Safety Committee Meeting – Monday April 24, 2006
University of Washington

Reviewed the status of RVSS revisions. The current status is as follows:

#	Chapter	Version	Date/Status	Reviewer
1	INTRODUCTION	2006	original	Mike Prince/ Tom Althouse
2	PROCEDURES	2006	original	Mike Prince/ Tom Althouse
3	CERTIFICATION, DOCUMENTATION, AND INSPECTION	2006	original	Tom Smith/ Braxton Tesh
4	STABILITY	2006.1	Jan. 18, 2004	Mike Prince
5	LOAD LINES AND WATERTIGHT INTEGRITY	2006	original	Al Suchy/ Pete Zerr
6	ELECTRICAL AND MARINE ENGINEERING	2006.2	Jan. 19, 2004	Pete Zerr/ Fred Jones (see notes)
7	FIRE FIGHTING EQUIPMENT	2006.1	Apr. 20, 2006	Paul Ljunggren/ Mike King/ Doug Ricketts
8	LIFESAVING APPLIANCES	2006	original	Matt Hawkins/ Lee Black
9	SCIENTIFIC AND SHIPBOARD HAZARDOUS MATERIALS	2006	original	Bill Martin/ to be reviewed by RVTEC
10	EXPLOSIVES	2006	original	???
11	RADIOACTIVE MATERIALS	2006.1	Mar. 22, 2006	Rich Muller/ Dave Powell
12	SCIENTIFIC EQUIPMENT	2006.1	Mar. 13, 2006	Steve Lanoux/ Dan Schwartz
13	COMMUNICATIONS	2006.1	Apr. 11, 2006	John Wilder/ Mike Prince
14	MANNING	2006.1	Apr. 20, 2006	Steve Rabalais/ Stan Winslow
15	OPERATIONS	2006.1	Apr. 20, 2006	Tom Althouse/ Todd Chlaupek
16	DIVING OPERATIONS	2006.1	Mar. 9, 2006	Tim Askew/ Pierre Fuentes
17	CHARTERING OF NON-INSTITUTION VESSELS	2006	original	???
A	APPENDIX A - INSPECTION CHECK LIST FOR CHARTERING Non-UNOLS VESSELS	2006	original	???
B	APPENDIX B - SAFETY INSPECTION CHECK LIST for SHIPBOARD VANS	2006	original	Capt. Larry Bearse/John Dyke/Matt Hawkins

Chapter 9 was revised and circulated to RVTEC, but not posted. We will post it as is.
Chapter 16 – Discussed whether or not to include recommendations or standards regarding snorkeling and swimming. Consensus is that there should be some guidance that a safety plan should be required, generated by the divers institution and approved by

the operator institution. Tim Askew will work with his dive safety officer and provide some reviews.

Chapter revisions have been completed in some cases without using the new format. The Safety Committee confirmed that using the new organization is still the right way to go in order to make applicability clear to operators and inspectors.

Chapters that were revised but still need organization under the system are eleven and twelve.

Chapter Thirteen is a good example of following the new format. Add words to "all vessels" such as NA. Add SSAS to section 13.3.

Chapter Ten – Discussed whether or not to keep the chapter on explosives in the safety standards. Explosives for seismic work is not very common, but there are still miscellaneous uses of explosives such as the explosive bolts on ALVIN or on the JASON II Rock Drill. Decided to poll the community about the use of explosives that might be employed in the fleet and perhaps recast the chapter as a section in another chapter such as hazardous materials (Chpt. 9) or Operations (Chpt 15).

Posted Chapter nine. Add N/A sections and adjust the numbering. Move some items from Recommended practices to required by the RVSS. Lithium batteries have to be shipped by someone certified to package these batteries.

After revision one is completed for each chapter, assign new people to each chapter for a second review. The original authors would then create a second draft.

Adding a scientist to the Safety Committee – discussed whether or not this was necessary. It would give the science community some input to safety standards and other issues and might make the standards more accepted by the community. On the other hand, it will be difficult to find a scientist with the time and interest to be engaged in issues that are largely operational. Decided to poll the RVOC members to see what their recommendation is. One possibility is to recommend that the Council appoint two or three of their members to an ad-hoc committee to focus on safety standards and issues.

Working loads on wires. General discussion about the difficulties of finding a simple safety factor that would allow the work to be completed and still be safe.
Discussion covered the following main points:

- Loads from larger equipment and deepwater work are reaching levels that are close to the elastic limit of some wires.
- There are new non-destructive methods for measuring the condition of the cable that can help identify corrosion, loss of strength, and broken strands.
- The British have developed procedural methods for using wires at safety factors less than five to one. These have been circulated in the past and could be used as a starting point for drafting procedures for our own fleet.

- Safety Committee (Matt) will take a stab at drafting a procedural approach to maximum and safe working loads. As part of this procedure we would identify areas that need more study or professional assistance.
- Procedures will have to take into account
    - Measuring tension and cycles of the wire
    - Tests the condition of the wire/cable
    - Clearly identifies the breaking strength
    - Establishes safety factors and resulting procedures at each threshold
    - Type of operation may be a factor for different procedures
    - Environmental factors, winch speed, etc.

Separate issue is that Piston Coring procedures need to be examined by the operators and piston coring groups to develop procedures that will mitigate the loss of equipment and the breaking of wires.