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CRUISE REPORT

Ship Name: CONRAD

Cruise No: C21-09

Departure: May 30, 1978 from Panama  
Date Port

Arrival: June 3, 1978 at Puerto Rico  
Date Port

Days at Sea: 5 Days Foreign Port: 1/2 day  
No. of days in arrival port

Area of Operation:

Transit from Panama to Puerto Rico

Program Description:

Magnetics, gravity, topo; acoustic tests for multi-beam  
system.

Participants: (All L-DGO unless otherwise specified)

S. Cande	Chief Scientist
W. Robertson	E.T.
R. Rottier	E.T.
D. Bixby	General Instruments Corp.
T. Morley	General Instruments Corp.

All inquiries regarding cruise should be made to the chief scientist.

## CRUISE REPORT

C21-09 left Panama on May 30th and arrived in Puerto Rico on June 3rd. This leg was primarily a transit leg from Panama to Puerto Rico and the track was the shortest route between these two ports. In addition, acoustic tests were run to determine the suitability of the R/V CONRAD for a multi-beam system. The equipment was installed to perform these tests in Panama and the tests were carried out by personnel from the General Instruments Corp. en route to Puerto Rico. The results of these tests will be reported separately by the General Instruments Corp. personnel.

## EQUIPMENT (C21-08 and C21-09)

The status of the underway geophysical equipment at the end of the cruise was as follows:

The seismic profilers were working and in generally good shape when last used on C21-08. The hydrophone arrays were defective when last used and had been worked on onboard although not tried out in water. The problem with both hydrophone arrays appeared to be with broken wires in the eels.

One magnetometer sensor cable was defective in the water and repaired on deck (an apparent short in the bottle connectors) although not tried again in the water. The back-up magnetometer sensor worked well although the cable was short. The magnetometer amplifiers worked well. The magnetometer analog recorder needs to be over hauled. The trace of the maggie recorder was very "shaky" and couldn't be steadied by adjusting the gain or damping.

The gravity system worked well. The problem with the excessive roll and pitch of level errors was still present but was not a serious problem on this leg due to the low sea states encountered.

STEVEN C. CANDE  
Chief Scientist

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65°N  
25°N

5°N

C 21-09

ROOSEVELT  
ROADS

CRISTOBAL

