

NMF Post Cruise Assessment Review and Action Log

Cruise and SME number : JC130 (756) Carol Cotterill

Cruise manager: Jez Evans

Review log distribution date: Thursday 10 December 2015

Cruise review manager:
Jon Short

Review meeting date: TBA

	Brief description (Please read full PCA)	Reference area for issue	Responsible person	Debrief	Target reply date	Action/comment	Cruise review manager comment	Status of action
01.	Provided incorrect transit time during planning stage	Downtime	SYH/PMH/JME		26/1/16	The passage time was estimated during the programme construction phase, but was not reviewed and confirmed by NMF on finalisation of the programme. The Master identified the error during the mobilisation period and an agreement was put in place to allow the ship to use additional fuel burn to increase the passage speed to make up the cruise period to fulfil all specified science time. It is not clear how the 80 hours lost time can be attributed to this event as sufficient fuel burn was agreed to address this issue; some of this time		Closed and Escalated

	Brief description (Please read full PCA)	Reference area for issue	Responsible person	Debrief	Target reply date	Action/comment	Cruise review manager comment	Status of action
						may be due to equipment fault, not passage speed. NMF will ensure estimated passage calculation are verified during the final programme commissioning stages in future.		
02.	Difficult to pin down the cruise date in the lead up to this expedition, which had an impact on planning this large international project	Pre-Cruise Planning / Supply agreement	CDY		26/1/16	During the early cruise planning stage NMF could not confirm the refit location due to the long lead time of the refit tender process, so the estimate of passage time from the refit port to the cruise mobilisation could not be confirmed until quite late in the planning. This did not cause any structural problems with the cruise planning or delivery, but it did frustrate the scientific party who wanted clarity as early as possible.		Closed and Escalated
03.	There were some intermittent problems with maintaining the correct temperature in the CE lab , with fluctuations both up and down. However, once informed, the engineers were very quick in responding to this, and temporarily resolving it.	Scientific Facilities	AMB		26/1/16	The present chiller plants are finding it hard to cope with the demands of the CT Lab. The on board ETO is presently moving an electrical junction box out of the CT lab as this was found to be a substantial source		Closed

	Brief description (Please read full PCA)	Reference area for issue	Responsible person	Debrief	Target reply date	Action/comment	Cruise review manager comment	Status of action
						of heat. Also as both plants need to be run together so as to maintain the cooling effect in the CT lab this gives no reserve back-up. I intend to have Atlantic Refrigeration visit the vessel when next in Southampton so as to either up-grade the system or fit a reserve chiller plant. This would be a refit task, August 2016.		
04.	Persistent sewage smells in various labs were initially dismissed, but later investigated and found to be an underlying and persistent problem, (which also led to leaking into one science cabin). Although this could not be fixed during this cruise, measures were put in place to stop these smells.	Scientific Facilities	AMB		26/1/16	The cause was found to be corroded drain traps. Temporary repairs carried out by the ships engineers. Permanent fix planned for Southampton, April 2016.		Closed
05.	A new gas alarm in the labs was initially thought to be operating correctly, but later found certain functions were not in fact working, giving a false sense of security.	Scientific Facilities	AMB		26/1/16	Civil marine visited the vessel on return from JC130. All now working as normal.		Closed
06.	Some cabins were less than clean , which was disappointing considering the previous crew had been alongside for most of their deployment.	Domestic Facilities	PMH		26/1/16	Purser: Throughout the mobilisation port call the scientific accommodation was fully occupied at all times. This meant that cabin accommodation had to be turned around very quickly, some staff	Accommodation on board offered to non-sailing members of the science party to reduce costs and expedite mobilisation. Cabins inspected by purser and Captain prior to joining of science party and no problems	Closed

Brief description (Please read full PCA)	Reference area for issue	Responsible person	Debrief	Target reply date	Action/comment	Cruise review manager comment	Status of action
					<p>departed in the morning just as others were arriving. The steward worked tirelessly in turning around these cabins in a very short time span. The emphasis was on providing accommodation as expediently as possible to avoid any of the incoming scientific party incurring hotel expenses. At no time during this period did any supervisory member of the scientific party or anyone make any comment to me about the apparent less than satisfactory standards in the cabin accommodation.</p>	<p>were observed.</p> <p>The onus is on the occupants of the cabins to leave them clean for the next occupant. In future it will be made clear to the scientific staff that this is a requirement.</p> <p>ACTION: PM team to inform PI that in cases where scientists are accommodated on board they are responsible for cleaning the cabin they have been using.</p>	
07. Some toilets had difficulty in flushing , which was persistent.	Domestic Facilities	AMB		26/1/16	<p>Purser: One problem brought to me by the scientific party leadership concerning the toilet between science cabin 19 & 20. This was <u>immediately</u> reported to the engineering department. Later their feedback was that having checked the toilet it appeared to be working properly. This apparent fault was reported to me on two further occasions and here again immediately reported to engineering. Checked by the steward & found to be</p>		Closed.

	Brief description (Please read full PCA)	Reference area for issue	Responsible person	Debrief	Target reply date	Action/comment	Cruise review manager comment	Status of action
						working. After this no further reports were made.		
08.	Provision needs to be made for the disposal of female sanitary items – after asking for two weeks, this was still not forthcoming in some bathrooms.	Domestic Facilities	AMB/PMH		26/1/16	Purser: I have no recollection of this complaint. I have spoken with the Steward without giving a reason and he was most adamant in his reply that not only did he put out the required disposal bags in those bathrooms that he knew would be used by ladies but, he also placed a backup supply of bags in each cabin where ladies were berthed. PMH - Sanitary bins have also now been purchased for the ship	Sanitary bags and bins to be provided in communal toilets as well as ladies cabins toilets.	Closed.
09.	One cabin was particularly noisy and very difficult to sleep in. The previous crew had dismissed this. The JC130 engineers investigated and found what had been a persistent problem. Although nothing could be done about fixing the underlying problem during the cruise, they did switch off certain AC functions at night so that the noise from this broken valve was stopped for these periods.	Domestic Facilities	AMB		26/1/16	Master : I can absolutely guarantee that no reported problem is ever just 'dismissed'. This was investigated as soon as we were made aware of it, and it was decided at the time that there was no further action possible, short of shutting the system off (as was subsequently done). This was reported back to the scientist who had initially raised the problem, and his actual response was that he had already got used to the ship's noises and it was no longer a problem for him		Closed

Brief description (Please read full PCA)	Reference area for issue	Responsible person	Debrief	Target reply date	Action/comment	Cruise review manager comment	Status of action
					<p>AMB : Cause was found to be a broken flap valve in the main chiller plant. So as to ensure the person in the cabin could sleep the affected plant was run during the day and turned off during the dark hours. This worked well. As the complete chilled water system will need to be drained down this will be a task for refit. Ships staff can manage until then.</p>		