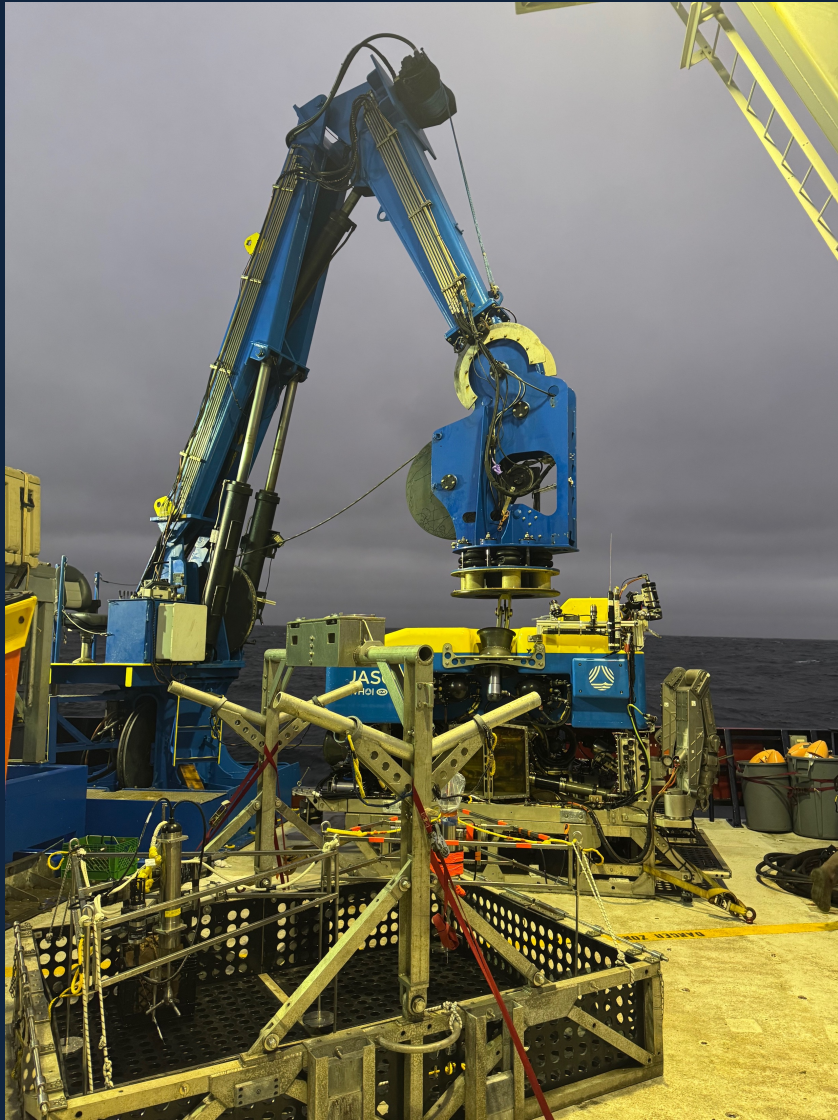


# NDSF Jason Update

**NDSF** NATIONAL  
DEEP SUBMERGENCE  
FACILITY



# JASON Ops Summary



## 2025 Review

- 69 lowerings, 414h03m in-water, 292h54m on-bottom
- J. Potemra, SKQ202508S, ACO
- T. Frank, AR89, Lucky Strike
- D. Kelley, AT50-41, Axial/OOI
- K. Dorgan, SR2524, CA Seabed



# JASON Personnel Update

## SUPPORT PERSONNEL

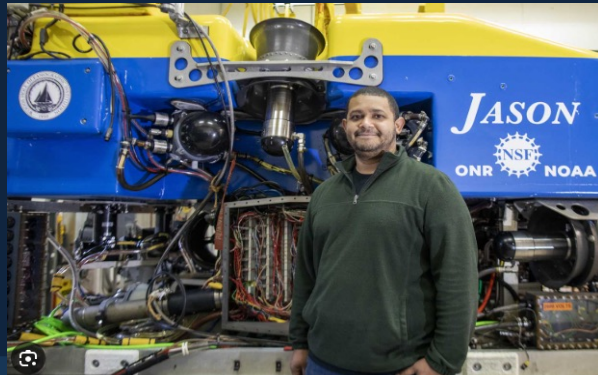
Fred Denton – Mechanical Engineer  
Adam Ensminger – Electrical Engineer  
Mario Fernandez – Expedition Leader/Mechanical Engineer  
Chris Hadalton – Electrical Engineer  
Tim Joyce – Software Engineer  
Chris Judge – Electrical/Expedition Leader  
Kevin Kavanagh – Logistics  
Ben Pietro – Logistics  
Akel Kevis-Sterling – Expedition Leader  
Scotty McCue – Data Engineer  
Jeremy Paulus – Mechanical Engineer  
James Pelowski – Data Engineer  
Hugh Popenoe – Electrical Engineer  
Amanda Sutherland – Mechanical Engineer/Data  
Ben Tradd – Expedition Leader/Mechanical  
Tom Trudel – Mechanical Engineer  
Isaac Vandor – Software Engineer  
Korey Verhein – Electrical Engineer  
Ronnie Whims – Mechanic  
Retired: Tito Collasius (July 2025)

## MROV Support

- Jason Engineering and technical personnel supporting mROV project

## Jason Management

- Matt Heintz retired January 2025
- Chris Taylor has taken the role as Jason Group leader



# JASON Debriefs

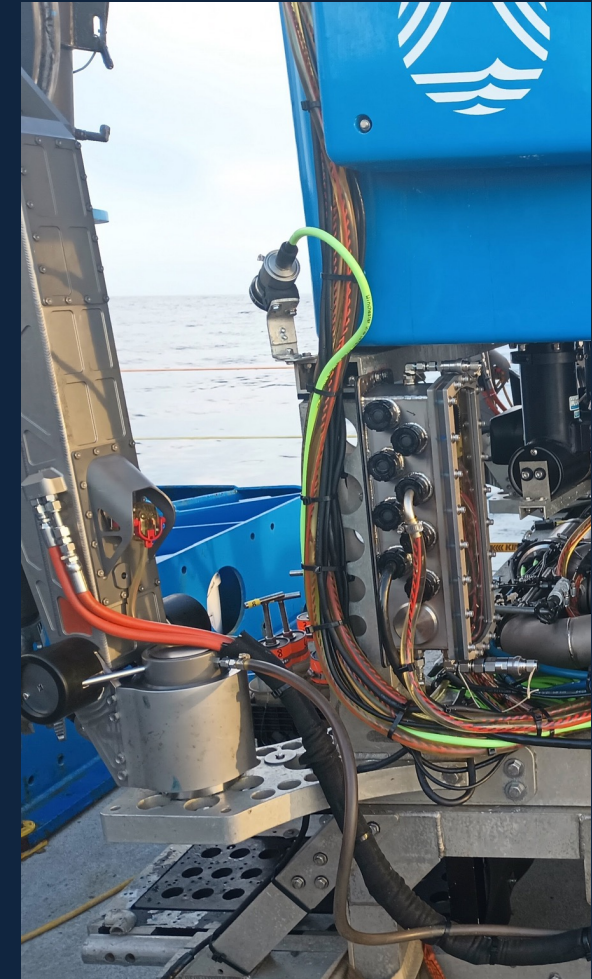
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- **Sikuliaq/Potemra**
  - Had cable termination and unexpected power system issues which delayed leaving port, then weathered out
  - Had to use 2-body mode due to ACO depth, this itself was not a weather-related limitation
- **Salley Ride/Dorgan**
  - Limited berthing, Tina to discuss potential to reduce sci watch standers from 3 to 2
  - Crowded back deck
  - USBL Navigation, initial struggles with HIPAP system and DP control from the van
- **Lasers**
  - We have two sets, one set was at WHOI for pressure test and calibration



# JASON Maintenance/Updates

- **Before Frank**
  - Replaced topside Jason transformer in control van
- **Before Kelley**
  - Serviced heavy lift sled
  - Replaced aux science jboxes on vehicle
  - Installed pressure tolerant Ethernet switch in aux jbox
- **After Kelley (Control vans only)**
  - Control van exterior metal work
  - Router replacement and other data systems maintenance
  - Control van jetway repairs performed
- **RAPP 843 cable was lubricated near the end of Dorgan**



# Fixed Focus Camera Update

## Possible camera selection determined

### Marine Imaging Technologies (MIT)

- 24MP Fixed Focus
- Vehicle powered
- Ethernet comms
- Live view
- 6500m rated
- Full resolution images captured internally or with topside software
- Option for battery powered autonomous operation
- Small form factor housing
  - 4 in wide x 11 in long



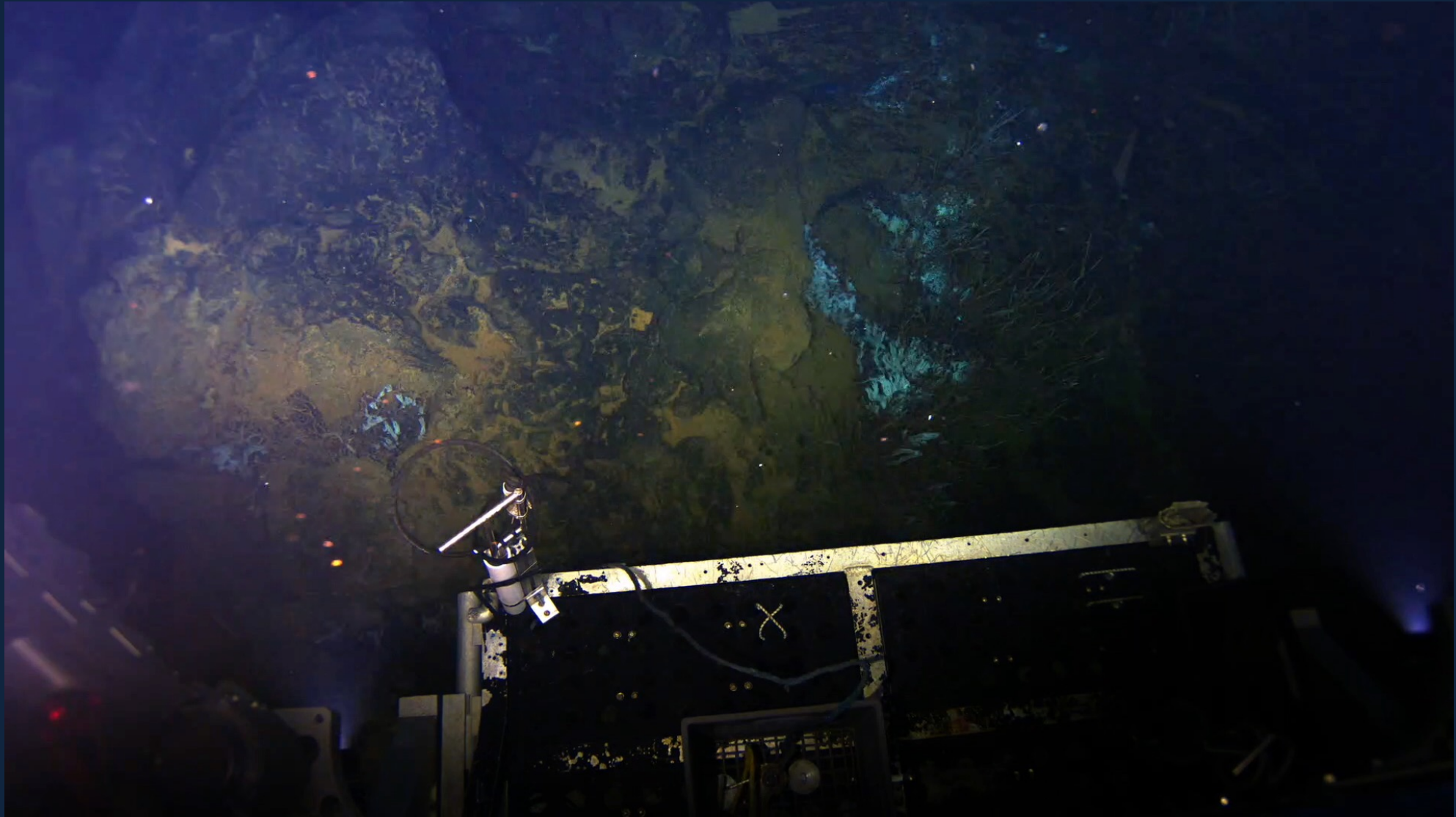
## Further Evaluation on Kelley

- No integration issues
- Essentially plug and play with Jason's Ethernet Telemetry
- Seawater leak (via BH conn) occurred, was fixed but limited test time
- Provided good imagery
- Some camera settings and vehicle positioning need dialing in
- **Next steps**
  - Evaluate collected imagery
  - Review plan fwd, further testing/implementation



# Fixed Focus Camera Update

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# WHOI NQSF Update

- WHOI capital investment in test tower for East Coast Winch Pool to load test winches
- Design scope expanded to also support load testing with Jason RAPP winch
- Allows load testing without having to use the NPC crane
- 20,000 SWL capable





# JASON 2026

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- Major RAPP Winch maintenance is being reviewed for 2026
- Working out testing of control van Jetway
- UFO, looking at pump alternatives (down to 1 pelagic pump)
- Pre-cruise planning process, bringing pre-cruise checklist more clearly into process (**PCAR '24**)
- Schedule
  - Chave, Atlantis, EPR
    - LIBS, Rapid Response, Endurance Energy
  - Beinart, Thompson, Vent Snail Adaptation
  - Zumberge/Wilcock, Revelle, COSZO/Seafloor Optical
  - Chadwick & Co., Revelle, Axial
  - Additional cruises also being worked on by scheduler

