

Lamont– Doherty Earth Observatory
Office of Marine Affairs
61 Route 9W
Pallsades, NY 10964

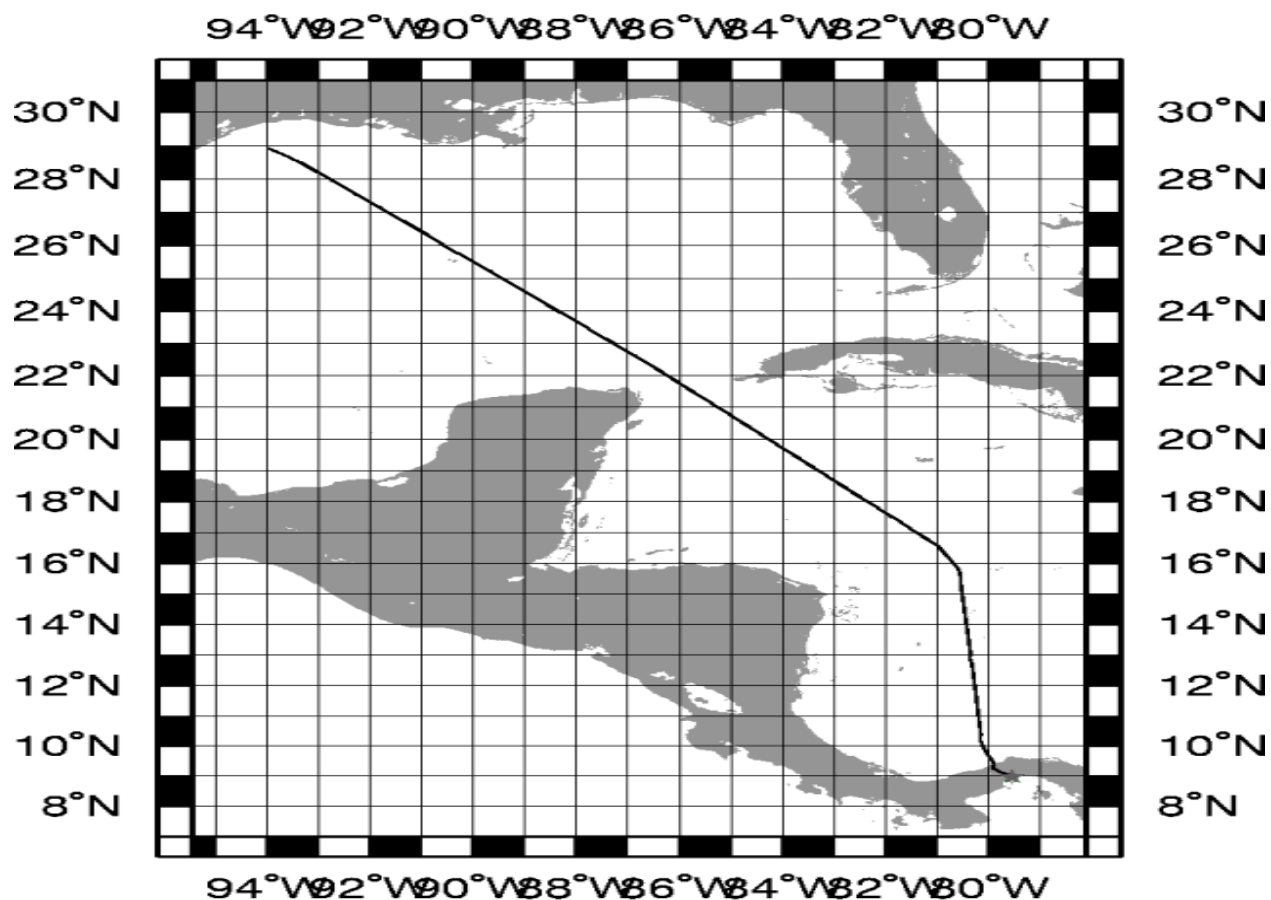
Prepared By: Ethan Gold
etgold@ldeo.columbia.edu
845-365-8677



R/V Maurice Ewing Data Reduction Summary

EW-0304 Galveston, Texas – Panama City, Panama

Date	Julian Date	Time	Port
June 27, 2003	178	UTC 20:24	Galveston, Texas
July 3, 2003	185	UTC 07:00	Panama City, Panama



Project Summary

DESCRIPTION

Background and Scientific Objectives

Transit.

Upgrades to the navigation system, including the addition of the C-Nav, vessel reference reporting, gun depth transducer installation, etc.

Cruise Members

Science Party

Ship's Science

Joe Stennett	Science Officer	sci@ewing.ldeo.columbia.edu
Ted Koczynski	ET	tedski@ldeo.columbia.edu
Justin Walsh	Gunner	cabinboy@ewing.ldeo.columbia.edu
Ethan Gold	Computing	etgold@ldeo.columbia.edu

Ship Crew

James O'Laughlin	Captain	captain@ewing.ldeo.columbia.edu
Al Karlyn	Chief Engineer	engine@ewing.ldeo.columbia.edu
Stan Zeigler	1 st Mate	chmate@ewing.ldeo.columbia.edu
Richard Thomas	2 nd Mate	rickt@ewing.ldeo.columbia.edu
Meredith Mecketsy	3 rd Mate	mecketsy@ewing.ldeo.columbia.edu
Matthew Tucke	1 st A/Engineer	tuk@ewing.ldeo.columbia.edu
Alejandro Santiago	2 nd A/Engineer	santiago@ewing.ldeo.columbia.edu
Dexter James	3 rd A/Engineer	dexter@ewing.ldeo.columbia.edu
Ryan Dennis	Steward	ryan@ewing.ldeo.columbia.edu
Kelly Tomas	Boatswain	tomask@ewing.ldeo.columbia.edu
Florendo, Rodolfo	Oiler	rudy@ewing.ldeo.columbia.edu
Uribe, Fernando	Oiler	gato@ewing.ldeo.columbia.edu
Richard LaJoie	Oiler	lajoie@ewing.ldeo.columbia.edu
Nolan Osorio	O/S	nolan@ewing.ldeo.columbia.edu
	Electrician	
Shawn Lindenmuth	Cook	shawn@ewing.ldeo.columbia.edu
Luke Moqo	Utility	luke@ewing.ldeo.columbia.edu
Sypongco, Arnold	A/B	arnold@ewing.ldeo.columbia.edu
Syferd, Jim	O/S	jims@ewing.ldeo.columbia.edu
Jorge Norales	O/S	jorge@ewing.ldeo.columbia.edu
Wakefield, Walker	A/B	walker@ewing.ldeo.columbia.edu

Cruise Notes

All data in this report is logged using GMT time and Julian days in order to avoid confusion with local time changes.

Gravity

No gravity notes

Hydrosweep

Hydrosweep was logged the entire way using the new vessel-referenced nav and POS/MV heading.

Magnetics

no data taken

Navigation

rt_nav was operated with gp04 as the primary GPS. There were some significant drop-outs as the POS and C-Nav systems were fiddled with during the C-Nav installation.

Final Nav files are vessel referenced. This is the first vessel-referenced cruise. Validity of these final nav files is unknown. This transit is a first test.

Time

no notes

Data Logging

The R/V Maurice Ewing data logging system is run on a Sparc Ultra Enterprise Server. Attached are 48 serial ports via 3 16-port Digi International SCSI Terminal Servers. Generally, all data logged by the Ewing Data Acquisition System (DAS) is time stamped with the CPU time of the server, and broadcast to the Ewing network using UDP packet broadcasts. The CPU time of the server is synchronized once every half hour to a Datum UTC gps time clock.

GPS times are also time-tagged with cpu time, although the time of the GPS position is from the GPS fix itself.

The following tables describe the data instruments which performed logging during this cruise. The tables associated with the instruments describe logging periods and data losses for that instrument.

Time Reference

Datum StarTime 9390-1000

logging interval: 30 minutes
file id: tr2

Used as the CPU synchronization clock. This clock is polled once every half hour to synchronize the CPU clock of the data logger to UTC time. The logger (octopus) is responsible for updating the times of the other CPUs.

Interruptions greater than 30 minutes are displayed in the following table

Log Date	LogDate	Comment
2003+178:00:00:00.699		Logging officially started
2003+185:18:38:40.021		Logging officially ends

GPS Receivers

GPS data is usually logged at 10 second intervals. The NMEA strings GPGGA and GPVTG are logged for position, speed, and heading fixes. This data was logged constantly throughout the cruise.

The Tasmon GPS was the primary GPS for this cruise.

Trimble Tasmon P/Y Code Receiver

logging interval: 2 seconds
file id: gp1

The Tasmon is the primary GPS receiver for the Ewing Logging system and the primary GPS for Spectra fixes. The accuracy is around 15 meters.

Interruptions greater than 10 minutes are displayed in the following table

Log Date	LogDate	Comment
2003+178:14:54:57.851		Logging officially started
2003+185:13:50:24.976		Logging officially ends

Trimble NT300D

logging interval: 2 seconds
file id: gp2

The Trimble is the secondary receiver for GPS data. Data is logged at 2 second intervals and is also used as an input to Spectra, although it is weighed at a lower value than the Tasmon receiver.

Interruptions greater than 10 minutes are displayed in the following table

Log Date	LogDate	Comment
2003+178:14:55:00.345		Logging officially started
2003+185:13:50:25.399		Logging Ends

C-Nav

logging interval: 2 seconds
file id: gp2

The C-Nav is a global satellite-based differential receiver.

Interruptions greater than 10 minutes are displayed in the following table

Log Date	LogDate	Comment
2003+180:19:53:17.740		Logging officially started
2003+185:13:50:24.759		Logging Ends

POS/MV

logging interval: 2 seconds
file id: gp4

The POS/MV is a receiver which uses P-code input, its own antennae, an inertial sensor, and optional RTCM corrections (when available) and a kalman filter to produce a smooth nav output and very accurate heading. As of June 2003 it is used as the primary GPS for Hydrosweep, as an input to Spectra, and can be used as the gps for reduction processing.

Interruptions greater than 10 minutes are displayed in the following table

Log Date	LogDate	Comment
2003+178:14:55:05.981		Logging officially started
2003+185:13:50:25.800		Logging Ends

Speed and Heading

Furuno CI-30 Dual Axis Speed Log

Sperry MK-27 Gyro

logging interval: 6 seconds
file id: fu

The Furuno and Gyro are combined to output speed, heading and course information to a raw Furuno file, as well as an NMEA VDVHW signal used as an input to various systems including steering and Spectra.

Interruptions greater than 30 minutes are displayed in the following table

Log Date	Log Date	Comment
2003+178:14:55:16.831		Official start date
2003+185:13:50:24.956		Official end date

Gravity

Bell Aerospace BGM-3 Marine Gravity Meter System

logging interval: 1 second
file id: vc. (raw), vt. (processed)
drift per day: 0.019

The BGM consists of a forced feedback accelerometer mounted on a gyro stabilized platform. The gravity meter outputs raw counts approximately once per second which are logged and processed to provide real-time gravity displays during the course of the cruise as well as adjusted gravity data at the end of the cruise.

Interruptions greater than 10 minutes are displayed in the following table

Log Date	Log Date	Comment
2003+178:14:55:31.710		Official start date
2003+185:13:50:25.016		Official end time

Bathymetry

Krupp Atlas Hydrosweep–DS2

logging interval: variable based on water depth
file id: hb (centerbeam), hs (swath)

The hydrosweep full swath data is continuously logged for every cruise, and centerbeam data is extracted and processed separately. The centerbeam operates at a logging frequency dependent on the water depth.

The full swath data is not routinely processed, but can be processed with the MB–System software which can be downloaded for free. For instructions, use the website:
<http://www.ldeo.columbia.edu/MB–System>.

MBSysystem, version 5.0beta3 is necessary to process data after June 1, 2001.

Interruptions greater than 10 minutes are displayed in the following table

Log Date	LogDate	Comment
2003+178:14:57:44.000		Official start logging
2003+185:13:50:48.000		Official end logging

Weather Station

RM Young Precision Meteorological Instruments, 26700 series

logging interval: 1 minute
file id: wx

The weather station is used to log wind speed, direction, air temperature, and barometric pressure. We log this information at 1–minute intervals.

Log Date	LogDate	Comment
2003+178:14:56:11.120		Official start logging
2003+185:13:50:00.700		Official end logging

Magnetics

Varian Magnetometer

logging interval: 12 seconds
file id: mg

The following table shows the times the magnetometer was logging

Log Date	LogDate	Comment
		Official start logging
		Official end logging

Gravity Ties

LOCATION 1

EW0302 Gulfport, Mississippi

Pier/Ship	Latitude	Longitude
	30 21.330 N	089 05.555 W
Western Terminal, Section 5, btw doors 5B & 5C		
Reference	Latitude	Longitude
	30 21.441 N	089 05.647 W
No noticeable mark, using reference point 5629-2, Eastern edge of the Western Terminal just opposite NE corner of Pier warehouse btw 10th and 11th bollards		

	Id	Julian	Date	Mistie	Drift/Day	Prev Mistie
Pre Cruise	EW0301	133	13. May 03	18.39	0.59	3.05
Post Cruise	EW0302	143	23. May 03	25.76	0.737	0.00
Total Days			10.00	7.37		

Time	Entry	Value	
17:35:00	CDeck Level BELOW Pier	1.40	
16:00:00	Pier 1 L&R Value	2945.66	L&R
17:35:00	Reference L&R Value	2944.49	L&R
17:45:00	Pier 2 L&R Value	2944.48	L&R
	Reference Gravity	979316.19	mGals
	Gravity Meter Value (BGM Reading)	979344.70	mGals
	Needs Potsdam Correction	0	1 if Potsdam referenced

Gravity meter is 5.5 meters below CDeck

Difference in meters between Gravity Meter and Pier	6.90	meters
Height Cor = Pier Height* FAA Constant	6.90	0.31
		2.14 mGals/min

Difference in mGals between Pier and Gravity Meter

Pier (avg) -	Reference * 1.06 L&R/mGal	Delta L&R
2945.07	2944.49	1.06
		0.61 mGals

Gravity in mGals at Pierside

Reference + Delta mGals [+ Potsdam]	IGSN-71 Referenced Pier (
979316.19	0.61
	0.00
	979316.80 mGals

Gravity in mGals at Meter

Pier Gravity+ Height Correction	Gravity @meter
979316.80	2.14
	979318.94 mGals

Current Mistie

BGM Reading	Calculated Gravity	Current Mistie
979344.70	979318.94	
		25.76 mGals

Gravity Ties

Location 2

EW0304 Balboa, Panama

Pier/Ship	Latitude	Longitude
	30 21.330 N	089 05.555 W

Pier 15, Balboa container terminal

Reference	Latitude	Longitude
	8 57.325N	079 33.934W

Used tie from March 1995, between two nearby known reference points with low deviation between them.

	Id	Julian	Date	Mistie	Drift/Day	Prev Mistie
Pre Cruise	EW0302	143	23. May 03	25.76	0.74	0.00
Post Cruise	EW0304	186	05. Jul 03	24.64	-0.026	0.00
Total Days			43.00	-1.12		

Time	Entry	Value	
17:35:00	CDeck Level BELOW Pier	6.00	
16:00:00	Pier 1 L&R Value	0.00	L&R
17:35:00	Reference L&R Value	0.00	L&R
17:45:00	Pier 2 L&R Value	0.00	L&R
	Reference Gravity	978223.50	mGals
	Gravity Meter Value (BGM Reading)	978251.70	mGals
	Needs Potsdam Correction	0	1 if Potsdam referenced

Gravity meter is 5.5 meters below CDeck

Difference in meters between Gravity Meter and Pier	11.50	meters
Height Cor = Pier Height* FAA Constant	11.50	0.31
		3.57 mGals/min

Difference in mGals between Pier and Gravity Meter

Pier (avg) - Reference * 1.06 L&R/mGal	Delta L&R
0.00	0.00
1.06	0.00 mGals

Gravity in mGals at Pierside

Reference + Delta mGals [+ Potsdam]	IGSN-71 Referenced Pier
978223.50	0.00
0.00	978223.50 mGals

Gravity in mGals at Meter

Pier Gravity+ Height Correction	Gravity@meter
978223.50	3.57
	978227.07 mGals

Current Mistie

BGM Reading	Calculated Gravity	Current Mistie
978251.70	978227.07	
		24.64 mGals

File Formats

For all formats, a – in the time field means an invalid value for some reason.

Raw Furuno Log

fu.s

This data has been smoothed and output 1 fix per minute.

CPU Time Stamp	Track	Speed	Hdg	Gyro
2000+166:00:01:53.091	-	4.4	140.5	148.3

Hydrosweep Centerbeam

hb.n

Hydrosweep data merged with navigation

CPU Time Stamp	Latitude	Centerbeam Longitude	Depth
2000+074:09:55:00.000	N 13 6.6206	W 59 39.3908	134.9

Merged Data

m

CPU Time Stamp	Latitude	Longitude	GPS Used	Set	Drift	Depth
2000+200:12:25:00.000	N 45 54.1583	W 42 47.1770	gp1	0.0	0.0	

Magnetic Total Intensity	Anomaly	Gravity FAA GRV	EOTVOS	Drift	Shift
49464.7	55.5	22.2 980735.0	-8.4	-0.1	2.8

Temperature	Salinity	Conductivity
0.0	0.0	0.0

The gravity drift and shift are values that have been added to the raw gravity to make up for drift in the meter that has been lost in accordance with a gravity check at each port stop.

Temperature, Salinity and Conductivity will only be valid while logging a Thermosalinograph, which is not usually the case.

Magnetics Data

mg.n

- A minus sign in the time stamp is flagged as a spike point, probably noise...
- Anomaly is based on the International Geomagnetic Reference Field revision 2000

CPU Time Stamp	Latitude	Longitude	Raw Value	Anomaly
200+077:00:23:00.000	N 16 11.2918	W 59 47.8258	36752.2	-166.8

Navigation File

n

CPU Time Stamp	Latitude	Longitude	Used	Set	Drift
2000+074:00:03:00.000	N 13 6.2214	W 59 37.9399	gp1	0.0	0.0

Raw Gravity Counts

vc.r

```
sample BGM-3 gravity count record (without time tag):
pp:dddddd ss
| | | _____ status: 00 = No DNV error; 01 = Platform DNV
| | | _____ 02 = Sensor DNV; 03 = Both DNV's
| | | _____ count typically 025000 or 250000
| _____ counting interval, 01 or 10
_____
The input of data can be at 1 or 10 seconds.
```

Gravity Data

vt.n

```
* A minus sign in the time stamp is flagged as a spike point
* m_grv3 calculates the Eotvos correction as:
  eotvos_corr = 7.5038 * vel_east * cos(lat) + .004154 * vel*vel
* The theoretical gravity value is based upon different models for the earth's shape.
  1930 = 1930 International Gravity Formula
  1967 = 1967 Geodetic Reference System Formula
  1980 = 1980 Gravity Formula
* The FAA is computed as:
  faa = corrected_grv - theoretical_grv
* Velocity smoothing is performed w/ a 5 point window
```

CPU Time Stamp	Latitude	Longitude	Model	FAA	RAW
2000+148:00:10:00.000	N 09 34.7255	W 085 38.5826	1980	9.48	978264.16
Eotvos	Drift DC	Raw Velocity	Smooth Velocity		
Smooth	Total Shift	North East	North East		
-74.78	0.06 4.16	1.875 -10.373	1.927 \10.166		

Datum Time

ts2.r

CPU Time	Datum Time	Time Reference
2001+069:00:15:29.727	069 00 15 29.378	datum

Raw GPS

gp(12).d, tb1.d

Raw GPS is in NMEA Format.

Meteorological Data

WX

```

                                True
CPU Time Stamp      Spd Dir
2001+045:00:00:00.967  7.8 22

Bird1:
Speed              Direction
Inst 60sA 60mA 60sM Inst 60sA 60mA
7.8  6.6  8.5  16.8 277 291 5

Bird 2
Speed              Direction
Inst 60sA 60mA 60sM Inst 60sA 60mA
0.0  0.0  0.0  0.0  0  0  0

Temperature
Inst 60mA 60mm 60mM
15.0 14.2 14.3 15.1
92 90 93

Humidity
Inst 60mm 60mM
1027.5

Barometer

Inst:      Current
60sA:      60 second average
60mA:      60 minute average
60sM:      60 second maximum
60mm:      60 minute minimum
60mM:      60 minute maximum
```

Merged Meteorological Data

mmet

```

TSG, WX, CT merged with Nav at 1 minute fixes
date      time      lat      lon      gpu head spd
2001+244:00:00:00.000 12.14071 44.98469 gp1 10.2 83.0
```

```

twS twd temp hum press cti cte con sal ct
26.5 228.0 30.6 87.0 1000.8 28.8 28.8 5.9 36.3 28.8
```

```

gpu = gps unit in use
head = ship's heading
spd = ship's speed in knots
twS = true wind speed
twd = true wind direction
temp = air temp (celcius)
hum = relative humidity (%)
press= pressure in mb
cti = sea temp from the internal TSG sensor
cte = sea temp from the external TSG sensor
con = conductivity, Siemens/meter
sal = salinity, practical salinity units
ct = sea temp from the C-keel sensor (to tenths of a degree)
```

Tape Contents

EW0304/	
EW0304.pdf	this document
ew0304.cdf	NetCDF database file of this cruise
ew0304.cdf_nav	NetCDF database file of this cruise' navigation
ew0304_offsets.tif	R/V Ewing offsets
configs/	Ewing data system logging and reduction configuration files
docs/	File Formats
hs_data/	Raw and processed hydrosweep data
mbsystem	Latest MBSsystem source
processed/	Processed datafiles merged with navigation
trackplots/	daily cruise track plots (<i>postscript</i>)
raw/	Raw data directly from logger
reduction/	Reduced data files
clean/	daily processing directory, includes daily postscript plots of the data.
svps/	Derived sound velocity profiles
XBT/	XBT data