105073

ESTR 00030

USGS
science for a changing world

COASTAL AND MARINE SCIENCE AT THE
WOODS HOLE FIELD CENTER (WHFC)

384 Woods Hole Rd., Quissett Campus, Woods Hole, MA 02543-1598

ISIS LOG

SHIP AND CRUISE: RV ESTERO ESTR00030

AREA: Columbia River - John Day Res

DATES: 14 - 16-23 Sept, 2000

CHIEF SCIENTIST: Dave Twichell

Cruise: Estero 00030 **Chief Scientist:** Tai Chell **Area:** Columbia River **Page:** 1

Line #	Tape #	JulDay & Date	Time GMT	Filename	Remarks (seismic, nav, problems, etc.)
Test1	1	259	1921	Test1.dat	start recording w/o nav.
Tst1	is on the tape as well + is just the net test at the dock.				
	Test line 600m ~~[illegible]~~				range to each side
		Gain	port	= 12 dB	
			stbd	= 12 dB	
			subb	= 9 dB	
		Power	port	ON	
			stbd	ON	
			Subb	-12dB	
		Chirp length		20ms	
		Samples/ping		2048/chan	
			1942	EOL Test1	
			1943	SOL Test3	400m range
			1954	EOL Test3	Stop logging nav/Hypak as well

600 m = 0.8 SEC

Cruise:			Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**	
		260	1752	gear in water	600 m Gain 12, 12, (~~90.8~~ SEC)	
					Power 0, 0, -9	
1	disk	260	1752	L1F1.dat	Recorded to hard disk in jd261	
			1755		c/S 2.5 → ~5 KT	
			1809	L1F1.DAT	EOL 1	
			1811	L1F2.DAT	SOL 1A	
			1813	"	EOL 1A	
2			1815	L2F1.DAT	SOL 2	
					(IGNORE FILE "TEST ~~TOWNER~~ TOWNER"	
					NAV FILE FOR L2F1 IS 0051816	
2			1940	L2F1.DAT	EOF	
2			1941	L2F2.DAT	SOF L2F2.DAT (LINE 2)	
2			2104		EOL 2	
3			2108	L3F1.dat	SOL 3	
			2341	L13F1.DAT	INCREASE SPD + 1/2 KNT	
			2352	L13F1.DAT	EOL EOF	
		261	1934		ON JD 260 (09/16/00)	
					ISIS TIME WAS -1 HR FROM	
					HYDACK TIME (SEE NAV LOG)	
					ALL TIME SAME GROUP	
					2 GMT SETTINGS IN HYDACK	

TOWFISH SETTINGS: GAIN

SUBB POWER = -9dB PORT 12dB
STBD 12dB
SUBB 9dB

RANGE - 600 m (0.8 SEC)

SAMPLES/RANGE = 2048

Cruise:	09/12/00	Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**
4		261	2032	L4FI.DAT	SOL 4 SOF
			2040		~~point~~ Knopoint of Line 2
			2114		BATHY OFF NASK TEST
			2115		BATHY ON
			2153	Side mount brake loose - Now fixed,	
				but for a while depths were bad.	
			2206		SLOW DOWN TO 4 KNOTS TEST
					UP TO 5 KNTS
			2306		BATHY OFF
			2306		BATHY ON
4			2312	L4FI.DAT	ISOF / KOL 4
5			2320	L5FI.DAT	SOL 5 / SOF L5FI.DAT
		262	0000		NEW DAY
5			0030	L5FI.DAT	ISOL / KOF

4 mips Format
16 BIT
2048

Vehicle Settings
Can 12
Port 12
STBD 12
SUBD 12 ← decreased from JD 260

SUBB power: -12dB
Ranges: 600 m
Chirp length = 80 ms

09/18/00

Cruise:			Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**	
6		262	1614	L6F1.DAT	SOL 6 SOF	
					TELEMETRY DEPTH REMAINS	
					CONSTANT @ 3 METER	
			163246		lost Hypack	
			163706		Hypack back on line.	
			1642		Increases SPD to 4.5	
			1732		Bathy off for test	
			1733		Bathy on again.	
6			1924	L6F1.DAT	KOL 6 / KOF L6F1.DAT	
7		7	1928	L7F1.DAT	SOL 7 / SOF L7F1.DAT	
7		7	2129		KOL 7 too rough	
			09/19/00			
		263			SETTINGS COMM 7 & 2 ON	
					FILE FORMAT: Qmips 16 BIT 2048 SAMPLES	
					GAINS: P S SUB SUB POWER & -12 12, 12, 12 600 m RANGE 0.8 SKE	
Talked to Danforth - we need to set the Comm port every time we start recording w/ the string written on the monitor. This will probably effect pressure depth - which we're actually using manual values anyway						
8		263	1748	L8F1.DAT	SOL 8 SOF	
			1757	L8F1.DAT	KOL 8 KOF (805) PING	

FILE FORMAT:
Qmips
16 BIT / 2048 SAMPLES

VIBRACLES SETTINGS
GAIN ~~12~~
PORT 12
STBD 12
SUBB 12

PING - 0.8 SKE
RANGE - 600m
CHIRP LENGTH = 20ms
SUBB OUTPUT - 12dB

NO DRIFT

BRIAN XOVER IS MOUNTED ON SIS-1000 TAIL.
THIS ~~[illegible]~~ APPEARS TO ELIMINATE CROSSTALK - THIS TWO CHILL EFFECT

Cruise:			Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**	
9		263	18	L9F1.DAT	CHARGE SS, RANGE to 400m	
			1803	"	SOL 9 SOF	
					NEW SETTINGS:	
					RANGES 397 m 12 (0.53 s)	
					CHIRP LENGTH ~~[illegible]~~ (0.53 s)	
					NO OTHER SETTINGS SHOWN	
9			1811	L9F1.DAT	ISOL 9 ISOF	
10			1817	L10F1.DAT	SOL 10 / SOF	
1			1823	"	ISOL 10 / ISOF	
11			1827	L11F1.DAT	SOL 11 / SOF	
1			1833	"	ISOL 11 / ISOF	
12			1837	L12F1.DAT	SOL 12 / SOF	
12			1844	"	ISOL 12 / ISOF	
13			1847	L13F1.DAT	SOL 13 / SOF	
			1850	"	CHIRP LENGTH = 12 ms ??	
			1853	"	ISOL 13 / ISOF	
14			1858	L14F1.DAT	SOL 14 / SOF	
14			1904	"	ISOL 14 / ISOF	
15			1908	L15F1.DAT	SOL 15 / SOF	
15			1914	"	ISOL 15 / ISOF	

99/09/19

Cruise:			Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**	
16		263	1900	L16F1.DAT	SOL 16	
16			1926	"	KOL 16	
17			1932	L17F1.DAT	SOL 17	
17			1939	L17K1.DAT	KOL 17	KOF
18			1942	L18F1.DAT	SOL 18	
18			1949	"	KOL 18	
19			1953	L19F1.DAT	SOL 19	
19			2000	"	KOL 19	KOF
20			2006	L20F1.DAT	SOL 20	
20			2013	L20K1.DAT	KOL 20	
21			2017	L21F1.DAT	SOL 21	
21			2026	L21K1.DAT	KOL 21	
22			2032	L22F1.DAT	SOL 22	
22			2040	L22K1.DAT	KOL 22	
			2042		START ~~NAV~~ ~~LOG~~ NAV FILES GOES 2042	
23			2045	L23F1.DAT	SOL 23	
23			2054	L23K1.DAT	KOL 23	

09/19/00

Cruise:			Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**	
24		263	2058	L24Fl.DAT	SOL 24	
			2107		ISOL 24	
25			2112	L25Fl.DAT	SOL 25	
					ISOL 25	
			2123		45.42.722 } ISOL 24 POSITION	
					123.72.245 } HYPACK LOCKUP	
			2123		LOST NAV	
26			2146	L26Fl.DAT	SOL 26	
			2156	L26Fl.DAT	ISOL 26	
27			2200	L27Fl.DAT	SOL 27 (NOTE FILE #1 SOL 27 Fl.DAT)	
			2205	L217Fl.DAT	ISOL \ ISOF	
28			2211	L28Fl.DAT	SOL 28 SOF	
			2217	L28Fl	EOL 28	
29			2223	L29Fl.DAT	SOL 29	
			2231	L29Fl.DAT	ISOL 29	
30			2236	L30Fl.DAT	SOL 30	
			2241	L30Fl.DAT	ISOL 30	
31			2246	L31Fl.DAT	SOL 31	
			2254	L31Fl.DAT	ISOL 31	

Cruise:			Chief Scientist:		Area:	Page:
Line #	**Tape #**	**JulDay & Date**	**Time GMT**	**Filename**	**Remarks (seismic, nav, problems, etc.)**	
32		263	2058	L32F1.DAT	SOL 32	
32			2307		KOL 32	
33			2311	L33F1.DAT	SOL 33	
			2317		NMV LOWERED UP	
			2320		NMV UP	
			2322		KOL 33	
34			2329	L34F1.DAT	SOL 34	
34			2338		KOL 34	
35			2343	L35F1.DAT	SOL 35	
			2353	L35F1.DAT	KOL 35	
36		264	0002	L36F1.DAT	SOL 36	
			0012	L36F1.DAT	KOL 36	
				16 NORK FILES	L36F2	

PARAMETERS JD 264

Com 1 on
QMIPS
16 BIT
1024 samples

GAIN
PORT 12
STBD 12
SUBB 12

SUBB OUT = -13dB
RANGE 600m
20ms CHIRP

0.8 SEC LENGTH

NO DRAFT ON BATH

Cruise: 09/20/00			Chief Scientist:		Area:	Page:
Line #	Tape #	JulDay & Date	Time GMT	Filename	Remarks (seismic, nav, problems, etc.)	
37		264	1630	L37F1.DAT		
			1747		INCREASE SPD TO 5.5 KNTS	
			2002		END LINE WEATHER PULL GEAR	
			9/21/00 JD		265	
38		265				
			1742	TEST1.DAT	SO FILE	
			1745		END FILE	
			1907	L38F1.DAT	SOL 38 / SOF	
			2009		ISOL PULL GEAR	
					TRANSIT UP RIVER	
			09/23/00			
39		267			ISIS PARAMETERS SAME AS	
					FOR JD 265 BELOW	
			1412	TEST2.DAT	START TEST FILE	
			1413		KOF	
			1438	L39F1.DAT	SOF / SOL 39	
			~~1415~~			
			1917	L39F1.DAT	SOL 39 / KOF	
40			1920	L40F1.DAT	SOL 40 / SOF	
			1925		ON LINE	
			2352		EOL 40	

Com 1 on
BIRD BERWAT
QMIPS 16 BIT / 2048 samples

PARAMETERS JD 265 AIRPLANE = 20ms
GAIN
PORT 12
STBD 12
SUBB 12
SUBB POWER - 12dB
LENGTH 0.8 SEC
RANGE = 600