Atlantic Surveyor 99045

ATSV99045log.xls

NC Inner Shelf 1999 off Duck - Northern Part of Survey Area

System	JD	UTC	Line	File	Nav Disk	Comments
3	282	1845				Depart NOAA AMC, Norfolk. Begin transit to survey area.
3	283	0100				Deploy gear. Light winds, small seas..
1	283	0151	1	l1f1.dat	1	SOL 1. Begin survey, off Currituck Lighthouse. Sidescan gains at +12 db; subbottom at +6 db gain, power at -6. Swath width is 400 m (0.27 sec ping rate).
2	283	0151	1	l1f1.dat	1	SOL 1. Begin survey, off Currituck Lighthouse. Output power 280 J, 0.5 sec shot rate; 250 ms recording length; sample rate 12kHz; Display filter 240-4800 Hz.
3	283	0151	1	023_0128.dat	1	SOL 1. (Hypack Line 23.) Begin survey, off Currituck Lighthouse. No bathymetry this line; Barry working on Furuno issue.
2	283	0225	1	l1f1.dat	1	Boomer power supply fried. Rich, smoky smell.... Replaced with Geoacoustics power supply by Twig and TFO with NASCAR pit crew-like speed.
2	283	0240	1	l1f1.dat	1	Back in business. There will be a dead-air space from 0225-0240. Geoacoustics output power 300 J.
1	283	0314	1	l1f2.dat	1	Start file 2 of line 1. Barry working on fathometer data problem. Picked up a noise signal in the CHIRP record. Much tweaking of ship and our systems has been unable to ma
1	283	0357	1	l1f2.dat	1	EOL 1
2	283	0357	1	l1f1.dat	1	EOL 1
3	283	0357	1		1	EOL 1
1	283	0401	2	l2f1.dat	1	SOL 2
2	283	0401	2	l2f1.dat	1	SOL 2
3	283	0401	2	024_0355.dat	1	SOL 2, (Hypack line 24)
2	283	0423	2	l2f2.dat	1	Change ELICS recording length to 125 ms.
3	283	0433	2		1	Barry, Tom, Rob turning in...long night
1	283	0601	2	l2f1.dat	1	eol2
2	283	0601	2	l2f2.dat	1	eol2
3	283	0601	2		1	eol2
1	283	0609	3	l3f1.dat	1	sol3
2	283	0609	3	l3f1.dat	1	sol3
3	283	0609	3	026_0605.dat	1	sol3. (Hypack line 25.) generator switched, no visible ill effects, turn executed ok, a little overshoot! Nav line #?. Note nav file name.
3	283	0813	3		1	eol3, nav file labeled l26 includes l25 and continues
1	283	0814	3	l3f1.dat	1	eol3
2	283	0814	3	l3f1.dat	1	eol3
3	283	0818	4	026_0813.dat	1	sol4, (Hypack line 26), nav file l26 includes l25
1	283	0818	4	l4f1.dat	1	sol4
2	283	0818	4	l4f1.dat	1	sol4
1	283	1018	4	l4f1.dat	1	adjusted sidescan fish depth (in) from alt. 5.7 to 7
3	283	1022	4		1	eol4
1	283	1022	4	l4f1.dat	1	eol4
2	283	1022	4	l4f1.dat	1	eol4
3	283	1026	5	027_1023.dat	1	sol5, (Hypack line 27)
1	283	1027	5	l5f1.dat	1	sol5
2	283	1027	5	l5f1.dat	1	sol5
3	283	1124	5		1	Furuno depth data on-line. Thanks Barry! NOTE transducer draft is 1.3 meters (i.e. 'ducer is 1.3 m below sea surface).
3	283	1234	5		1	eol5
1	283	1234	5	l5f1.dat	1	eol5
2	283	1234	5	l5f1.dat	1	eol5
3	283	1238	6	028_1234.dat	1	sol6, (Hypack line 28)
1	283	1238	6	l6f1.dat	1	sol6
2	283	1238	6	l6f1.dat	1	sol6
3	283	1440	6		1	eol6
1	283	1440	6	l6f1.dat	1	eol6
2	283	1440	6	l6f1.dat	1	eol6
3	283	1444	7	029_1439.dat	1	sol7, (Hypack line 29)

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1	283	1444	7	l7f1.dat	1	sol7				
2	283	1444	7	l7f1.dat	1	sol7				
1	283	1638	7	l7f1.dat	1	eol 7				
2	283	1638	7	l7f1.dat	1	eol 7				
3	283	1638	7		1	eol 7				
1	283	1644	8	l8f1.dat	1	sol 8				
2	283	1644	8	l8f1.dat	1	sol 8. Change recording length to 180 ms.				
3	283	1644	8	030_1638.dat	1	sol 8. Hypack line 30.				
1	283	1750	8	l8f1.dat	1	36.3259, -75.7961; marked large (~15 m^2) rectangular object on seafloor.				
1	283	1826	8	l8f1.dat	1	alter course to move offshore a bit – growing too shallow.				
2	283	1826	8	l8f1.dat	1	alter course to move offshore a bit – growing too shallow. Boomer offline to swap back power supplies.				
3	283	1826	8	030_1638.dat	1	alter course to move offshore a bit – growing too shallow.				
1	283	1830	8	l8f2.dat	1	EOL 8. Garbage file to keep ISIS from requiring reprogramming. DO NOT PROCESS. Many course changes and transit across area already covered.				
2	283	1830	8	l8f1.dat	1	EOL 8.				
3	283	1830	8	030_1638.dat	1	EOL 8. Confusion on the part of the Ch. Sci reigns. Will proceed NE to pickup offshore where we started last night at line 1.				
1	283	1853	9	l9f1.dat	1	SOL 9.				
2	283	1853	9	l9f1.dat	1	SOL 9. Note adjusted gain to 21db.				
3	283	1853	9	022_1853.dat	1	SOL 9. Hypack line 22. WP44->43.				
3	283	1945	9		2	New floppy in BarryNav.				
1	283	2055	9	l9f1.dat	2	EOL 9				
2	283	2055	9	l9f1.dat	2	EOL 9				
3	283	2055	9		2	EOL 9				
1	283	2058	10	l10f1.dat	2	SOL 10				
2	283	2058	10	l10f1.dat	2	SOL 10				
3	283	2058	10	021_2056.dat	2	SOL 10. Hypack line 21. WP42->41				
1	283	2250	10	l10f1.dat	2	EOL 10				
2	283	2250	10	l10f1.dat	2	EOL 10				
3	283	2250	10		2	EOL 10				
1	283	2256	11	l11f1.dat	2	SOL 11				
2	283	2256	11	l11f1.dat	2	SOL 11				
3	283	2256	11	020_2250.dat	2	SOL 11. Hypack line 20. WP 40->39				
1	284	0035	11	l11f1.dat	2	ISIS not getting nav data.				
1	284	0041	11	l11f1.dat	2	ISIS now getting nav data again.				
1	284	0041	11	l11f2.dat	2	switched files to facilitate any nav debugging.				
1	284	0054	11	l11f2.dat	2	EOL 11				
2	284	0054	11	l11f1.dat	2	EOL 11				
3	284	0054	11		2	EOL 11				
1	284	0058	12	l12f1.dat	2	SOL 12				
2	284	0058	12	l12f1.dat	2	SOL 12				
3	284	0058	12	019_0054.dat	2	SOL 12. Hypack line 19. WP 38->37				
1	284	0300	12	l12f1.dat	2	EOL 12				
2	284	0300	12	l12f1.dat	2	EOL 12				
3	284	0300	12		2	EOL 12				
1	284	0304	13	l13f1.dat	2	SOL 13				
2	284	0304	13	l13f1.dat	2	SOL 13				
3	284	0304	13	018_0258.dat	2	SOL 13. Hypack line 18. WP 36->35				
1	284	0505	13	l13f1.dat	2	EOL 13				
2	284	0505	13	13f1.dat	2	EOL13				
3	284	0505	13		2	EOL13				
1	284	0510	14	l14f1.dat	2	SOL 14				
2	284	0510	14	l14f1.dat	2	SOL14				
3	284	0510	14		2	SOL14, Hypack line 17. WP 34->33				

3	284	0708	14		2	eol14				
1	284	0709	14	l14f1.dat	2	eol14				
2	284	0709	14	l14f1.dat	2	eol14				
3	284	0715	15	016_0708.dat	2	sol15, Hypack line 16. Wp 32->31				
1	284	0715	15	l15f1.dat	2	sol15				
2	284	0715	15	l1Sf1.dat	2	sol15				
3	284	0919	15		2	eol15				
1	284	0920	15	l15f1.dat	2	eol15				
2	284	0920	15	l1Sf1.dat	2	eol15				
3	284	0922	16	015_0917.dat	2	sol16, Hypack line 15. WP 30->29				
1	284	0922	16	l16f1.dat	2	sol16				
2	284	0922	16	l16f1.dat	2	sol16				
1	284	1005	16	l16f2.dat	2	isis system restarted				
1	284	1025	16	l16f2.dat	2	fish out some				
1	284	1115	16	l16f2.dat	2	fish in				
3	284	1120	16		2	eol16				
2	284	1120	16	l16f2.dat	2	eol16				
1	284	1120	16	l16f2.dat	2	eol16				
3	284	1124	17		2	sol17, Hypack line 14, WP 28->27				
1	284	1124	17		2	sol17				
2	284	1124	17		2	sol17				
1	284	1322	17	l17f1.dat	2	EOL 17				
2	284	1322	17	l17f1.dat	2	EOL 17				
3	284	1322	17		2	EOL 17				
1	284	1327	18	l18f1.dat	2	SOL 18				
2	284	1347	18	l18f1.dat	2	SOL 18. Note ELICS was temporarily offline while computer positions were shuffled in acquisition van.				
3	284	1327	18	013_1324.dat	2	SOL 18. Hypack line 13, WP 26->25				
3	284	1521	18		2	eol 18				
1	284	1521	18	l18f1.dat	2	eol18				
2	284	1521	18	l18f1.dat	2	eol18				
3	284	1526	19	012_1520.dat	2	sol19, Hypack line 12, WP 24->23				
1	284	1526	19	l19f1.dat	2	sol19				
2	284	1526	19	l19f1.dat	2	sol19				
1	284	1722	19	l19f1.dat	2	EOL 19				
2	284	1722	19	l19f1.dat	2	EOL 19				
3	284	1722	19		2	EOL 19				
1	284	1726	20	l20f1.dat	2	SOL 20				
2	284	1726	20	l20f1.dat	2	SOL 20				
3	284	1726	20	011_1722.dat	2	SOL 20. Hypack line 11. WP 22->21.				
1	284	1922	20	l20f1.dat	2	EOL 20. Pull gear due to increasing chop and building NE blow (expected to last for next day or so). Heading to Little Creek.				
2	284	1922	20	l20f1.dat	2	EOL 20. Pull gear due to increasing chop and building NE blow (expected to last for next day or so). Heading to Little Creek.				
3	284	1922	20		2	EOL 20. Pull gear due to increasing chop and building NE blow (expected to last for next day or so). Heading to Little Creek.				
3	284	1945				Gear pulled. Underway to Little Creek, VA.				
3	285					Weather day in port, NAB Little Creek. Had electrical systems in both vans modified/repaired (no longer putting 10A through our ground into the hull); Furuno checked out.				
3	286	1300				Depart NAB Little Creek. Wind SE 10-15, 3-4 ft seas. Looks workable.				
3	286	1844				Arrive at survey restart area. Deploy gear. Light SE wind, light rain, 3 ft seas. Delay to troubleshoot DSP/telemetry problem with SIS-1000 and ISIS.				
1	286	2014	21	l21f1.dat	4	SOL 21. Resume survey at N end of area 1. Sidescan gains at +12 db; subbottom at +6 db gain, power at -6. Swath width is 400 m (0.27 sec ping rate).				
2	286	2014	21	l21f1.dat	4	SOL 21				
3	286	2014	21	010_2012.dat	4	SOL 21. Hypack line 10. WP 20->19. Note discontinuity of nav disk numbering. Will resolve soon....				
1	286	2019	21	l21f1.dat	4	Reduce power to subbottom to -12 db.				
1	286	2035	21	l21f1.dat	4	Some tweaking of subbottom power for the past five minutes. Settled now at -12 db.				

1	286	2219	21	I21f1.dat		4	EOL 21				
2	286	2219	21	I21f1.dat		4	EOL 21				
3	286	2219	21			4	EOL 21				
1	286	2222	21	I22f1.dat		4	SOL 22				
2	286	2222	21	I22f1.dat		4	SOL 22				
3	286	2222	21	009_2219.dat		4	SOL 22. Hypack line 9. WP 18->17.				
1	287	0027	22	I22f1.dat		4	EOL 22				
2	287	0027	22	I22f1.dat		4	EOL 22				
3	287	0027	22			4	EOL 22				
3	287	0030	22			4	Nav to ISIS not being sent by hypack; and probably hasn't for some yet-to-be-determined time.				
1	287	0032	23	I23f1.dat		4	SOL 23				
2	287	0032	23	I23f1.dat		4	SOL 23				
3	287	0032	23	008_0032.dat		4	SOL 23. Hypack line 8. WP 16->15.				
1	287	0045	23	I23f1.dat		4	DGPS is having some pretty signifcant errors lately. Possibly nearby weather.				
2	287	0045	23	I23f1.dat		4	DGPS is having some pretty signifcant errors lately. Possibly nearby weather.				
3	287	0045	23			4	DGPS is having some pretty signifcant errors lately. Possibly nearby weather.				
1	287	0050	23	I23f1.dat		4	Had about 4-5 minutes of nice fixes. Yes, we were about 50-60 meters right of the trackline.				
3	287	0050	23			4	Had about 4-5 minutes of nice fixes. Yes, we were about 50-60 meters right of the trackline.				
1	287	0232	23	I23f1.dat		4	EOL 23				
2	287	0232	23	I23f1.dat		4	EOL 23				
3	287	0232	23			4	EOL 23				
1	287	0235	23A	I23af1.dat		4	Start line 23A cross line				
2	287	0235	23A	I23af1.dat		4	Start line 23A cross line				
3	287	0235	23A	023_0238.dat		4	Start line 23A cross line				
1	287	0303	23A	I23af1.dat		4	EOL 23A				
2	287	0303	23A	I23af1.dat		4	EOL 23A				
3	287	0303	23A			4	EOL 23A				
1	287	0304	24	I24f1.dat		4	SOL 24. First line in Area 2 (which includes Duck Pier).				
2	287	0304	24	I24f1.dat		4	SOL 24. First line in Area 2 (which includes Duck Pier).				
3	287	0304	24	023_304.dat		4	SOL 24. Hypack line 23 (LNW file NC2A). WP 45->46. First line in Area 2 (which includes Duck Pier).				
1	287	0322	24	I24f1.dat		4	Reduced power to chirp to -18 db.				
3	287	0457	24			4	eol 24				
2	287	0457	24	I24f1.dat		4	eol 24				
1	287	0457	24	I24f1.dat		4	eol 24				
3	287	0505	25	024_0457.dat		4	sol 25, Hypack line 24 WP 47->48				
1	287	0505	25	I25f1.dat		4	sol 25				
2	287	0505	25	I25f1.dat		4	sol 25				
3	287	0658	25			4	eol 25				
1	287	0658	25	I25f1.dat		4	eol 25				
2	287	0658	25	I25f1.dat		4	eol 25, delayed out boomer trigger 40ms to eliminate noise				
3	287	0703	26	025_0658.dat		4	sol 26, Hypack line 25 WP 49->50				
1	287	0703	26	I26f1.dat		4	sol 26				
2	287	0703	26	I26f1.dat		4	sol 26				
1	287	0822	26	I26f1.dat		4	lost lock on altitude..reset				
3	287	0854	26			4	eol 26				
1	287	0854	26	I26f1.dat		4	eol 26				
2	287	0854	26	I26f1.dat		4	eol 26				
3	287	0900	27	026_0854.dat		4	sol 27, Hypack line 26 WP 51->52				
1	287	0900	27	I27f1.dat		4	sol 27				
2	287	0900	27	I27f1.dat		4	sol 27				
3	287	1020	27			4	passed close to two targets - lobster pot buoy, duck pier experiments				
3	287	1045	27			4	shallow - near miss on mini seamount - holy cow!				

3	287	1053	27		4	eol 27
1	287	1053	27	I27f1.dat	4	eol 27
2	287	1053	27	I27f1.dat	4	eol 27
3	287	1058	28	027_1053.DAT	4	sol 28, Hypack line 27 WP 53->54
1	287	1058	28	L28F1.DAT	4	SOL28
2	287	1058	28	L28F1.DAT	4	SOL28
2	287	1100	28	L28F1.DAT	4	ship's generator power switched - applied acoustic switched off - reset ok
3	287	1130	28		4	passing Duck pier exp.area..yellow buoy off starboard, two small buoy's off port
3	287	1254	28		4	eol 28
1	287	1254	28	L28F1.DAT	4	eol 28
2	287	1254	28	L28F1.DAT	4	eol 28
3	287	1258	29	028_1254	4	sol 29, Hypack line 28 WP 55->56
1	287	1258	29	I29f1.dat	4	sol 29
2	287	1258	29	I29f1.dat	4	sol 29
1	287	1455	29	I29f1.dat	4	eol 29 pulling gear to prepare for bottom sampling. Too choppy for sidescan. Data have looked poor for at least this line and most of the last.
2	287	1455	29	I29f1.dat	4	eol 29 pulling gear to prepare for bottom sampling. Too choppy for sidescan. Data have looked poor for at least this line and most of the last.
3	287	1455	29		4	eol 29 pulling gear to prepare for bottom sampling. Too choppy for sidescan. Data have looked poor for at least this line and most of the last.
3	287	1600				Cancel sampling due to rough seas and windy conditions. Not expected to improve for at least a day. Heading back into Little Creek or to NOAA pier depending on space ava
3	288	0007				Arrive NAB Little Creek.
3	288					Weather day in port, NAB Little Creek. Due to interaction of High pressure to the north, and the possible future track of hurricane Irene, we may be here a while.
3	289					Hurricane Irene passage (Sat 16th). In port NAB Little Creek. O'Brien in Norfolk; Cross in Williamsburg; Nichols in Wilmington, NC; Thieler in Oxford, MD; Foster, Irwin, Polloni,
3	290					Hurricane Irene passage (Sun 17th). In port NAB Little Creek. O'Brien in Norfolk; Cross in Williamsburg; Nichols in Wilmington, NC; Thieler in Oxford, MD; Foster, Irwin, Polloni,
3	291					Hurricane Irene passage (Mon 18th). In port NAB Little Creek. O'Brien and Nichols (evening) in Norfolk; Cross in Williamsburg; Thieler in Oxford, MD; Foster, Irwin, Polloni, Will
3	292					Hurricane Irene passage (Tue 19th). Half-day in port NAB Little Creek. Everyone back aboard.
3	292	1800				Depart NAB Little Creek. Forecast looks marginal to ok for winds next few days. Will proceed to sea and try to get some work done.
3	292	2200				Arrive at survey restart area, in "nc5" just south of False Cape near NC/VA line. Deploy gear. E wind 10 kt, 3-5 ft seas.
1	292	2222	30	I30f1.dat	5	SOL 30. Sidescan gain at 12db both port/stbd. Chirp gain 6 db. Chirp power -18 db.
2	292	2222	30	I30f1.dat	5	SOL 30.
3	292	2222	30	011_2222.dat	5	SOL 30. Hypack line 11 in nc5. WP 21->22.
1	292	2258	30	I30f1.dat	5	Increase Chirp power to -12 db.
1	292	2302	30	I30f1.dat	5	Playing with Chirp power for a minute. Settled back at -12 db.
1	293	0008	30	I30f1.dat	5	Nav to ISIS was not being sent by hypack; probably for the last 10 minutes or so.
2	293	0008	30	I30f1.dat	5	Nav to ISIS was not being sent by hypack; probably for the last 10 minutes or so.
3	293	0008	30	011_0007.dat	5	Nav to ISIS was not being sent by hypack; probably for the last 10 minutes or so.
1	293	0024	30	I30f1.dat	5	EOL 30
2	293	0024	30	I30f1.dat	5	EOL 30
3	293	0024	30		5	EOL 30
1	293	0025	30A	I30Af1.dat	5	SOL 30A. A w->e tie-line to pick up where we left off in area 1. DO NOT MOSAICK in sidescan.
2	293	0025	30A	I30Af1.dat	5	SOL 30A. A w->e tie-line to pick up where we left off in area 1.
3	293	0025	30A		5	SOL 30A. A w->e tie-line to pick up where we left off in area 1.
1	293	0057	30A	I30Af1.dat	5	EOL 30A.
2	293	0057	30A	I30Af1.dat	5	EOL 30A.
3	293	0057	30A	07_0042.dat	5	EOL 30A.
1	293	0058	31	I31f1.dat	5	SOL 31. An additional line at the existing seaward coverage edge of area 1 (nc1).
2	293	0058	31	I31f1.dat	5	SOL 31. An additional line at the existing seaward coverage edge of area 1 (nc1).
3	293	0058	31	007_0058.dat	5	SOL 31. An additional line at the existing seaward coverage edge of area 1 (nc1).
1	293	0300	31	I31f1.dat	5	EOL 31.
2	293	0300	31	I31f1.dat	5	EOL 31.
3	293	0300	31		5	EOL 31.
1	293	0301	31A	I31A.dat	5	SOL 31A. A e->w tie line to pick up where we left off in area 2. DO NOT MOSAICK in sidescan.
2	293	0301	31A	I31A.dat	5	SOL 31A. A e->w tie line to pick up where we left off in area 2.
3	293	0301	31A	022_0302.dat	5	SOL 31A. A e->w tie line to pick up where we left off in area 2.

1	293	0336	31A	I31A.dat	5	EOL 31A.					
2	293	0336	31A	I31A.dat	5	EOL 31A.					
3	293	0336	31A		5	EOL 31A.					
1	293	0337	32	I32f1.dat	5	SOL 32. Resume area 2 survey.					
2	293	0337	32	I32f1.dat	5	SOL 32. Resume area 2 survey.					
3	293	0337	32	022_0337.dat	5	SOL 32. Resume area 2 survey. (area nc2)					
1	293	0533	32	I32f1.dat	5	EOL 32 Hypack line 22					
2	293	0533	32	I32f1.dat	5	EOL 32					
3	293	0533	32		5	EOL 32					
1	293	0540	33	I33f1.dat	5	SOL 33					
2	293	0540	33	I33f1.dat	5	SOL 33					
3	293	0540	33	021_0533.dat	5	SOL 33 Hypack line 21 wp 42 -> 41					
1	293	0736	33	I33f1.dat	5	EOL 33					
2	293	0736	33	I33f1.dat	5	EOL 33					
3	293	0736	33		5	EOL 33					
3	293	0741	34	020_0736.DAT	5	SOL 34 Hypack line 20 WP 40 ->39					
1	293	0741	34	I34f1.dat	5	SOL 34					
2	293	0741	34	I34f1.dat	5	SOL 34					
3	293	0933	34		5	EOL 34					
1	293	0933	34	I34f1.dat	5	EOL 34					
2	293	0933	34	I34f1.dat	5	EOL 34					
3	293	0940	35	019_0933.DAT	5	SOL 35 HYPACK LINE 19 WP 38 -> 37					
1	293	0940	35	L35F1.DAT	5	SOL 35					
2	293	0940	35	L35F1.DAT	5	SOL 35					
3	293	1138	35		5	EOL 35					
1	293	1138	35	L35F1.DAT	5	EOL 35					
2	293	1138	35	L35F1.DAT	5	EOL 35					
3	293	1142	36	018_1138.DAT	5	SOL 36 HYPACK LINE 18 WP 36 -> 35					
1	293	1142	36	L36F1.DAT	5	SOL 36					
2	293	1142	36	L36F1.DAT	5	SOL 36					
3	293	1329	36		5	EOL 36					
1	293	1330	36	L36F1.DAT	5	EOL 36					
2	293	1330	36	L36F1.DAT	5	EOL 36					
3	293	1333	37	017_1330.DAT	5	SOL 37 HYPACK LINE 17 WP 34 -> 33					
1	293	1333	37	L37F1.DAT	5	SOL 37					
2	293	1333	37	L37F1.DAT	5	SOL 37					
3	293	1528	37		5	EOL 37					
1	293	1528	37	L37F1.DAT	5	EOL 37					
2	293	1528	37	L37F1.DAT	5	EOL 37					
3	293	1535	38	016_1528.DAT	5	SOL 38 HYPACK LINE 16 WP 32 ->31					
1	293	1535	38	L38F1.DAT	5	SOL 38					
2	293	1535	38	L38F1.DAT	5	SOL 38					
1	293	1733	38	I38f1.dat	5	EOL 38					
2	293	1733	38	I38f1.dat	5	EOL 38					
3	293	1733	38		5	EOL 38					
1	293	1737	39	I39f1.dat	5	SOL 39					
2	293	1737	39	I39f1.dat	5	SOL 39					
3	293	1737	39	015_1733.dat	5	SOL 39. Hypack line 15. WP 30->29.					
1	293	1945	39	I39f1.dat	5	EOL 39. Pull gear and head in yet again due to strong N winds and forecast to persist for next 24-36 hr.					
2	293	1945	39	I39f1.dat	5	EOL 39. Pull gear and head in yet again due to strong N winds and forecast to persist for next 24-36 hr.					
3	293	1945	39		5	EOL 39. Pull gear and head in yet again due to strong N winds and forecast to persist for next 24-36 hr.					
3	294	0345				Arrive NAB Little Creek. Forecast shows some improvement beginning Thu 21st evening. Let's hope so.					

3	294					(Partial) weather day in port, NAB Little Creek. (Thu 21 Oct 1999)				
3	294	2300				Depart NAB Little Creek. Forecast looks OK for next 24-36 hr, then not sure.				
3	295	0505			7	Arrive on site, deploy gear. NNE wind 10-15 kt, 3-5 ft5 seas.				
1	295	0541	40	I40f1.dat	7	SOL 40. Resume area2 survey. Sidescan gain at +12db. Chirp gain at +6db. Chirp power at -12db.				
2	295	0541	40	I40f1.dat	7	SOL 40. Resume area2 survey.				
3	295	0541	40	014_0541.dat	7	SOL 40. Resume area2 survey. Hypack line 14. WP 28->27.				
1	295	0543	40	I40f1.dat	7	depth initially not working...changed template - depth ok				
1	295	0739	40	I40f1.dat	7	EOL 40				
2	295	0739	40	I40f1.dat	7	EOL 40				
3	295	0739	40		7	EOL 40				
3	295	0745	41	013_0739.dat	7	SOL 41 Hypack line 13. WP 26 ->25				
1	295	0745	41	I41f1.dat	7	SOL 41				
2	295	0745	41	I41f1.dat	7	SOL 41				
3	295	0925	41		7	avoided bouy(with flasher) in course path				
3	295	0941	41		7	eol 41				
1	295	0941	41	I41f1.dat	7	eol 41				
2	295	0941	41	I41f1.dat	7	eol 41				
3	295	0947	42	012_0941.dat	7	sol 42 Hypack line 12. WP 24 -> 23				
1	295	0947	42	I42f1.dat	7	sol 42				
2	295	0947	42	I42f1.dat	7	sol 42				
3	295	1149	42		7	eol 42				
1	295	1149	42	I42f1.dat	7	eol 42				
2	295	1149	42	I42f1.dat	7	eol 42				
3	295	1154	43	011_1149.dat	7	sol 43 Hypack line 11. WP 22 -> 21				
1	295	1154	43	I43f1.dat	7	sol 43				
2	295	1154	43	I43f1.dat	7	sol 43				
2	295	1212	43	I43f1.dat	7	I/o error - can't write to pinger file system....rebooting acquisition system				
2	295	1220	43		7	trouble booting - Helix				
2	295	1225	43	I43f2.dat	7	Elics sub-bottom back on line ~13 min gap				
2	295	1255	43	I43f2.dat	7	adjusted dealy on filter - high - low pass filter 100Hz - 10 Hz				
2	295	1311	43		7	Elics seismic hung on I/o to "pinger" disk				
2	295	1314	43	I43f3.dat	7	seismic restarted				
3	295	1326	43		7	changing speed back to ~4.5kts				
3	295	1340	43		7	Barrynav problems, has been down for last 3.5 km				
2	295	1344	43	I43f4.dat	7	restarted nav log ??? Off-line				
2	295	1346	43	I43f5.dat	7	restarted nav log on-line				
3	295	1400	43		7	eol 43				
1	295	1400	43	I43f1.dat	7	eol 43				
2	295	1400	43	I43f5.dat	7	eol 43				
3	295	1406	44	010_1400.dat	7	sol 44 Hypack line 10. WP 20 -> 19				
1	295	1406	44	I44f1.dat	7	sol 44				
2	295	1406	44	I44f1.dat	7	sol 44				
1	295	1605	44	I44f1.dat	7	EOL 44. Pause here to clean sargassum off gear. Fish short-hauled, but still collecting data.				
2	295	1605	44	I44f1.dat	7	EOL 44. Pause here to clean sargassum off gear. Sled pulled, cleaned, redeployed. Streamer cleaned, redeployed.				
3	295	1605	44		7	EOL 44. Pause here to clean sargassum off gear.				
1	295	1630	45	I45f1.dat	7	SOL 45.				
2	295	1630	45	I45f1.dat	7	SOL 45.				
3	295	1630	45	009_1605.DAT	7	SOL 45. Hypack line 9. WP 18->17.				
1	295	1735	45	I45f1.dat	7	There are and have been some really spectacular (and annoying) long diagonal noise stripes in the sidescan data. These are probably reflections of the wind rows of sargass				
1	295	1738	45	I45f1.dat	7	For example, the wind row noise is gone now, and we've just passed out of a sargassum field.				
1	295	1840	45	I45f1.dat	8	EOL 45.				
2	295	1840	45	I45f1.dat	8	EOL 45.				

3	295	1840	45		8	EOL 45.				
1	295	1844	46	I46f1.dat	8	SOL 46.				
2	295	1844	46	I46f1.dat	8	SOL 46.				
3	295	1844	46	008_1839.DAT	8	SOL 46. Hypack line 8. WP 16->15.				
1	295	1921	46	I46f1.dat	8	nice channel complex with edges cropping out on seafloor in sidescan.				
1	295	2045	46	I46f1.dat	8	EOL 46. Note nice channel-in-a-ridge complex southern end this line.				
2	295	2045	46	I46f1.dat	8	EOL 46.				
3	295	2045	46		8	EOL 46.				
1	295	2049	47	I47f1.dat	8	SOL 47.				
2	295	2049	47	I47f1.dat	8	SOL 47.				
3	295	2049	47	007_2044.DAT	8	SOL 47. Hypack line 7. WP 14->13.				
1	295	2238	47	I47f1.dat	8	EOL 47. Pause to clean sargassum off boomer sled.				
2	295	2238	47	I47f1.dat	8	EOL 47. Pause to clean sargassum off boomer sled.				
3	295	2238	47		8	EOL 47. Pause to clean sargassum off boomer sled.				
1	295	2251	48	I48f1.dat	8	SOL 48.				
2	295	2251	48	I48f1.dat	8	SOL 48.				
3	295	2251	48	006_2249.DAT	8	SOL 48. Hypack line 6. WP 12->11.				
1	296	0009	48	I48f1.dat	8	Brief isis telemetry outage. Fixed.				
1	296	0049	48	I48f1.dat	8	EOL 48.				
2	296	0049	48	I48f1.dat	8	EOL 48.				
3	296	0049	48		8	EOL 48.				
1	296	0050	49	I49f1.dat	8	SOL 49. Begin tie lines.				
2	296	0050	49	I49f1.dat	8	SOL 49. Begin tie lines.				
3	296	0050	49	001_0050.DAT	8	SOL 49. Begin tie lines.				
1	296	0138	49	I49f1.dat	8	EOL 49.				
2	296	0138	49	I49f1.dat	8	EOL 49.				
3	296	0138	49	001_0050.DAT	8	EOL 49.				
1	296	0138	49	I50f1.dat	8	SOL 50. Shore parallel south of area2.				
2	296	0138	49	I50f1.dat	8	SOL 50. Shore parallel south of area2.				
3	296	0138	49	001_0050.DAT	8	SOL 50. Shore parallel south of area2.				
1	296	0150	50	I50f1.dat	8	A gorgeous example of an RSD with downdrift sand accumulation. Pair the sidescan and chirp in a figure...				
1	296	0202	50	I50f1.dat	8	EOL 50.				
2	296	0202	50	I50f1.dat	8	EOL 50.				
3	296	0202	50	001_0050.DAT	8	EOL 50.				
1	296	0202	51	I51f1.dat	8	SOL 51. First real tie line. Headed offshore.				
2	296	0202	51	I51f1.dat	8	SOL 51. First real tie line. Headed offshore.				
3	296	0202	51	001_0050.DAT	8	SOL 51. First real tie line. Headed offshore.				
1	296	0254	51	I51f1.dat	8	EOL 51.				
2	296	0254	51	I51f1.dat	8	EOL 51.				
3	296	0254	51	001_0050.DAT	8	EOL 51.				
1	296	0254	52	I52f1.dat	8	SOL 52.				
2	296	0254	52	I52f1.dat	8	SOL 52.				
3	296	0254	52	001_0050.DAT	8	SOL 52.				
1	296	0322	52	I52f1.dat	8	EOL 52				
2	296	0322	52	I52f1.dat	8	EOL 52				
3	296	0322	52	001_0323.DAT	8	EOL 52				
1	296	0322	53	I53f1.dat	8	SOL 53.				
2	296	0322	53	I53f1.dat	8	SOL 53.				
3	296	0322	53	002_0323.DAT	8	SOL 53				
3	296	0325	53	002_0325.DAT	8	New Hypack nav file.				
1	296	0419	53	I53f1.dat	8	EOL 53				
2	296	0419	53	I53f1.dat	8	EOL 53				

3	296	0419	53	002_0325.DAT	8	EOL 53				
3	296	0419	54	002_0325.DAT	8	SOL 54				
1	296	0419	54	I54f1.dat	8	SOL 54				
2	296	0419	54	I54f1.dat	8	SOL 54				
3	296	0441	54	002_0325.dat	8	EOL 54				
2	296	0441	54	I54f1.dat	8	EOL 54				
1	296	0441	54	I54f1.dat	8	EOL 54				
3	296	0441	55	003_0440.dat	8	SOL 55				
2	296	0441	55	I55f1.dat	8	SOL 55				
1	296	0441	55	I55f1.dat	8	SOL 55				
3	296	0538	55	003_0440.DAT	8	EOL 55				
2	296	0538	55	I55f1.dat	8	EOL 55				
1	296	0538	55	I55f1.dat	8	EOL 55				
3	296	0538	56	003_0440.DAT	8	SOL 56				
2	296	0538	56	L56F1.DAT	8	SOL 56				
1	296	0538	56	L56F1.DAT	8	SOL 56				
3	296	0606	56	003_0440.DAT	8	EOL 56				
2	296	0606	56	L56F1.DAT	8	EOL 56				
1	296	0606	56	L56F1.DAT	8	EOL 56				
3	296	0606	57	004_0603.DAT	8	SOL 57				
2	296	0606	57	L57F1.DAT	8	SOL 57				
1	296	0606	57	L57F1.DAT	8	SOL 57				
3	296	0702	57	004_0603.DAT	8	EOL 57				
2	296	0702	57	L57F1.DAT	8	EOL 57				
1	296	0702	57	L57F1.DAT	8	EOL 57				
3	296	0702	58	004_0603.DAT	8	SOL 58, INSIDE PARALLEL TIE LINE				
2	296	0702	58	L58F1.DAT	8	SOL 58				
1	296	0702	58	L58F1.DAT	8	SOL 58				
3	296	0717	58	004_0603.DAT	8	EOL 58				
2	296	0717	58	L58F1.DAT	8	EOL 58				
1	296	0717	58	L58F1.DAT	8	EOL 58				
3	296	0717	59	005_0710.DAT	8	SOL 59, OFF-SHORE TIE LINE				
2	296	0717	59	L59F1.DAT	8	SOL 59				
1	296	0717	59	L59F1.DAT	8	SOL 59				
3	296	0812	59	005_0710.DAT	8	EOL 59				
2	296	0812	59	L59F1.DAT	8	EOL 59				
1	296	0812	59	L59F1.DAT	8	EOL 59				
3	296	0812	60	005_0710.DAT	8	SOL 60, OUTSIDE PARALLEL TIE LINE				
2	296	0812	60	L60F1.DAT	8	SOL 60				
1	296	0812	60	L60F1.DAT	8	SOL 60				
3	296	0837	60	005_0710.DAT	8	EOL 60				
2	296	0837	60	L60F1.DAT	8	EOL 60				
1	296	0837	60	L60F1.DAT	8	EOL 60				
3	296	0837	61	001_0830.DAT	8	SOL 61, ON-SHORE TIE LINE				
3	296	0837	60	005_0835.DAT	8	SOL 61, Barry playing with the file				
2	296	0837	61	L611.DAT	8	SOL 61 note: file name has no "f" - L611.dat				
1	296	0837	61	L61F1.DAT	8	SOL 61				
3	296	0931	61	006_0835.dat	8	eol 61				
2	296	0931	61	L611.DAT	8	eol 61				
1	296	0931	61	L61F1.DAT	8	eol 61				
3	296	0932	62	007_0932.dat	8	sol 62, inside parallel tie line				
2	296	0932	62	I62f1.dat	8	sol 62				

1	296	0932	62	I62f1.dat		8	sol 62				
3	296	0955	62	007_0932.dat		8	eol 62				
2	296	0955	62	I62f1.dat		8	eol 62				
1	296	0955	62	I62f1.dat		8	eol 62				
3	296	0955	63	007_0932.dat		8	sol 63, off-shore tie line				
2	296	0955	63	I63f1.dat		8	sol 63				
1	296	0955	63	I63f1.dat		8	sol 63				
3	296	1050	63	007_0932.dat		8	eol 63				
2	296	1050	63	I63f1.dat		8	eol 63				
1	296	1050	63	I63f1.dat		8	eol 63				
3	296	1050	64	014_1050.dat		8	sol 64, outside parallel tie line				
2	296	1050	64	I64f1.dat		8	sol 64				
1	296	1050	64	I64f1.dat		8	sol 64				
3	296	1103	64			8	barrynav crashed!				
3	296	1114	64	014_1050.dat		8	eol 64				
2	296	1114	64	I64f1.dat		8	eol 64				
1	296	1114	64	I64f1.dat		8	eol 64				
3	296	1115	65	015_1114.dat		8	sol 65, on-shore tie line				
2	296	1115	65	I65f1.dat		8	sol 65				
1	296	1115	65	I65f1.dat		8	sol 65				
3	296	1209	65	015_1114.dat		8	eol 65				
2	296	1209	65	I65f1.dat		8	eol 65				
1	296	1209	65	I65f1.dat		8	eol 65				
3	296	1210	66	016_1208.dat		8	sol 66, inside parallel tie line				
2	296	1210	66	I66f1.dat		8	sol 66				
1	296	1210	66	I66f1.dat		8	sol 66				
3	296	1232	66	016_1208.dat		8	eol 66				
2	296	1232	66	I66f1.dat		8	eol 66				
1	296	1232	66	I66f1.dat		8	eol 66				
3	296	1233	67	017_1233.dat		8	sol 67				
2	296	1233	67	I67f1.dat		8	sol 67				
1	296	1233	67	I67f1.dat		8	sol 67				
							EOL 67				
							EOL 67				
							EOL 67				
							SOL 68				
							SOL 68				
							SOL 68				
							EOL 68				
							EOL 68				
							EOL 68				
							SOL 69				
							SOL 69				
							SOL 69				
							EOL 69				
							EOL 69				
							EOL 69				
3	296	1515					Reconfigure for grab sampling.				
GS-1	296			002_1532.DAT		9	153928 (note this and the following are in hhmmss UTC)				
GS-2	296			002_1532.DAT		9	154530				
GS-3	296			002_1532.DAT		9	155319				
GS-4	296			002_1532.DAT		9	160735				

GS-5	296			002_1532.DAT	9	161945				
GS-6	296			002_1532.DAT	9	163305				
GS-7	296			002_1532.DAT	9	164630				
GS-8	296			002_1532.DAT	9	170035				
GS-9	296			002_1532.DAT	9	171335				
GS-10	296			002_1532.DAT	9	172900				
GS-11	296			002_1532.DAT	9	174140				
GS-12	296			002_1532.DAT	9	175930				
GS-13	296			002_1532.DAT	9	181935				
GS-14	296			002_1532.DAT	9	183525				
GS-15	296			002_1532.DAT	9	190105				
GS-16	296			002_1532.DAT	9	191435				
GS-17	296			002_1532.DAT	9	192550				
GS-18	296			002_1532.DAT	9	193910				
3	296	2000				End grab sampling, begin transit to Buxton survey area. Will have to round Cape Hatteras to wait out the present and coming front.Should have workable conditions by Sun				
3	297	1315				Deploy gear on S side of Hatteras island. Blowing a stink but will try to get some decent subbottom while we wait for the wind to fall out and so begin Buxton Survey.				
1	297	1342	70	I70f1.dat	9	SOL 70. Begin survey between Cape Hatteras and Hatteras Inlet.				
2	297	1342	70	I70f1.dat	9	SOL 70. Begin survey between Cape Hatteras and Hatteras Inlet.				
3	297	1342	70	028_1342.DAT	9	SOL 70. Hypack line 28. Begin survey between Cape Hatteras and Hatteras Inlet.				
2	297	1442	70	I70f1.dat	9	lost Geoacoustics power supply				
2	297	1450	70	I70f1.dat	9	ORE power supply online. Output 350 J.				
1	297	1524	70	I70f1.dat	9	EOL 70.				
2	297	1524	70	I70f1.dat	9	EOL 70.				
3	297	1524	70		9	EOL 70.				
1	297	1531	71	I71f1.dat	9	SOL 71. Note this skips a line going inshore. Chirp power down to -18db.				
2	297	1531	71	I71f1.dat	9	SOL 71. Note this skips a line going inshore.				
3	297	1531	71	030_1524.DAT	9	SOL 71. Hypack line 30.Note this skips a line going inshore.				
1	297	1639	71	I71f1.dat	9	EOL 71. Note the first half of this line saw many power changes to the Chirp. Settled at power -3db.				
2	297	1639	71	I71f1.dat	9	EOL 71.				
3	297	1639	71		9	EOL 71.				
1	297	1642	72	I72f1.dat	9	SOL 72				
2	297	1642	72	I72f1.dat	9	SOL 72. Elics gain recalibrated at start of this line.				
3	297	1642	72	032_1642.DAT	9	SOL 72. Hypack line 32 (and follow 30ft contour near shore)				
1	297	1734	72	I72f1.dat	9	Alter course to SE.				
2	297	1734	72	I72f1.dat	9	EOL 72.				
3	297	1734	72		9	EOL 72.				
1	297	1753	72	I72f1.dat	9	EOL 72.				
1	297	1753	73	I73f1.dat	9	SOL 73.				
2	297	1753	73	I73f1.dat	9	SOL 73.				
3	297	1753	73	026_1737.DAT	9	SOL 73. Hypack line 26.				
1	297	1947	73	I73f1.dat	9	EOL 73.				
2	297	1947	73	I73f1.dat	9	EOL 73.				
3	297	1947	73		9	EOL 73.				
1	297	1948	74	I74f1.dat	9	SOL 74.				
2	297	1948	74	I74f1.dat	9	SOL 74.				
3	297	1948	74	024_1947.DAT	9	SOL 74. Hypack line 24.				
1	297	2131	74	I74f1.dat	9	EOL 74.				
2	297	2131	74	I74f1.dat	9	EOL 74.				
3	297	2131	74		9	EOL 74.				
1	297	2137	75	I75f1.dat	9	SOL 75.				
2	297	2137	75	I75f1.dat	9	SOL 75.				
3	297	2137	75	022_2131.DAT	9	SOL 75. Hypack line 22.				

1	297	2333	75	I75f1.dat	10	EOL 75.				
2	297	2333	75	I75f1.dat	10	EOL 75.				
3	297	2333	75		10	EOL 75.				
1	297	2335	76	I76f1.dat	10	SOL 76. Begin tie lines.				
2	297	2335	76	I76f1.dat	10	SOL 76. Begin tie lines.				
3	297	2335	76	001_2333.DAT	10	SOL 76. Begin tie lines.				
1	298	0004	76	I76f1.dat	10	EOL 76.				
2	298	0004	76	I76f1.dat	10	EOL 76.				
3	298	0004	76	001_0000.DAT	10	EOL 76.				
1	298	0004	77	I77f1.dat	10	SOL 77.				
2	298	0004	77	I77f1.dat	10	SOL 77.				
3	298	0004	77	002_0003.DAT	10	SOL 77.				
1	298	0010	77	I77f1.dat	10	nav was offline briefly.				
3	298	0010	77	002_0010.DAT	10	nav was offline briefly.				
1	298	0026	77	I77f1.dat	10	EOL 77.				
2	298	0026	77	I77f1.dat	10	EOL 77.				
3	298	0026	77	I77f1.dat	10	EOL 77.				
1	298	0026	78	I78f1.dat	10	SOL 78.				
2	298	0026	78	I78f1.dat	10	SOL 78.				
3	298	0026	78	003_0025.DAT	10	SOL 78.				
1	298	0040	78	I78f1.dat	10	EOL 78.				
2	298	0040	78	I78f1.dat	10	EOL 78.				
3	298	0040	78		10	EOL 78.				
1	298	0040	79	I79f1.dat	10	SOL 79.				
2	298	0040	79	I79f1.dat	10	EOL 78.				
3	298	0040	79	004_0040.DAT	10	EOL 78.				
1	298	0102	79	I79f1.dat	10	EOL 79.				
2	298	0102	79	I79f1.dat	10	EOL 79.				
3	298	0102	79		10	EOL 79.				
1	298	0102	80	I80f1.dat	10	SOL 80.				
2	298	0102	80	I80f1.dat	10	SOL 80.				
3	298	0102	80	005_0102.DAT	10	SOL 80.				
1	298	0123	80	I80f1.dat	10	EOL 80.				
2	298	0123	80	I80f1.dat	10	EOL 80.				
3	298	0123	80		10	EOL 80.				
1	298	0124	81	I81f1.dat	10	SOL 81.				
2	298	0124	81	I81f1.dat	10	SOL 81.				
3	298	0124	81	006_0123.DAT	10	SOL 81.				
1	298	0146	81	I81f1.dat	10	EOL 81.				
2	298	0146	81	I81f1.dat	10	EOL 81.				
3	298	0146	81		10	EOL 81.				
1	298	0147	82	I82f1.dat	10	SOL 82.				
2	298	0147	82	I82f1.dat	10	SOL 82.				
3	298	0147	82	007_0146.DAT	10	SOL 82.				
1	298	0203	82	I82f1.dat	10	EOL 82.				
2	298	0203	82	I82f1.dat	10	EOL 82.				
3	298	0203	82		10	EOL 82.				
1	298	0203	83	I83f1.dat	10	SOL 83.				
2	298	0203	83	I83f1.dat	10	SOL 83.				
3	298	0203	83	008_0203.DAT	10	SOL 83.				
1	298	0221	83	I83f1.dat	10	EOL 83.				
2	298	0221	83	I83f1.dat	10	EOL 83.				

3	298	0221	83		10	EOL 83.				
1	298	0222	84	I84f1.dat	10	SOL 84.				
2	298	0222	84	I84f1.dat	10	SOL 84.				
3	298	0222	84	009_0222.DAT	10	SOL 84.				
1	298	0239	84	I84f1.dat	10	EOL 84. End tie lines. End S Hatteras Island survey.				
2	298	0239	84	I84f1.dat	10	EOL 84. End tie lines. End S Hatteras Island survey.				
3	298	0239	84		10	EOL 84. End tie lines. End S Hatteras Island survey.				
3	298	0252				begin transit to Shackleford Banks.				
3	298	1200				deploy gear off Shackleford Banks. Will run tie lines first while waiting for wind to subside a bit.				
1	298	1230	85	I85f1.dat	11	SOL 85. Sidescan gain 12db. Chirp gain 6db; power -12db.				
2	298	1230	85	I85f1.dat	11	SOL 85.				
3	298	1230	85	001_1230.DAT	11	SOL 85.				
1	298	1302	85	I85f1.dat	11	eol 85				
2	298	1302	85	I85f1.dat	11	eol 85				
3	298	1302	85	001_1230.dat	11	eol 85, lotsa a fish jumpin! Pelicans and gulls! Fly fisherman everywhere!				
1	298	1303	86	I86f1.dat	11	sol 86				
2	298	1303	86	I86f1.dat	11	sol 86				
3	298	1303	86	002_1302.dat	11	sol 86				
1	298	1320	86	I86f1.dat	11	eol 86				
2	298	1320	86	I86f1.dat	11	eol 86				
3	298	1320	86	002_1302.dat	11	eol 86				
1	298	1320	87	I87f1.dat	11	sol 87				
2	298	1320	87	I87f1.dat	11	sol 87				
3	298	1320	87	003_1320.dat	11	sol 87				
1	298	1352	87	I87f1.dat	11	eol 87				
2	298	1352	87	I87f1.dat	11	eol 87				
3	298	1352	87	003_1320.dat	11	eol 87				
1	298	1354	88	I88f1.dat	11	sol 88				
2	298	1354	88	I88f1.dat	11	sol 88				
3	298	1354	88	004_1354.dat	11	sol 88				
1	298	1409	88	I88f1.dat	11	eol 88				
2	298	1409	88	I88f1.dat	11	eol 88				
3	298	1409	88	004_1354.dat	11	eol 88				
1	298	1409	89	I89f1.dat	11	sol 89				
2	298	1409	89	I89f1.dat	11	sol 89				
3	298	1409	89	005_1409.dat	11	sol 89				
1	298	1443	89	I89f1.dat	11	eol 90				
2	298	1443	89	I89f1.dat	11	eol 90, lost nav near end of line				
3	298	1443	89	005_1409.dat	11	eol 90, lost barrynav near end of line				
1	298	1444	90	I90f1.dat	11	sol 90				
2	298	1444	90	I90f1.dat	11	sol 90				
3	298	1444	90	006_1444.dat	11	sol 90				
1	298	1458	90	I90f1.dat	11	eol 90				
2	298	1458	90	I90f1.dat	11	eol 90				
3	298	1458	90	006_1444.dat	11	eol 90				
1	298	1459	91	I91f1.dat	11	sol 91				
2	298	1459	91	I91f1.dat	11	sol 91				
3	298	1459	91	007_1458.dat	11	sol 91				
3	298	1522	91	007_1458.dat	11	barrynav choked!				
2	298	1522	91	I92f1.dat	11	barrynav choked!				
1	298	1530	91	I92f1.dat	11	eol 91				
2	298	1530	91	I92f1.dat	11	eol 91				

3	298	1530	91	007_1458.dat	11	eol 91				
1	298	1531	92	l92f1.dat	11	sol 92				
2	298	1531	92	l92f1.dat	11	sol 92				
3	298	1531	92	008_1530.dat	11	sol 92				
1	298	1546	92	l92f1.dat	11	eol 92				
2	298	1546	92	l92f1.dat	11	eol 92				
3	298	1546	92	008_1530.dat	11	eol 92				
1	298	1547	93	l93f1.dat	11	sol 93				
2	298	1547	93	l93f1.dat	11	sol 93				
3	298	1547	93	009_1546.dat	11	sol 93				
1	298	1615	93	l93f1.dat	11	EOL 93. End tie lines.				
2	298	1615	93	l93f1.dat	11	EOL 93. End tie lines.				
3	298	1615	93		11	EOL 93. End tie lines.				
1	298	1637	94	l94f1.dat	11	SOL 94. Begin shore-parellel survey.				
2	298	1637	94	l94f1.dat	11	SOL 94. Begin shore-parellel survey.				
3	298	1637	94	l94f1.dat	11	SOL 94. Begin shore-parellel survey. Hypack line 13. WP				
1	298	1755	94	l94f1.dat	11	EOL 94.				
2	298	1755	94	l94f1.dat	11	EOL 94.				
3	298	1755	94		11	EOL 94.				
1	298	1758	95	l95f1.dat	11	SOL 95.				
2	298	1758	95	l95f1.dat	11	SOL 95.				
3	298	1758	95	012_1755.DAT	11	SOL 95.				
1	298	1916	95	l95f1.dat	11	EOL 95.				
2	298	1916	95	l95f1.dat	11	EOL 95.				
3	298	1916	95		11	EOL 95.				
1	298	1922	96	l96f1.dat	11	SOL 96.				
2	298	1922	96	l96f1.dat	11	SOL 96.				
3	298	1922	96	011_1917.DAT	11	SOL 96.				
2	298	1945	96	l96f2.dat	11	Break in boomer data to reconfigure elics display.				
1	298	2035	96	l96f1.dat	11	EOL 96				
2	298	2035	96	l96f2.dat	11	EOL 96				
3	298	2035	96		11	EOL 96				
1	298	2038	97	l97f1.dat	11	SOL 97				
2	298	2038	97	l97f1.dat	11	SOL 97				
3	298	2038	97	010_2025.DAT	11	SOL 97				
1	298	2142	97	l97f1.dat	11	EOL 97				
2	298	2142	97	l97f1.dat	11	EOL 97				
3	298	2142	97		11	EOL 97				
1	298	2144	98	l98f1.dat	11	SOL 98				
2	298	2144	98	l98f1.dat	11	SOL 98				
3	298	2144	98	009_2142.DAT	11	SOL 98				
1	298	2253	98	l98f1.dat	11	EOL 98				
2	298	2253	98	l98f1.dat	11	EOL 98				
3	298	2253	98		11	EOL 98				
1	298	2255	99	l99f1.dat	11	SOL 99				
2	298	2255	99	l99f1.dat	11	SOL 99				
3	298	2255	99	008_2252.DAT	11	SOL 99				
1	298	2357	99	l99f1.dat	11	EOL 99				
2	298	2357	99	l99f1.dat	11	EOL 99				
3	298	2357	99		11	EOL 99				
1	299	0002	100	l100f1.dat	11	SOL 100				
2	299	0002	100	l100f1.dat	11	SOL 100				

3	299	0002	100	006_0000.DAT	11	SOL 100				
3	299	0005	100	006_0005.DAT	11	hypack interlude. New file; OK now.				
2	299	0010	100	l100f1.dat	11	note start of boomer recording delayed this line.				
3	299	0017	100	007_0017.DAT	11	new file with correct hypack line number for this line. NOTE previous two files should be 007 not 006.				
1	299	0102	100	l100f1.dat	11	EOL 100				
2	299	0102	100	l100f1.dat	11	EOL 100				
3	299	0102	100		11	EOL 100				
1	299	0105	101	l101f1.dat	11	SOL 101				
2	299	0105	101	l101f1.dat	11	SOL 101				
3	299	0105	101	006_103.DAT	11	SOL 101				
1	299	0158	101	l101f1.dat	11	EOL 101				
2	299	0158	101	l101f1.dat	11	EOL 101				
3	299	0158	101		11	EOL 101				
1	299	0200	102	l102f1.dat	11	SOL 102				
2	299	0200	102	l102f1.dat	11	SOL 102				
3	299	0200	102	005_0158.DAT	11	SOL 102				
1	299	0255	102	l102f1.dat	11	EOL 102				
2	299	0255	102	l102f1.dat	11	EOL 102				
3	299	0255	102		11	EOL 102				
1	299	0258	103	l103f1.dat	11	SOL 103				
2	299	0258	103	l103f1.dat	11	SOL 103				
3	299	0258	103	004_0255.DAT	11	SOL 103				
2	299	0258	103	l103f1.dat	11	Ashtec DGPS offline. Elics not getting fixes.				
2	299	0309	103	l103f1.dat	11	Ashtec DGPS back online.				
3	299	0341	103		11	Barrynav was not recording to floppy for the ~30 minutes prior to now.				
1	299	0345	103	l103f1.dat	11	EOL 103				
2	299	0345	103	l103f1.dat	11	EOL 103				
3	299	0345	103		11	EOL 103				
1	299	0349	104	l104f1.dat	11	SOL 104				
2	299	0349	104	l104f1.dat	11	SOL 104				
3	299	0349	104	003_0345.DAT	11	SOL 104				
3	299	0420	104		11	entering fish depth and layback in Barrynav				
1	299	0428	104	l104f1.dat	11	EOL 104				
2	299	0428	104	l104f1.dat	11	EOL 104				
3	299	0428	104		11	EOL 104				
1	299	0430	105	l105f1.dat	11	SOL 105				
2	299	0430	105	l105f1.dat	11	SOL 105				
3	299	0430	105	002_0428.DAT	11	SOL 105				
1	299	0455	105	l105f1.dat	11	EOL 105. End survey off Shackleford Banks. Begin transit line survey to Bogue survey area.				
2	299	0455	105	l105f1.dat	11	EOL 105. End survey off Shackleford Banks. Begin transit line survey to Bogue survey area.				
3	299	0455	105		11	EOL 105. End survey off Shackleford Banks. Begin transit line survey to Bogue survey area.				
1	299	0457	106	l106f1.dat	11	SOL 106. First leg of three for transit line survey to Bogue survey area.				
2	299	0457	106	l106f1.dat	11	SOL 106. First leg of three for transit line survey to Bogue survey area.				
3	299	0457	106	002_0428.DAT	11	SOL 106. First leg of three for transit line survey to Bogue survey area.				
1	299	0458	106	l106f1.dat	11	stop recording while reconfiguring hypack.				
1	299	0503	106	l106f2.dat	11	restart recording.				
3	299	0503	106	008_0503.DAT	11	new hypack file.				
1	299	0649	106	l106f1.dat	11	eol 106				
2	299	0649	106	l106f2.dat	11	eol 106				
3	299	0649	106	008_0503.dat	11	eol 106				
1	299	0650	107	l107f1.dat	11	sol 107				
2	299	0650	107	l107f1.dat	11	sol 107				

3	299	0650	107	008_0503.dat	11	sol 107, start of Bogue survey area				
3	299	0653	107	008_0503.dat	12	barrynav start new disk				
1	299	0824	107	l107f1.dat	12	eol 107				
2	299	0824	107	l107f1.dat	12	eol 107				
3	299	0824	107	008_0503.dat	12	eol 107				
1	299	0829	108	l108f1.dat	12	sol 108				
2	299	0829	108	l108f1.dat	12	sol 108				
3	299	0829	108	007_0823.dat	12	sol 108				
1	299	1006	108	l108f1.dat	12	eol 108				
2	299	1006	108	l108f1.dat	12	eol 108				
3	299	1006	108	007_0823.dat	12	eol 108				
1	299	1009	109	l109f1.dat	12	sol 109				
2	299	1009	109	l109f1.dat	12	sol 109				
3	299	1009	109	006_1005.dat	12	sol 109				
1	299	1148	109	l109f1.dat	12	eol 109				
2	299	1148	109	l109f1.dat	12	eol 109				
3	299	1148	109	006_1005.dat	12	eol 109				
1	299	1152	110	l110f1.dat	12	sol 110				
2	299	1152	110	l110f1.dat	12	sol 110				
3	299	1152	110	005_1148.dat	12	sol 110				
1	299	1330	110	l110f1.dat	12	eol 110				
2	299	1330	110	l110f1.dat	12	eol 110				
3	299	1330	110	005_1148.dat	12	eol 110				
1	299	1333	111	l111f1.dat	12	sol 111				
2	299	1333	111	l111f1.dat	12	sol 111				
3	299	1333	111	004_1330.dat	12	sol 111				
1	299	1514	111	l111f1.dat	12	eol 111				
2	299	1514	111	l111f1.dat	12	eol 111				
3	299	1514	111	004_1330.dat	12	eol 111				
1	299	1518	112	l112f1.dat	12	sol 112				
2	299	1518	112	l112f1.dat	12	sol 112				
3	299	1518	112	003_1514.dat	12	sol 112				
1	299	1649	112	l112f1.dat	12	EOL 112				
2	299	1649	112	l112f1.dat	12	EOL 112				
3	299	1649	112	l112f1.dat	12	EOL 112				
1	299	1650	112	l112f2.dat	12	transit line offshore. DO NOT mosaick.				
1	299	1704	113	l113f1.dat	12	SOL 113				
2	299	1704	113	l113f1.dat	12	SOL 113				
3	299	1704	113	009_1650.DAT	12	SOL 113				
1	299	1846	113	l113f1.dat	12	EOL 113				
2	299	1846	113	l113f1.dat	12	EOL 113				
3	299	1846	113		12	EOL 113				
1	299	1850	114	ll14f1.dat	12	SOL 114				
2	299	1850	114	ll14f1.dat	12	SOL 114				
3	299	1850	114	010_1847.DAT	12	SOL 114				
1	299	1921	114	l114f1.dat	12	nice examples from 19:15-19:25 of the coarse material being a lowstand(?) surface exposed where not covered by fines. Compare sidescan and chirp.				
1	299	2029	114	l114f1.dat	12	EOL 114. End surveys for cruise ATSV99045.				
2	299	2029	114	l114f1.dat	12	EOL 114. End surveys for cruise ATSV99045.				
3	299	2029	114		12	EOL 114. End surveys for cruise ATSV99045.				
3	299	2045				Pull gear and begin transit to Wrightsville Beach.				
3	300	0001				Arrive Wrightsville Marina. End of cruise.				