

NOAA Ship Rainier

MRP Newsletter



Issue #2

Feb-May 2010

This newsletter provides timely information on all aspects of the Major Repair Period (MRP) for NOAA ship *Rainier* (S221). Please send any newsletter content suggestions, corrections, status updates and photos to matthew.r.forrest@noaa.gov.

The MRP So Far...

- Asbestos abatement was completed in February. All impacted spaces have been opened, and the minor amounts of asbestos that remain are being removed when found.



Pictured: The Wardroom (left) and C-08 (right) Following Asbestos Abatement

- Both masts were removed, along with the after crane and davits.
- The boat deck has been extended four feet, to accommodate the new davits.

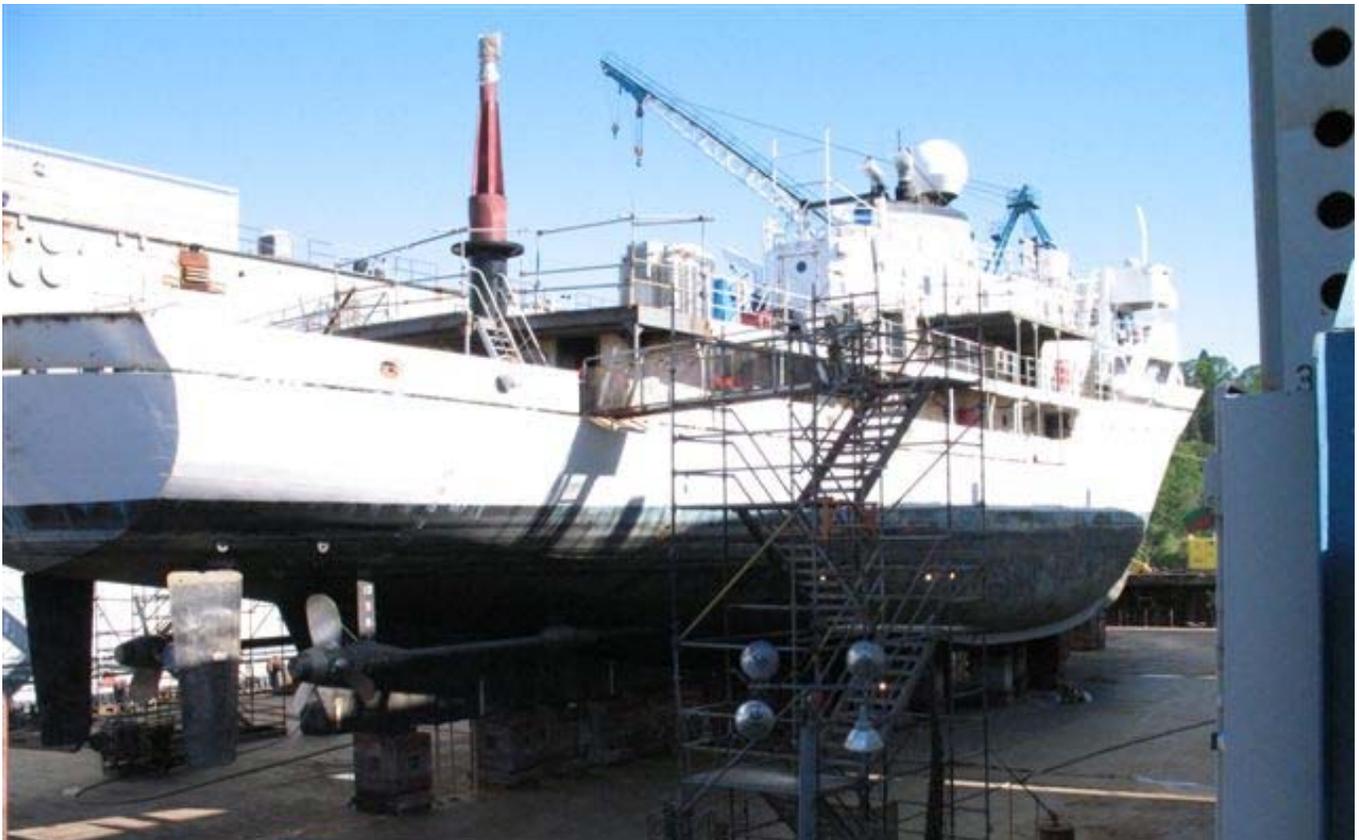


Pictured: Yard Workers Preparing for Installation of Boat Deck Extension (Left); Extension during installation (Right)



Pictured: Completed boat deck extension (left) and deck extension for FRB davit, starboard side (right)

- ***Rainier*** began her drydock period May 7, 2010. It is during this period that the bulk of the work is planned to take place.



Pictured: ***Rainier*** hauled out,

Captain's Column

As *Rainier* passes the half way point of the MRP, most of the deconstruction and removal has been completed. The installation of most of the structural changes is in progress or been completed.

Rainier went into dry dock on May 7th and is expected to remain up on the blocks for the most of the remainder of the MRP (5 months). Since arriving in dry dock the rudders and shafts have been dropped and are out for inspections. Holes have been cut in the side of the ship allowing the removal of the Ship Service Diesel Generators (SSDG), boiler and main switch boards.

Jamestown is working feverously at installing insulation and the framing for interior bulkheads, which is progressing well and beginning to take shape on C-deck.

The yard is sand blasting the forward part of the ship down to bare metal and applying new paint.

On May 28th, CME Smith and O Riley were in Seattle, WA to observe the final testing of the new MTU12V2000P SSDG at the factory prior to their shipment to Portland for installation.

CBKruger has been working with Jensen Marine on design of the new hook installation on the launches to utilize the Henriksen hooks, similar to what is on RA-2. In addition, he and AB Sanborn have been working on repairing RA-8 and RA-9 including new running lights, wiring, welding repairs and non-skid paint.

EET Gallo, 3AE Riley and ORiley have been busy removing old wiring and piping when not augmenting. The ETs have spent some time in the yard also removing old wiring.

Things are progressing well with the MRP and *Rainier* is on target to be completed by the mid-November date according to the contract. We are expecting to essential crew to return to outfit the ship near the beginning of October.

-CO

New Additions

New Power, New Systems Core of MRP

With the completion of asbestos abatement, the eyes, minds and hands of ship and yard personnel turn towards the next most extensive part of the MRP: the drydock period. During this multi-month project, a number of long-awaited changes are going to be made.

The main change to be made is overhauling the main engines. *Rainier* carries two General Motors Electro-Motive Diesel 645 engines. These 1200-HP diesels have carried the ship many miles and given a great deal of loyal service. The planned overhaul includes a number of upgrades, to provide greater fuel efficiency during transits and operations.

The original ship's service generators will be replaced along with the main switch boards. The General Electric- Detroit Diesel generator set will be replaced by MTU 12V2000Ps. These generators, according to Chief Marine Engineer Brian Smith, will generate 450 kilowatts, an increase of 150 kW over the previous power system better accommodating *Rainier's* power requirements.

On the survey side of things, the ship will be replacing its outdated SeaBeam 1050D-2 multibeam echosounder with a new Kongsberg Simrad EM710. This unit, capable of conducting survey operations in depth ranges of 3 to 2,000 meters, will allow the ship to conduct survey operations in addition the launches, thereby increasing *Rainier's* operational capacity.

Additional work to be conducted during the drydock period includes checking the tolerances on the propeller shafts and rudders, servicing the controllable pitch propellers, and a replacement of the steering gear and bridge controls.

Goings-On

This section is to recognize personnel for promotions, awards, and events. Please send any pertinent information to ENS Matthew Forrest at matthew.r.forrest@noaa.gov

- LTJG Christine Schultz departed April 23, 2010 for Boulder, CO, where she will train for her next billet as station Chief, Antarctic Research Station at the South Pole.
- ENS Matthew Nardi was decorated with the NOAA Achievement Medal for numerous meritorious acts in service to Rainier, including a highly successful period as navigation officer.
- ENS Albert Davison and ENS Matthew Forrest received the Pacific Sea Service ribbon, for six months service in an operational billet on the West Coast.
- First Assistant Engineer Garret Urban was assigned to NOAA Ship *Pisces*, where he was perminately selected as Chief Marine Engineer.
- Chief Survey Technician James Jacobson was recognized for twenty years of Federal service beginning in 1990, where he started his career as an assistant survey technician aboard *Rainier*. He was cited by Commanding Officer CAPT Donald Haines for “being the steady hand that guides the new JOs and STs as they develop their professional surveying skills, effectively managing his department of 10 personnel [and] contributing to the overall success of RA over the years.”

A Work in Progress: *Rainier* in Transition



After Deck, with Crane and Davits Removed



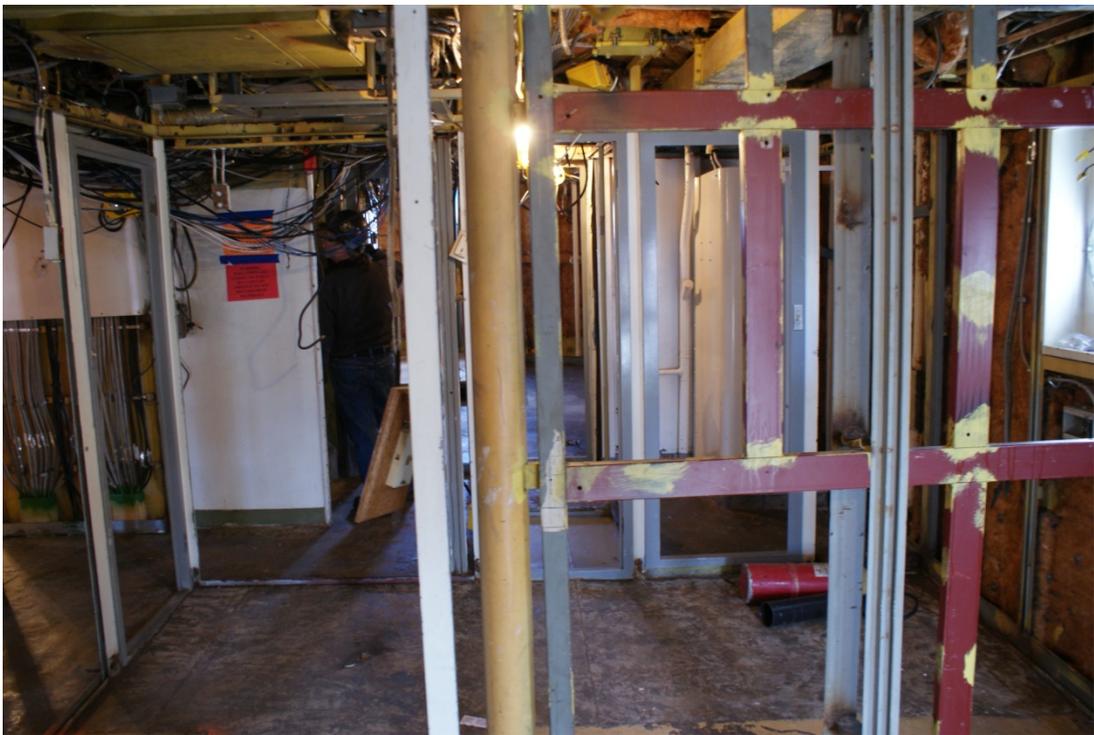
Main Mast, Removed



Plot Room



Wardroom



FOO's Stateroom- The whole of E-Deck resembles this.



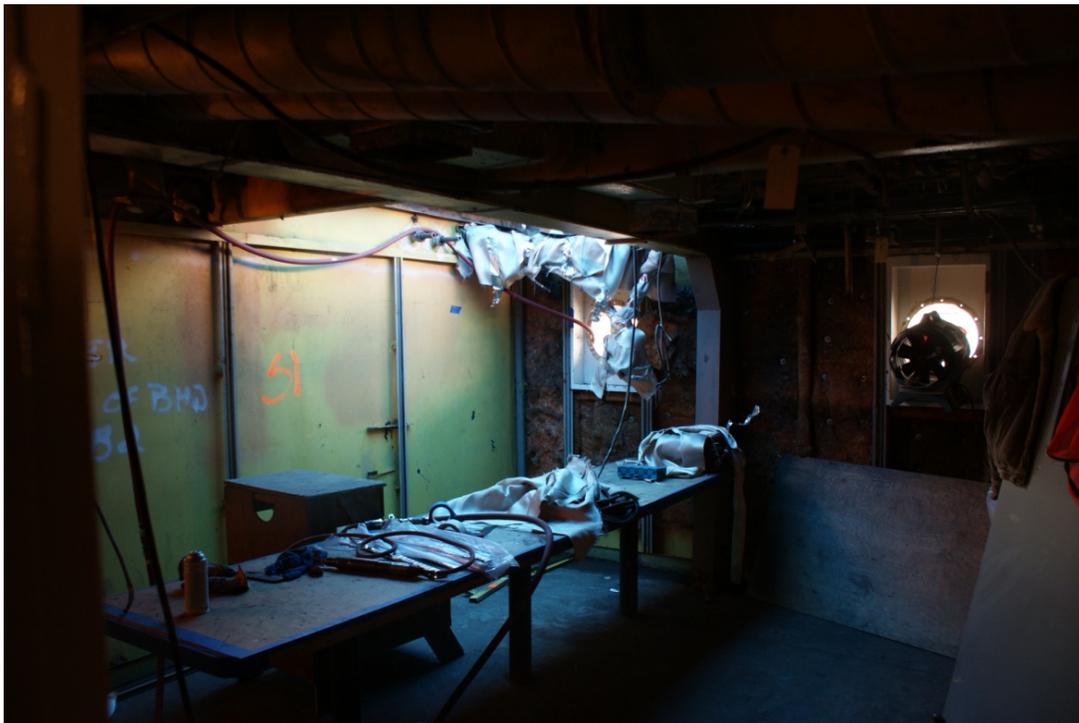
Bow showing a draft of 11' 3"



Boiler Without Asbestos Insulation



Ship's Laundry from After Main Deck



Chief's Mess- Note Hole for Davit Installation

Faces of the MRP: *Rainier* Personnel Around The Fleet

A few images of *Rainier*'s crew augmenting on other ships and otherwise working during the MRP. All images are reproduced with express permission of owners.



SS Jonathan Anderson, currently aboard NOAA Ship *Thomas Jefferson*, points the way.

HAST Nickolas Mitchell, sorting the results of a trawl aboard NOAA Ship *Henry Bigelow*

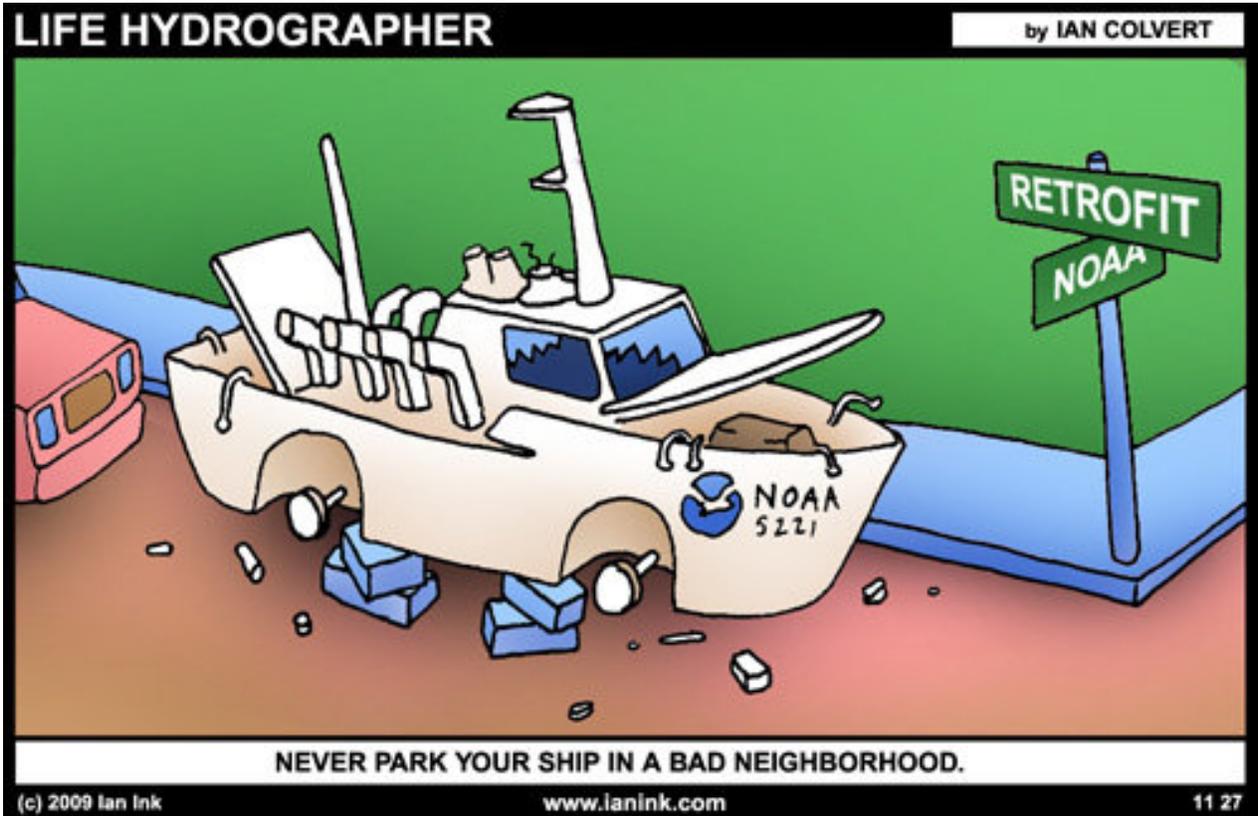


SS Christopher Massey aboard NOAA Ship *Ronald H. Brown*, approaching Cape Town, South Africa



3 A/E Michael Riley, in *Rainier's* galley at Cascade General Shipyard, Portland, OR

HAST Lauren Fuqua on Palmyra Island with a crashed WWII-era plane, during an inport with NOAA Ship *Hi'ialakai*



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“...don’t forget your old shipmates!”
Traditional Sea Chanty