,386 5,304	5,695 6,101	5,292	- - -	- - -	6,000 6,300	5,760 6,300
Able Seaman	5,914 6,154	- - -	4,711	3,937 4,745	4,756 5,067	3,969	5,028 6,120	- - -	- - -	5,280 5,760
Seaman	4,871 5,111	5,400	3,659	3,142 3,764	3,686 3,971	3,091	3,756 4,560	- - -	4,500 5,000	4,104 4,560
Eng.	10,784 11,024	9,600	13,180	10,680 13,632	13,500 14,175	12,720	9,036 10,968	10,200	9,030 9,482	12,360 13,320
1st Asst.	8,316 8,556	- - -	9,131	6,458 7,753	8,273 8,687	7,950	7,080 8,604	8,400	8,000 8,300	8,580 9,300
2nd Asst.	7,418 7,658	- - -	8,053	5,456 6,596	7,554 7,932	7,060	6,120 7,428	- - -	7,000 7,300	7,200 7,860
3rd Asst.	6,917 7,157	- - -	- - -	4,889 5,888	- - -	6,182	5,556 6,744	- - -	- - -	6,300 6,900
Elect.	7,907 8,147	7,200	6,553	5,076 6,112	- - -	6,018	6,744 8,296	- - -	- - -	6,600 7,200
Oiler	5,914 6,154	- - -	4,711	3,937 4,745	- - -	4,198	5,028 6,120	- - -	5,500 6,000	5,040 5,520
Wiper	- - -	- - -	- - -	3,142 3,764	3,686 3,971	3,523	3,756 4,560	- - -	4,500 5,000	4,104 4,560
Cook	6,719 6,959	6,900	5,633	5,266 6,337	6,253 6,701	6,360	5,832 7,080	8,400	6,000 6,300	6,600 7,200
ssman	4,818 5,058	- - -	- - -	3,142 3,764	3,686 3,971	3,091	- - -	- - -	4,500 4,800	4,104 4,560

\* The upper figure is the starting salary. The lower figure (if any) is the top of the salary range for that position.

## UNIVERSITY OF WASHINGTON

Restricted  
Information

## PAY SCALE IN EFFECT

1 July 1965

## AGOR Crew

Master	850	Ch. Eng.	817
Chief Mate	682	1st Asst.	630
2nd Mate	562	2nd Asst.	562
3rd Mate	524	3rd Asst.	524
AB	448	Oiler	448
OS	369	Electrician	599
Communications/ elect.	624		
Electronics	565		
Cook/steward	509		
2nd cook-baker	486		
Boatsman	365		

## 65 foot class

Operator II	630
Operator I	562

## General.

- A. Each figure represents starting salary: \$10 increase at 6 mo. and 1 yr.
- B. Sea pay bonus at 15% salary when vessel is in open waters.
- C. O.T. at 1-1/2 for service beyond 8 hrs./day and/or 40 hr./ week.
- D. Vacation accrues 1 day/month.
- E. Civil Service Retirement Contribution 5% matched by University.

UNIVERSITY OF HAWAII • HONOLULU, HAWAII 96822

GRADUATE DEPARTMENT OF OCEANOGRAPHY  
2525, CORREA ROAD



UNIVERSITY OF HAWAII RESEARCH CORPORATION

Ship's Crew

Salary & Wage Scale  
Marine Division  
(Proposed)

	<u>Monthly</u>	<u>Annual</u>		<u>Monthly</u>	<u>Annual</u>
Captain	\$ 900	\$10,000	-	\$1,000	\$12,000
First Officer	650	7,800	-	725	8,700
Second Officer	575	6,900	-	650	7,800
Chief Engineer	800	9,600	-	900	10,800
Electronic Technician	650	7,800	-	725	8,700
Electrician	600	7,200	-	675	8,100
Cook	575	6,900	-	650	7,800
Scaman	450	5,400	-	575	6,900
	<u>\$5,200</u>	<u>\$62,400</u>		<u>\$5,900</u>	<u>\$70,800</u>

Notes:

- (1) Assumes 250 days per year at sea.
- (2) Time and one-half for overtime when in home port.
- (3) No overtime for sea duty.
- (4) No overtime for Captain or Chief Engineer
- (5) Vacation and sick leave similar to University of Hawaii.
- (6) Fringe benefit programs similar to University of Hawaii.
- (7) Employees at sea during a holiday receive an additional 8 hours salary for that day.
- (8) All employees must submit to a pre-employment and annual physical examination - at the expense of the employer.
- (9) Ship's crew to be paid on the first and fifteenth of each month.



SALARY SCALE

<u>Position</u>	<u>Annual Salary</u>		<u>2-week Rate</u>	<u>Daily Rate</u>	
				<u>Straight Time</u>	<u>Premium Time</u>
Master	14,706	1225.50	565.62	56.56	28.28
Chief Engineer	13,180	1098	506.92	50.69	25.35
Chief Mate	9,131	761	351.19	35.12	17.56
1st Ass't. Eng.	9,131	761	351.19	35.12	17.56
2nd Ass't. Eng.	8,053	671	309.73	30.97	15.49
2nd Mate	7,321	610	281.58	28.16	14.08
Radio Operator	7,000	583	269.58	26.95	13.48
Electrician	6,553	546	252.04	25.20	12.60
Steward	5,633	470	216.65	21.67	10.84
2nd Cook	4,711	393	181.19	18.12	9.06
AB Seaman	4,711	393	181.19	18.12	9.06
Oiler	4,711	393	181.19	18.12	9.06
Ord. Seaman	3,659	305	140.73	14.07	7.04

January 1, 1966

MONTHLY WAGE SCHEDULE  
PILLSBURY OFFICERS  
EFFECTIVE 1 JUNE 1966

POSITION	1	2	3	4	5	6	DAILY SEA PAY
			<u>STEPS</u>				
Captain	\$982	\$1,032	\$1,082	\$1,136	\$1,194	\$1,254	---
First Officer	548	574	604	634	664	698	\$10
Second Officer	472	496	522	548	574	604	8
Third Officer	408	428	450	472	496	522	8
Chief Engineer	890	936	982	1,032	1,082	1,136	---
First Assistant	548	574	604	634	664	698	10
Second Assistant	472	496	522	548	574	604	8
Third Assistant	408	428	450	472	496	522	8
Radio Officer	472	496	522	548	574	604	8

- NOTES: 1. Steps shown (1-6) indicate merit increases normally given yearly. Where justified, increases may be by multiple steps, or may be omitted where performance merits such treatment.
2. Daily sea pay is paid for periods when the vessel is away from Miami. Yard periods are not included in this arrangement. The day of departure from Miami and the day of return to Miami do not carry sea pay privilege.

MONTHLY WAGE SCHEDULE  
PILLSBURY CREW  
EFFECTIVE 1 JUNE 1966

<u>POSITION</u>	<u>STEPS</u>						<u>DAILY SEA PAY</u>
	1	2	3	4	5	6	
Bosun	\$388	\$408	\$428	\$450	\$472	\$496	\$6
Able Seaman	336	354	372	388	408	428	6
Ord. Seaman	264	276	290	304	320	336	5
Senior Oiler	336	354	372	388	408	428	6
Oiler/Wiper	264	276	290	304	320	336	5
Marine Cook II	450	472	496	522	548	574	8
Marine Cook I	388	408	428	450	472	496	6
Messman	264	276	290	304	320	336	5
Marine Electrician	428	450	472	496	522	548	8

- NOTES: 1. Steps shown (1-6) indicate merit increases normally given yearly. Where justified, increases may be by multiple steps, or may be omitted where performance merits such treatment.
2. Daily sea pay is paid for periods when the vessel is away from Miami. Yard periods are not included in this arrangement. The day of departure from Miami and the day of return to Miami do not carry sea pay privilege.



Tex A+M

Texas A+M

ATTACHMENT 1

ANNUAL SALARIES FOR LICENSED PERSONNEL

Sept. 1, 1965 to Aug. 31, 1966

Master	\$14,000	1167
Chief Engineer	13,500	1125
Chief Mate )		
1st Assistant Engineer )	11,500	958
Second Mate )		
Second Assistant )	10,500	875
Radio Officer )		

Other benefits

- a. Two weeks vacation after 1 year service; three weeks after 2 years service.
- b. Participation in Texas teachers retirement plan, Group Hospitalization, Group Life Insurance, Group Accident Insurance and Group Income Guarantee Insurance.

NOTE Participation in Teachers Retirement and Group Life Insurance is mandatory, all others are voluntary.

A 3% to 5% increase in annual salary is under consideration for the next fiscal year. The new rates, if approved, will become effective 1 September 1966,

WAGES FOR UNLICENSED CREW MEN

Bi-Weekly Base Pay

	Start	6 Months	12 Months
Cook/Steward	240.00 - 397	252.00	264.00 - 437
A. B.	183.00 - 314	192.00	200.00 - 347
O. S.	145.00 - 214	153.00	160.00 - 347
Wiper	145.00 - 214	153.00	160.00 - 347
Messman	145.00 - 214	153.00	160.00 - 347
Deck Maintenance	220.00 - 478	230.00	242.00 - 525

There is no provision for overtime payment. In lieu of overtime "Sea pay alternate rates" are paid in addition to base pay for every day ALAMINOS is at sea or away from Galveston. Sea pay and alternate rates are:

	Monday thru Friday	Sat., Sun., Weekday holidays	Weekend Holidays
Cook/Steward	5.52 949.44	22.08 1501.44	44.16
A. B.	4.16 715.52	16.64 1131.52	33.28
Wiper	3.04 522.88	12.24 832.32	24.48
Messman	3.04 522.88	12.24 832.32	24.48
O. S.	3.04 522.88	12.24 832.32	24.48
Deck Maintenance	4.92 846.24	19.62 1334.16	39.36

Waged employees are not eligible for paid vacation. In lieu thereof, there are 10 paid holidays each year. A liberal time-off policy is adopted during annual overhaul and between cruises when feasible. Waged employees are eligible to participate in the Group Hospitalization Plan.

Base pay is considered an allotment and is mailed to the person designated every payday. Sea Pay is paid at the end of each voyage. In foreign ports each man may draw up to 75% of his earned sea pay.

E/V ROBERT D. CONRAD

Pay Scales  
(REVISED)

Effective November 22, 1955

Union Agreements

Position	Annually (360 days)	Monthly (30 days)	Semi- monthly (15 days)	Daily	Hourly Overtime Rate
Master	14,869.68	1,239.14	619.57	41.31	None
Chief Mate	7,950.00	662.50	331.25	22.09	4.05
Second Mate	7,059.60	588.30	294.15	19.61	4.05
Third Mate	6,181.92	515.16	257.58	17.18	4.05
Radio Officer & Purser	7,059.60	588.30	294.15	19.61	4.14
Boatswain	5,291.52	440.96	220.48	14.70	2.33
A.B. (3)	3,968.64	330.72	165.36	11.03	2.33
O.S. (3)	3,090.96	257.58	128.79	8.59	2.28
Chief Engr.	12,720.00	1,060.00	530.00	35.34	See note
1st Asst. Engr.	7,950.00	662.50	331.25	22.09	4.05
2nd Asst. Engr.	7,059.60	588.30	294.15	19.61	4.05
3rd Asst. Engr.	6,181.92	515.16	257.58	17.18	4.05
Chief Electrician	6,018.00	501.51	250.76	16.72	3.51
Machinist	5,291.52	440.96	220.48	14.70	2.33
Electrician	4,197.60	349.80	174.90	11.66	2.33
Oiler	3,523.44	293.62	146.81	9.79	2.28
Wiper					
Steward Cook	6,360.00	530.00	265.00	17.67	2.33
Cook	5,495.04	457.92	228.96	15.27	2.33
Utilitymen (3)	3,090.96	257.58	128.79	8.59	2.28

Note: Time off on pay at the end of the voyage.



SCRIPPS

SALARY SCALE .

CLASSIFICATION	MINIMUM	MAXIMUM
Captain II	\$790.00	\$960.00
Captain I	717.00	870.00
First Officer	590.00	717.00
Second Officer	510.00	619.00
Third Officer	463.00	562.00
Able Bodied Seaman	419.00	510.00
Seaman	313.00	380.00
General Marine Helper	271.00	329.00
Chief Engineer II.	753.00	914.00
Chief Engineer I	683.00	829.00
First Assistant Engineer	590.00	717.00
Second Assistant Engineer	510.00	619.00
Third Assistant Engineer	463.00	562.00
Senior Oiler	419.00	510.00
Oiler	313.00	380.00
Senior Marine Electronics Technician	650.00	790.00
Marine Electronics Technician	590.00	717.00
Senior Marine Electrician	650.00	790.00
Marine Electrician	562.00	683.00
Marine Cook II	486.00	590.00
Marine Cook I	419.00	510.00
Principal Marine Mechanician	683.00	829.00
Senior Marine Mechanician	619.00	753.00
Marine Mechanician	536.00	650.00
Marine Mechanician Helper	463.00	562.00

DUKE

EASTWARD CREW SALARIES

EFFECTIVE JULY 1, 1966

	Annual Wage	Monthly Rate	Daily Rate
Min.	9,996.	833.	27.77
Master			
Max.	10,496.	874.67	29.16
Min.	8,400.	700.	23.33
Chief Mate			
Max.	8,700.	725.	24.67
Min.	7,000.	583.33	19.48
Second Mate			
Max.	7,300.	603.33	20.28
Min.	9,030.	752.50	25.08
Chief Engineer			
Max.	9,482.	790.12	26.34
Min.	8,000.	666.67	22.22
1st Asst. Engineer			
Max.	8,300.	691.67	23.08
Min.	7,000.	583.33	19.48
2nd Asst. Engineer			
Max.	7,300.	608.33	20.28
Min.	<del>5,800.</del>	<del>483.33</del>	<del>15.77</del>
Bos'n. <del>Intermed.</del>	6,000.	500.	16.67
Max.	5,300.	525.	17.50
Min.	<del>5,800.</del>	<del>483.33</del>	<del>15.77</del>
Steward-Cook <del>Intermed.</del>	6,000.	500.	16.67
Max. (Food handling Cr.)	5,300.	525.	17.50
Min.	4,500.	375.	12.50
Messman			
Max. (Food Handling Cr.)	4,800.	400.	13.33
Min.	5,500.	458.33	15.28
Oiler <del>Intermed.</del>	<del>5,800.</del>	<del>483.33</del>	<del>15.77</del>
Max. (Engineer's License)	6,000.	500.	16.67
Min. (O.S.)	4,500.	375.	12.50
Seaman-Wiper Intermed. 1 (A.B. 1 Yr. Cert.)	4,800.	400.	13.33
Max. (A.B. 3 Yr. Cert.)	5,000.	416.67	13.89

R/V YAQUENA

## Salary Scales

Class No.	Classification	No. Positions	Hourly Rate	Salary Range
4476	Master	1	6.17 - 6.40 - 6.63	1070-1110-1150
4473	1st Mate	1	4.13 - 4.30 - 4.47	715-745-775
4472	2nd Mate	1	3.46 - 3.61 - 3.78	600-625-655
4471	3rd Mate	0	3.03 - 3.17 - 3.32	525-550-575
4453	Boatswain	0	2.54 - 2.65 - 2.77	440-460-480
4452	Able Seaman	3	2.54 - 2.65 - 2.77	440-460-480
4452	Able Seaman			440-460-480
4452	Able Seaman			440-460-480
4451	Seaman	1	1.97 - 2.08 - 2.19	342-360-380
4468	Chief Engineer	1	5.94 - 6.17 - 6.40	1030-1070-1110
4467	1st Asst. Eng.	1	4.13 - 4.30 - 4.47	715-745-775
4466	2nd Asst. Eng.	0	3.46 - 3.61 - 3.78	600-625-655
4465	3rd Asst. Eng.	1	3.03 - 3.17 - 3.32	525-550-575
4128	Electrician	1	3.17 - 3.32 - 3.46	550-575-600
4456	Oiler	3	2.31 - 2.42 - 2.54	<del>420</del> -420-440-460
4456	Oiler			<del>420</del> -420-440-460
4456	Oiler			<del>420</del> -420-440
4455	Wiper	1	1.97 - 2.08 - 2.19	342-360-380
5031	Cook Steward	1	3.17 - 3.32 - 3.46	550-575-600
5019	Messman	2	1.97 - 2.08 - 2.19	342-360-380
5019	Messman			342-360-380

## Shore Support

3044	Port Engineer	1		725-775-810-845 - 880 - 915
0226	Port Steward	1		500-525-550-575 - 600 - 625
4452	Able Seaman	1		440-460-480
4456	Oiler	1		400-420-440

Overtime: paid at time and a half for work over 40 hours per week, except Master and Chief Engineer, who receive time and half pay for 8 hours watch each day on Saturday and Sunday at sea.



# University of Alaska 1966 Marine Pay Scales

## Base Pay

Captain	\$975/ Month
First Mate	\$825/ Month
Chief Eng'r	\$850/ Month
Ass't Eng'r	\$700/ Month
Cook Steward	\$700/ Month
Seaman	\$625/ Month

Time and a half over eight hour day forty hours/ week

University reserves right to grant compensatory time off at straight time against accrued time.

Overtime paid quarterly; eighty hours held over each quarter.

Narragansett Marine Laboratory

Graduate School of Oceanography

April 24, 1966

Capt. Ellis Rittenhouse  
Oregon State University  
Dept. of Oceanography  
Corvallis, Oregon 97331

Dear Rit:

With regard to the Maintenance and Repair section of the recent R.V.O.C. meeting, enclosed herewith are my contributions.

I advise that all FS operators write to General Motors, Electro-Motors Division, Service Dept., La Grange, Illinois, and request Maintenance Instruction M.I. 1858 and M.I. 1853.

M.I. 1858 applies to Model 278A engines and describes repair procedures for cracks in the main tension members at the blower end of the crankcase. M.I. 1853 applies to Model 278A engines and describes repair procedures for crankcases.

Quoting from M.I. 1858, "The Model 278A series engines, built prior to September 1946, have on occasion developed cracks in the main tension members at the blower end of the crankcase. It is recommended that all of these engines be examined at their next general overhaul and certain corrective measures be made to improve the service life of the crankcase."

During our recent yard availability we discovered cracks in both main engine tension members. Due to the rather special nature of the repair (welding) work we called in a GM specialist to do the repair work. The cost of repairs for both engines was \$1,310.00.


In view of the condition we found, and the GM recommendation, I suggest that you pass on this advice to all FS operators to look for and plan for this repair at their next availability.

As to a copy of our last overhaul specification, I don't see much value to anyone else. The job was the final stage of our conversion; namely upgrading and refurnishing quarters, addition of a deck house, renovation of lab space, additional ventilation, installation of AC generator and some general repair work. Since the specification is over 50 pages in length, I don't see the value in reproducing it with the very limited application it would have.

I am also enclosing a cost analysis for the years 1962-63 through the present (estimated or projected) 1965-66 year. This year's costs are not actual and may not represent a true picture of this year's costs. However, it is too soon to try to adjust them.

Kindest regards.

Sincerely yours,

  
James Gibbons  
Marine Superintendent

JG:hl  
Encl.

RVOC ANNUAL MEETING 21-22 APRIL 1966

<u>Attendees</u>	<u>Mailing Address</u>
S. P. Berryman	Institute of Marine Science University of Miami 1 Rickenbacker Causeway Miami, Florida 33149
Rolf L. Bolin	Hopkins Marine Station Pacific Grove, California
D. W. Booth	Chesapeake Bay Institute Box 32, RFD 3 Annapolis, Maryland 21403
John Dermody	Department of Oceanography University of Washington Seattle, Washington 98105
Jack Dullaghan	Scripps Institution of Oceanography University of California La Jolla, California
R. S. Edwards	Woods Hole Oceanographic Institution Woods Hole, Massachusetts
J. D. Frautschy	Scripps Institution of Oceanography University of California La Jolla, California
Michael Garstang	Florida State University Oceanographic Institute Tallahassee, Florida
Robert Gerard	Lamont Geological Observatory Palisades, New York 10964
S. G. Guill	Department of Oceanography University of Washington Seattle, Washington 98105
James Gibbons	University of Rhode Island Narragansett Marine Laboratory Kingston, Rhode Island



F. D. Jennings

Office of Naval Research  
Code 408  
Washington, D. C.

Edgar L. Newhouse III

Lamont Geological Observatory  
Palisades, New York 10964

Lewis Newton

Texas A & M Research Foundation  
Bldg. 311, Fort Crockett  
Galveston, Texas 77550

John Newton

Duke University Marine Lab.  
Beaufort, North Carolina

Warren Okkerse

University of Hawaii  
Honolulu, Hawaii

Ellis Rittenhouse

Department of Oceanography  
Oregon State University  
Corvallis, Oregon 97331

Max Silverman

Scripps Institution of Oceanography  
University of California  
La Jolla, California

Valvin R. Sinclair

Lamont Geological Observatory  
Palisades, New York 10964

Haakon O. Skjerdings

Lamont Geological Observatory  
Palisades, New York 10964

Paul A. Sutton

Alpine Geophysical Associates, Inc.  
65 West Oak Street  
Norwood, New Jersey

George A. Solli

Institute of Marine Science  
University of Alaska  
College, Alaska

Clifford Tetzloff

University of Michigan  
Great Lakes Research Division  
1077 N. "U" Bldg.  
Ann Arbor, Michigan 48104

Peter G. Trapani	Scripps Institution of Oceanography University of California La Jolla, California
Roy A. Washer	Virginia Institute of Marine Science Gloucester Point, Virginia
H. H. Whaley	The Johns Hopkins University Chesapeake Bay Institute Box 32, RFD 3 Annapolis, Maryland 21403
R. F. White	Institute of Marine Science University of Miami Miami, Florida 33149
<u>Observers</u>	
T. J. Chwirut	Maritime Administration
R. M. Comly	Navy Department Bureau of Ships
Frank Grafton	Maritime Administration
D. J. Garrett	Coast Guard Recruit Training Center Cape May, New Jersey
Rolf Juhl	Bureau of Commercial Fisheries Department of the Interior Washington, D. C.
Edward Schaefers	Bureau of Commercial Fisheries Interior Building, Room 2349 Washington, D. C.
B. R. Stearns	Bureau of Commercial Fisheries Department of the Interior Washington, D. C.

Guests from Industry

Ebert M. Baxter, Jr.

Humble Oil and Refining Company  
Exploration - Geophysics  
New Orleans, Louisiana

George F. Brown

Lockheed Aircraft Corporation  
900 N. W. 19th Street  
Washington, D. C.

J. W. Heimbuch

Marine Acoustical Service  
1975 N. W. South River Drive  
Miami, Florida

W. G. Sherwood

General Motors  
Defense Research Labs  
Santa Barbara, California

Paul A. Sutton

Alpine Geophysical Associates, Inc.  
65 West Oak Street  
Norwood, New Jersey

Sheldon L. Sutton

Westinghouse Electric  
Underseas Division  
Baltimore, Maryland

Member Institutions

Alaska, University of, College, Alaska	George A. Solli
Chesapeake Bay Institute Johns Hopkins University Box 32, FRD 3 Annapolis, Maryland 21403	D. W. Booth H. H. Whaley
Duke University, Marine Lab. Beaufort, North Carolina	John Newton
Florida State University Oceanographic Institute, Tallahassee, Florida	Michael Garstang
Gulf Coast Research Laboratory	
Hawaii, University of, Honolulu, Hawaii	Warren Okkerse
Hopkins Marine Station Pacific Grove, California	Rolf L. Bolin Robert Gerard
Lamont Geological Observatory Palisades, New York 10964	Edgar L. Newhouse III V. R. Sinclair Haakon O. Skjerdings
Miami, University of 1 Rickenbacker Causeway Miami, Florida 33149	S. P. Berryman James Gibbons R. F. White
Michigan, University of Great Lakes Research Division 1077 N. "U" Building Ann Arbor, Michigan 48104	Clifford Tetzlaff
Oregon State University, Corvallis, Oregon 97331	Ellis B. Rittenhouse
Rhode Island, University of Narragansett Marine Laboratory Kingston, Rhode Island	



Scripps Institution of Oceanography  
University of California,  
La Jolla, California

Jack Dullaghan  
J. D. Frautschy  
Max Silverman  
Peter Trapani

Texas A & M Research Foundation  
Bldg. 311, Fort Crockett,  
Galveston, Texas 77550

Lewis Newton

Virginia Institute of Marine Science  
Gloucester Point, Virginia

Roy J. Washer

Washington, University of,  
Seattle, Washington 98105

John Dermody  
Sam Guill

Woods Hole Oceanographic Institution  
Woods Hole, Massachusetts

R. S. Edwards  
Jon Leiby