

CRUISE REPORT

Ship Name: CONRAD

Cruise No: 2201

Departure: January 7, 1979 from Panama
Date Port

Arrival: January 15, 1979 at Manzanillo
Date Port

Days at Sea: 8

Days Foreign Port: Less than 24 hours
No. of days in arrival port

Area of Operation: Straight transit

Program Description: Transit plus instrument testing

Participants: (All L-DGO unless otherwise specified)

John I. Ewing	Chief Scientist	WHOI	Ivars R. Bitte	OBS Tech.	
Graham M. Purdy	OBH Seismologist	WHOI	Carlos Gutierrez	MCS Tech.	
Carlton W. Grant	OBH Tech.	WHOI	Robert J. Leyden	Tech.	
Donald Koelsch	OBH Engineer	WHOI	Stuart P. Nichenko	OBS Tech.	
John B. Diebold	MCS Sci.		Charles Salcedo	E.T.	
Dwight Mossman	MCS Tech.		Martin W. Iltzsche	Aig Gun Engineer	
Timothy W. Barash	OBS Sci.	MIT	Gerald P. Dyer	OBH Tech.	MIT
Robert G. Bookbinder	OBS Engineer		Sean C. Solomon	OBS Seismologist	MIT
George R. Gunther	OBS Tech.		Paul Pomeroy	OBS Seismologist	
A. C. Hubbard	OBS Engineer				

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

CONRAD Leg-2201 was essentially a transit leg from Panama to Manzanillo in preparation for ROSE Phase 1 (Figure 1).

The CONRAD received the last shipment of scientific equipment needed for the ROSE Experiment on 7 January and departed as soon as these supplies were stored. Because the individual L-DGO instrument components had not been tested as a single package several tests were scheduled for the transit leg.

The acoustic releases for L-DGO and WHOI bottom instruments were tested at shallow and operating depths by lowering on the hydro winch. The pressure vessel for the L-DGO instrument was also tested at depth on the winch. The one week of the transit leg was well utilized by all parties on the CONRAD (MIT, WHOI and L-DGO) for uncrating and preparing instruments for the ROSE operation. Most of the equipment needed for the explosives launching and floating were also completed by the time CONRAD reached Manzanillo.

In Manzanillo harbor arrangements were made for CONRAD to berth port side to in an area with little traffic for the purpose of conducting shallow water instrument tests. Six L-DGO instruments were put over the side with their ballast (cookie cutters) tethered to the ship. The instruments were set for three modes of release: 1) microprocessor timer, 2) backup timer, 3) acoustic recall. The test results indicated that only the acoustic releases worked reliably.

Efforts were, therefore, concentrated on checks to assure that those releases could be relied on. Additional deep water tests on the next leg, including free fall with acoustic recovery, assured us that six acoustic releases were reliable.

On Leg-2201 no routine underway geophysical equipment were used except the echo sounders. C-2201 was logged as a separate leg only because the pit log was zeroed and the bridge therefore started a new leg on their records.