92016 OCNS 251 104947

92016 sel

Q-MIPS LOG

SHIP AND CRUISE: RV OCEANUS 251

AREA: DWD-106

DATES: 20 JULY 1992 - 29 JULY 92

CHIEF SCIENTIST: JIM ROBB

OCEANUS

QMIPS LOG: Cruise 251 Chief Sci ROBB

CHANNEL 1 & 2 DIVISORS = 12

TAPE 1

Y-DRIVE

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
1	203	1606 Z	L1F1.DAT	START OF LINE
1	203	1708 Z		HAVING A LOT OF PROBS FLYING THE FISH (KITE) --- HIGH ACT.
1	203	[redacted]		*1743 Z NAV. GLITCH
1	203	1748 Z		NAV. BACK ON - ~~THEN~~ OFF
1	203	1753 Z		NAV. CONTINUING TO ON/OFF
1	203	1820 Z	L1F2.DAT	START/END FILE
1	203	2054 Z	L1F3.DAT	Start File
				ON LINE - GOOD SONAR
				SPEED ~ 1.2 KNOTS
1	203	2201 Z		NAV GLITCH - COUPLE SECS
TURN	203	2230 Z	L1F4.DAT	END OF LINE 1
				TURNING TO WEST -
				COMING AROUND TO A
				SOUTHEAST LINE.
				PULLING FISH IN A BIT
2	204	0056 Z	L2F1.DAT	NOT TO WAYPOINT
				YET, BUT DATA IS
				GOOD, SO WRITING TO
				LINE 2, FILE 1. - SOL 2
2	204	0231 Z	EOL	END OF LINE
				PULLING FISH UP
TRANSIT	204	0233 Z		WRITING TO NULL
				TRANSITING TO NEXT
				SITE
—	204	1128	d=2360m	FISH IN WATER @ DWDS 106
3	204	1258	L3F1.DAT	START OF LINE
3	204	1303		CHG DIVISOR TO 12 (FROM 6)
3	204	1311		CHG 4.5kHz DIVISOR FREQ TO 2
3	204	1320		FISH CAYBACK ~ 990m

TAPE 2

Z-DRIVE

QMIPS LOG: Cruise OCEANUS 251 Chief Sci ROBB

	Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
	3	204	1345		LRG CIRCULAR DEPRESSIONS ~100m ACROSS
	3	204	1414		STARTING TO SEE DATA DROPOUTS & PROBS @ 4.5 kHz SUBBOTTOM
Z	3	204	1513	L3F2.DAT	START NEW FILE
	3	204	1727	L3F3.DAT	START NEW FILE
	3	204	1941	L3F4.DAT	START NEW FILE
	3	204	2156	L3F5.DAT	START NEW FILE
	3	205	0011	L3F6.DAT	START NEW FILE
		205	0046:45		END LINE
				L3F7.DAT	TURN FILE. turning fish up for turn
Y: DRIVE ↓ (TAPE 3)	4	205	0220	L4F1.dat	start Line 4 (DRIVE Y!)
	4	205	0340		BEGIN HAVING PROBS GETTING FISH TO SETTLE DOWN...
	4	205	0434	L4F2.DAT	CHG FILE
	4	205	0525		HAVING PROBS GETTING FISH DOWN TO PROPER ALTITUDE
	4	205	0624		3348m OF WIRE OUT - ALT = 87m
	4	205	0649	L4F3.DAT	CHG FILE
	4	205	0750		SEEING CROSS TALK (HI BS) ON SCARP PRETTY SERIOUS
Z DRIVE ↓ TAPE 4	4	205	0903	L4F4.DAT	CHG FILE
	4	205	0931		FISH IS 45 MIN. BEHIND SHIP
	4	205	1117	L4F5.DAT	CHG FILE
	4	205	1140	L4F6.DAT	END OF LINE / CHG FILE
					TURN FILE (PLAYING WITH AMS-120 SETTINGS)
					DO NOT PROCESS
	5	205	1248	L5F1.DAT	START LINE 5
	5	205	1258		FISH ~1400m BEHIND SHIP
	5	205	1502	L5F2.DAT	CHG FILE
	5	205	1541		FISH ~45 MIN BEHIND THE SHIP @ 1.6 KNOTS
Z	5	205	1718	L5F3.DAT	CHANGE FILE

QMIPS LOG: Cruise OCEANUS 251 Chief Sci ROBB

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
5	205	1933Z	LSF4.DAT	CHANGE FILE
5	205	1146Z	LSF6.DAT	CHANGE FILE
5	205	2155	LSF6.DAT	TURN FILE - NO NEW NAME
	205		CARE FUL!	SAME NAME AS PREVIOUS
6	~~206~~			
IN TURN	205	2306Z		QMIPS STALLED -
TO LINE				"PAUSED WRITING TO
6				DRIVE Z" - I/O
				ERROR IT APPEARS.
				QMIPS HUNG + WOULD
				NOT TAKE ANY INPUT -
				ANY KEY HIT WOULD
				TRY AND ACCESS DRIVE
				Z: ??
6	205	2320	L6F1.DAT	START LINE / START FILE
		2338		navigation glitch
6	206	0137	L6F2.DAT	Switched to L6F2.DAT
				automatically -
6	206	0351	L6F3.DAT	FILE CHANGE
6	206	0604	L6F4.DAT	FILE CHANGE
6	206	0819	L6F5.DAT	FILE CHANGE
6	206	0835		GPS DOWN, TO 2-3 SATS ∴ DIFFERENTIAL NOT GOOD
6	206	1000	L6F6.DAT	END OF LINE 6 / TURN FILE
				SHORT HAUL FISH FOR TURN
7	206	1115	L7F1.DAT	START LINE 7
7	206	1245	L7F2.DAT	CHG FILE
7	206	1338		NAVIGATION GLITCH
7	206	1459	L7F3.DAT	CHG FILE
7	206	1526	L7F4.DAT	AMS VOLTAGE PROBLEMS

WRITING TO DRIVE Y: → TAPE 5 DRIVE Y TAPE 5

→ SWITCH FILE

7 206 1529 → SHUT DOWN Q-MIPS

BAD DATA

QMIPS LOG: Cruise OCEANUS 251 Chief Sci ROBB

	Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
TAPE 6 ↓	8	206	2044	NULL	FISH BACK IN THE
					WATER - BROKEN WIRE
					IN THE JUNCTION BOX -
					FIXED! DROPPING DOWN.
					FISH APPROACHES BOTTOM
Y:	(8)	206	2200	L8F1.DAT	START LINE 8 START FILE
			2205		SPEED INCREASE to 1.7 REQUESTED
Y:	8	207	0018	L8F2.DAT	FILE CHANGE
Z:	8	207	0026 Z	L8F3.DAT	REBOOT QMIPS (TOB)
TAPE 7		~~207~~	write light not	flashing after file change	
			(maybe not also	before) Possible lost data	
↓ Z:	8			L8F4.dat	change file
	8	207	0324		~~End line~~ prepare for turn
			0326		End line 8
Z:		207	0326	L8F5.dat	CHANGE FILE TURN FILE
Z:	9	207	0402	L9F1.DAT	START LINE: START FILE
	10	207	0542	L10F1.DAT	START LINE: START FILE
	~~10~~	~~207~~	~~[illegible]~~	~~L10F2.DAT~~	~~END LINE TO / TURN FILE~~
			~~0757~~		~~L10F2.DAT DO NOT PROCESS~~
	10	207	0757	L10F2.DAT	END LINE / TURN FILE DO NOT PROCESS
	11	207	0952	L11F1.DAT	START LINE 11
	11	207	1207	L11F2.DAT	CHG FILE
	11	207	1421	L11F3.DAT	CHG FILE
			?	L11F4.DAT	CHG FILE
Z	11	207	1650	L11F5.DAT	TURN FILE
		207	1650		START RETRIEVE FOR TURN
					LINE 11 to LINE 12
	12	207	1825	L12F1.DAT	START LINE 12 START FILE

Fish at 200°+ heading

QMIPS LOG: Cruise OCEANUS 251 Chief Sci Rohr

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
Z: 12	207			@ 1946 silted-in elephant tracks
12	207	2043	L12F2.DAT	AUTO FILE CHANGE
12	207	2211		a look at the 4.5kHz shows
				no sign of stratal truncation
				as cause of bedforms. level
				discontinuous reflectors near surface
				and a 70m deep reflector
12	207	2254	L12F3.DAT	AUTO CHANGE FILE
	208	0000		Fish appears to be to right
				of course. ship head close to
				course - wire angle off to right
				→ 3785 m of wire out
12	208	0057	L12F4.DAT	TURN FILE: END LINE 12
DRIVE Y:				NO LINE 13
14	208	0210	L14F1.DAT	START LINE 14 CHANGE FILE
TAPE 8 ↓				navigation lost, gained
		0220 - 0233 → large targets		
14	208	0426	L14F2.DAT	CHG FILE
14	208	0618	L14F3.DAT	TURN FILE; EOL 14
15	208	0807	L15F1.DAT	START LINE 15 CHANGE FILE
	~~208~~	~~0807~~		
15	208	1021	L15F2.DAT	CHG FILE
15	208	1235	L15F3.DAT	END LINE 15 // TURN FILE
Z DRIVE TAPE 9	208	1408	L15F4.DAT	TURN FILE DO NOT PROCESS
16	208	1440	L16F1.DAT	SOL 16
16	208	1655	L16F2.DAT	CHANGE FILE
16	208	1912	L16F3.DAT	CHANGED FILE
17	208	2110	L17F1.DAT	CHANGE LINE, FILE / SOL 17
				NO TURN HERE

(TURNED AT ~~2000~~ 2019 from CSE 260° to 264°)

QMIPS LOG: Cruise _____ Chief Sci _____

Z:
Y:
TAPE 10 ↓

PROCESS L20 WITH CAUTION / / i.e. CAT

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
17 END	208	2355	L17F3.DAT	TURN FILE END LINE 17
SOL 18	209	0045	L18F1.DAT	NEW LINE, NEW FILE
18	209	0051	L18F1A.DAT	CHANGE DRIVES: RETRIEVE DATA.
"	"	0051	"	START TAPE 10 on Y:
END 18	209	0308	L18F2.DAT	TURN FILE - END LINE 18
SOL 19	209	0442	L19F1.DAT	SOL 19
END 19	209	0653	L19F2.DAT	TURN FILE - END LINE 19
END 19	209	0905	L19F3.DAT	PROBLEMS W/WINCH - EXTENDING
				LINE - LUBING -
				TURN FILE (L19F3) DO NOT PROCESS
SOL 20	209	1100	L20F1.DAT	SOL 20
				1000 NAV fluctuates - ON/OFF
	209	1151	NAV. PROBLEMS CONTINUING	
	209	1235	SWITCHING TO	LORAN - NAV DOWN
20	209	1316	L20F2.DAT	CHG FILE
"	209	1430-1436	NAV. DOWN	
"	209	1440	L20F3.DAT	NO NAV - DO NOT PROCESS
"	209	1444	L20F4.DAT	NAV UP -
EOL 20	209	1546	L20F5.DAT	TURN FILE - DO NOT PROCESS EOL 20
SOL 21	209	1750	L21F1.DAT	CHANGE FILE: START LINE
		2000		glitch in nav. off line - ~~2000~~
	209	2005	L21F2.DAT	change file
	209	2010	—	fish 5.37 sec aft 3003 m aft
~~SOL 21~~	209	2014	L21F3.DAT	~~[illegible]~~
EOL 21	209	2100	L21F4.DAT	turn file
SOL 22	209	2229	L22F1.DAT	New line; new file
	209	2302		break in nav
	209	2303		" "
	209	2310		"
	209	2348		"

LINE 22 - NAV BREAKS WERE SECONDS TO MINUTE LONG.

QMIPS LOG: Cruise OCEANUS 251 Chief Sci ROBB

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
22	209	2358		Layback 2.358 km.
	210	0001		nav off line
		0015		"
	210	0044	L22F2.DAT	changefile
EOL 22	210	0116		end line 22
	210	0608		FISH IN WATER. PAYING OUT
SOL 23	210	0807	L23F1.DAT	S.O.L. 23 USING LORANC
				BRIDGE HAVING PROBLEMS
				STAYING @ SPEED ON LINE
	210	0907		FISH ~2700m BEHIND SHIP
EOL 23	210	0942	L23F2.DAT	E.O.L. 23 TURN FILE
SOL 24.	210	1111	L24F1.DAT	SOL 24
	210	1326	L24F2.DAT	CGH FILE
EOL 24.	210	1421	L24F3.DAT	E.O.L. 24 / END OF CRUISE
				⇒ DO NOT PROCESS

Z:DRIVE
↓
TAPE 11