

Logistics & Equipment

- **Winch & Van:**
 - Determine the footprint of the winch.
 - Winch plate drawing in folder
 - Identify the length and gauge of cable needed between the winch and the control van.
 - See slide for cable details
- **Heavy Machinery:** Forklift required for off loading.
- **Recovery:** We still need plan for elevator deployment and recovery. See video of recovery of elevator for a small ship.
- **General Arrangement:** obtain a general arrangement layout and add in winch/ROV and van. See slide for suggested arrangement.
- **Vehicle Tracking:** we still need a plan for the vehicle tracking via Sonardyne MiniRanger II usbl system, do we need a pole? How do we mount transducer on the ship?

Technical Specifications

- **Power:**
 - We typically run off 400-480 VAC, 50A. (we have a power converter/conditioner in the Control Van that has a very wide input ~200 - 500 VAC, 40-70 Hz, Asea AC25 upgraded to an AC30- see specs <https://aseapower.com/product/standard-series-converter/>)
 - Note this same Control Van was used on the R/V Falkor successfully in 2018 for AUV work
- **MBARI provided Cables:**
 - Van power cable: 30 m long which can be wired from the van into a plug or junction box
 - Winch Power cable: wired from the van to the winch, is 21 m long
 - ROV Power cable: from van to winch is 21 m long
 - Provide illustration of system connections - see slide 1
- **Components & Documentation:**
 - Provide electrical diagrams - slide 1 has key electrical details and more can be provided
 - Sheave details- specs and pic
 - Winch base plate drawing- provided
- **Safety:** Determine best ROV emergency recovery procedure.
 - Is the emergency loss of power to the winch or loss of DP?

To do checklist:

- ☐ Discuss vehicle tracking (is there a pole for acoustic transducers?)

☐ Determine plan for elevator deployment and recovery