94038
ELUS
94-1
104895

94038qmp

Q-MIPS LOG

SHIP AND CRUISE: ELUS 94-1

AREA: Wrightsville Beach, NC

DATES: March 7-12, 1994

CHIEF SCIENTIST: Schwab / Thieler

TAPE 1

QMIPS LOG: Cruise ELUS 94-1 Chief Sci SCHWAB

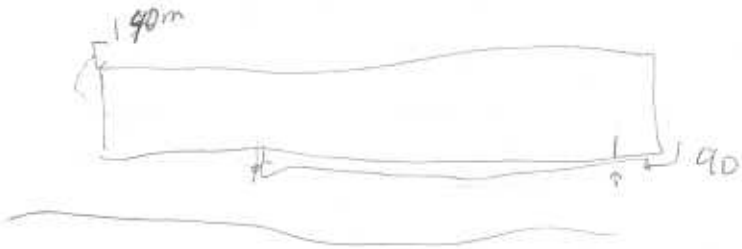
TAPE 1

DRIVE

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
1	066	1156	L1F1.DAT	START LINE (MIDDLE OF TEST LINE)
	3/7/94		"	PORT CHANNEL FAR RANGE SUCKS
		1220	L1F1.DAT	END OF LINE / SETTING UP NAV.
				AND TURNING TOWARD BEACH
2		1229	L2F1.DAT	START LINE (STILL TUNING)
	–	1300	L2F2.DAT	FILE CHANGE
		1312		EOL 2 (LINE SPACING 125m)
3	066	1315	L3F1.DAT	SOL 3
		1347	L3F2.dat	file change
		1359		EOL 3, INCLUDING TURN IN L3F2.DAT
4		1401	L4F1.DAT	SOL 4
		1433	L4F2.dat	File Change
		1444		EOL 4 – IN TURN ON END OF L4F2 DAT
5	066	1446	L5F1.DAT	START LINE (NOTE: BOTH DIVISORS SET = 8)
		1519	L5F2.DAT	FILE CHANGE
		1529	L5F3.DAT	EOL 5 / CHANGE FILE (TURN)
6		1532	L6F1.DAT	SOL 6 (OUTBOARD GAINS SET SLIGHTY HIGHER)
		1615		PULL IN FISH (END OF LINE)
7		1618	L7F1.DAT	SOL 7
		1651	L7F2.DAT	CHANGE FILE
		1707	"	END OF LINE – ADJUST LINE SPACING 110m
		"	"	END OF FILE
8		1704	L8F1.DAT	START LINE
		1737	L8F2.DAT	NEW FILE
		1748		END LINE
9		1751	L9F1.DAT	SOL
		1824	L9F2.DAT	CHANGE FILE
		1833		EOL 9 END OF FILE (CHANGE LINE SPACING TO 90m)
10		1836	L10F1.DAT	SOL 10 (PULLED FISH IN ~2.5 m = ALTITUDE)
				(BOAT WAKE SHOWING ON PORT CHANNEL)

(TOW FISH – WIRE OUT ~44' @ THE 200m SWATH)

using 10° beam angle


140m
90

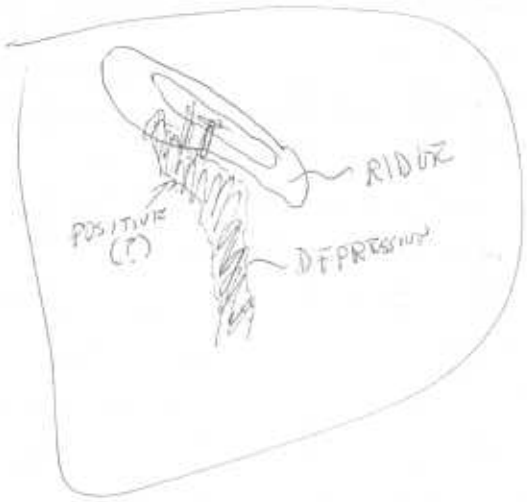
QMIPS LOG: Cruise ELUS 94-1 Chief Sci SUMMER

DRIVE

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.) ~1900Z
10	~~066~~	1908	L10F2.DAT	CHANGE FILE
	3/7/94	1911		PORT CHANNEL DROPPED OFF BACKBOARD
		1922	L10F2.DAT	EOL 10
11		1924	L11F1.DAT	SOL 11 SWITCHED TO 100 M SWATH
		1941	L11F2.DAT	GOOD FILE FOR LOW
		~~1958~~		BACKSCATTER HISTOGRAM
		1959		EOL 11
12		2002	L12F2.DAT	SOL CHANGED BACK TO 200 m SWATH
		2008		LOWER FISH ~1m
		2024		EOLINE END OF FILE
			HEAD	IN FOR THE DAY
			TAPE 2	
13	067		L13F1.DAT	START CLOSEST INSHORE LINE 13 ABORT --- TUNING THE SYSTEM
	3/8/94			RERUN FROM BEGINNING OF LINE
13	067	1139	L13F2.DAT	START OF LINE 13
13	067	1156	L13F3.DAT	FILE CHANGE
13		1208		END OF LINE 13
~~14~~	~~067~~		~~L14F1.DAT~~	NULL: SWITCH TO 200 m SWATH
14	067	1211	L14F1.DAT	START LINE 14 (HEADING OFFSHORE)
		1219		LET FISH OUT ~FEW m
		1222	L14F1.DAT	END LINE 14
15	067	1222	L15F1.DAT	START LINE 15
		1255	L15F2.DAT	SWITCH FILE
16		1316	L16F1.DAT	START LINE 16 (PORT CHANNEL WENT OUT ON TURN)
		1404	~~L17F1.DAT~~	END LINE 16
17		1404	L17F1.DAT	START LINE 17 (TURN)

TAPE DRIVE

FISH OUT 86 FEET ON 200 m SWATH LINES


RIDUR
POSITIVE
(?)
DEPRESSION

QMIPS LOG: Cruise ELUS-94-1 Chief Sci SCHWAB

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
17	067	1405	L17F1.DAT	ON LINE
	3/8/94	1437	L17F2.DAT	SWITCH FILE
18		1458	L18F1.DAT	END LINE 17 - START LINE 18
		1532	L18F2.DAT	SWITCH FILE
		~~[illegible]~~		
19		1549	L19F1.DAT	END LINE 18 START LINE 19
		1621	L19F2.DAT	SWITCH FILE
20		1643	L20F1.DAT	END LINE 19 START LINE 20
				→ SEEING A LOT OF WAKE NOISE ON PORT SIDE AT END OF TURN
20		1715	L20F2.DAT	CHANGE FILE
		NOTE	LINEAR	RIPPLED AREAS MAY BE ON HIGHS
				RATHER THAN IN DEPRESSIONS
				IN THE ~~[illegible]~~ OFFSHORE LINES.
21	067	1731	L21F1.DAT	END LINE 20 START LINE 21
		1804	L21F2.DAT	SWITCH FILES
22	067	1827	L22F1.DAT	END LINE 21 START LINE 22
22	067	1900	L22F2.DAT	SWITCH FILE
23	067	1915	L23F1.DAT	END LINE 22 START LINE 23
23		1934	RECORDS SEEM TO BE GETTING NOISIER - - SLOW BOAT DOWN TO ~ 4.5 KNOTS (SEE NO DIFFERENCE)	
23		1948	L24F2.DAT	SWITCH FILE
				→ ERROR L24F1 & L24F2 ARE LINE 23
24	067	2012	L24F3.DAT	END LINE 23 START LINE 24
				[DATA IS STILL NOISY] !!
				MARKING MAX FISH PAYOUT
		* LINE	24 IS A CROSS-TIE LINE	
		2039	~~[illegible]~~	~~SWITCH FILE~~ PULL IN FISH
		2041		END OF LINE
			END OF DAY 2	

→ DO NOT PROCESS L24F1.DAT ~ 3 MIN LONG

TAPE 3

FISA OUT 831

QMIPS LOG: Cruise ELUS-94-1 Chief Sci SCHWAB

DAY 3 - WEATHERED OUT

DRIVE Z

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
25	069	1327	L25F1.DAT	ATTEMPT A LINE IN ROUGH SEAS. DATA LOOKS LIKE SHIT / SOL 25
	3/10/94	1359	L25F2.DAT	CHANGE FILES
26		1413	L26F1.DAT	EOL 25 / SOL 26
		1446	L26F2.DAT	CHANGE FILE
		1514		EOL 26 / PULL GEAR
			END OF	DAY
	DO NOT PROCESS LINE 27			RERUN LINE 4
27	070	1336	L27F1.DAT	SOL 27 PENNITED SYSTEM TO REDUCE NOISE
27	3/11/94 070	1408	L27F2.DAT	CHANGE FILES
28	070	1440	L28F1.DAT	END LINE 27 START LINE 28
				TRY RERUN OF LINE 1 AGAIN
28	070	1512	L28F2.DAT	CHANGE FILE
28	070	1542		END LINE 28 PULL GEAR
A			START SAMPLING	
	071		Side Scan -	Transducers adjusted downward (20° angle)
	3/12/94			swell - wind NE, some chop
				high out 91' (left more than last)
29	071	1234	L29F1.DAT	SOL 29
—	071	1306	L29F2.DAT	file change
30	071	1325	L30F1.DAT	EOL 29 / SOL 30
—	071	1358	L30F2.DAT	file change
31	071	1415	L31F1.DAT	EOL 30 / SOL 31
—	071	1448	L31F2.DAT	file change
32	071	1509	L32F1.DAT	EOL 31 / SOL 32
—	071	1545?	L32F2.DAT	file change → lost some pings
33	071	1557	L33F1.DAT	EOL 32 / SOL 33
—	071	1630	L33F2.DAT	file change "NO F2" pings!
34	071	1649	L34F1.DAT	EOL 33 / SOL 34

Tape 4

QMIPS LOG: Cruise Elus 94-1 Chief Sci. BUBBA Thicke Hogg

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
34	071	1721	L34F2.DAT	file change
35	071	1739	L35.F1.DAT	EOL34/SOL35
	071	1812	L35F2.DAT	file change
36	071	1834	L36F1.DAT	EOL35/SOL36
	071	1906	L36F2.DAT	file change
37	071	1924	L37F1.DAT	EOL36/SOL37 ooops.
	071	1957	L37F2.DAT	file change → listed as L38F1.dat
37	071	2011	L37F3.DAT	Transit to repeat of Line 1 → 6.5 kn
38	071	2023	L38F1.DAT	EOL37/SOL38
	071	2056	L38F2.DAT	file change
	071	2110		EOF38
	3/12/94			