
WEEKEND SHIP REPORT

FRED H. MOORE

Monday, June 15, 1987

Posted: Mon Jun 15, 1987 9:32 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: JGIH-3012-2280

TOOC UQ
TO: BILL MITCHELL
DEPT. YOKOHAMA 1000 WEATHER GOOD/HAZE .
F.O. 54,139 L.O.911 WTR. 16,972

TOOC UQ
TO: BILL MITCHELL
NPR:06/15/87
LAT. 32.29 LON.139.25 WTHR. MOD./RAIN R.T. 24.00 SPD. 7.5
DIS. 180 L.O. 905 F.O. 1,475 F.O.R. 52,664
COMMENCE STREAMER DEPLOY AT 0430 06/15.
REGARDS D.A.

TOOC UQ
TO: BILL MITCHELL
NPR:06/15/87
LAT. 32.29 LON.139.25 WTHR. MOD./RAIN R.T. 24.00 SPD. 7.5
DIS. 180 L.O. 905 F.O. 1,475 F.O.R. 52,664
COMMENCE STREAMER DEPLOY AT 0430 06/15.
REGARDS D.A.

BILL
MITCHELL

Ship Report

FRED H. MOORE
Wednesday, June 17, 1987

Posted: Wed Jun 17, 1987 12:18 PM EDT Msg: EGIH-3016-5193
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

LAT. 32.23 L.139.16 WTHR. MODRT R.T. 24.00 SPD. 4.0
DIS. 96 GTXO. 901 F.O. 1125 F.O.R. 50778

LAT. 32.23 LON.139.16 WTHR. MODRT R.T. 24.00 SPD. 4.0
DIS. 96 L.O. 901 F.O. 1125 F.O.R. 50778

BILL MITCHELL

Ship Report

FRED H. MOORE **Thursday, June 18, 1987**

Posted: Thu Jun 18, 1987 9:11 AM EDT Msg: FGIH-3018-1214
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

NPR:06/18/87

LAT. 32.22 LONG. 141.1 WTHR. MOD. 4.6 DIST. 110 F/O 1676 F/OR49,102 .
NPR:06/18/87

LAT. 32.22 LONG. 141.1 WTHR. MOD. R/T 24:00
SPD. 4.6 DIST. 110 L/O 899 F/O 1676 F/OR49,102 .
BT.

BILL MITCHELL

Daily Report

FRED H. MOORE

Friday, June 19, 1987

Posted: Fri Jun 19, 1987 10:32 AM EDT Msg: LGIH-3020-2168
From: GALVESTON
To: UTIG.AUSTIN
CC: UTIG.GALVESTON
/MBX
EASYLINK MBX 6313633C001 18JUN87 09:08/07:38 EST
FROM: SVC
WESTERN UNION TELEGRAPH CO

TO: 62961335

CANCELLATION NOTIFICATION

RE MESSAGE NUMBER 6308762C001
TIME ENTERED: 18JUN87 08:55 EST
ADDRESSED TO: (WUW) * 7051504136

REASON FOR CANCELLATION:
TERMINAL COULD NOT BE REACHED.
USE "MESSAGE FORWARDING" TO RESEND MESSAGE WITHOUT RE-ENTERING TEXT.

mmmm

EASYLINK MBX 6494214C001 19JUN87 00:06/07:38 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
TO: DR. ARTHUR E. MAXWELL
DIRECTOR, INST. TO GEOPHYSICS
UNIV. OF TEXAS AT AUSTIN

FIRST THE GOOD NEWS: YOUR PERSONNEL ON THE R/V FRED H. MOORE ARE

FIRST CLASS. THE TECHNICAL SUPPORT GROUP AS WELL AS THE SHIP'S CREW GIVE MORE THAN 100 PERCENT EFFORT AND ARE ENJOYABLE AND PROFESSIONAL TO WORK WITH.

UNFORTUNATELY THEY CAN ONLY WORK WITH THE EQUIPMENT AND MATERIALS AVAILABLE ON "THE FRED". DESPITE MONTHS OF PREPARATION FOR THIS CRUISE, THE SHIP WAS NOT ADEQUATELY OUTFITTED TO DO PRECISION DEEP-WATER MCS WORK:

1) NAVIGATION: PROGRAM PROMS TO CONVERT LORAN DELAY TIMES TO LAT/LONG WERE LEFT IN GALVESTON. LORAN IS THE PRIMARY CONTINUOUS NAVIGATION IN THIS REGION. FORTUNATELY THE JAPANESE BROUGHT THEIR OWN RECEIVER WHICH WE ARE NAVIGATE.

2) STREAMER: TWO DAYS WERE REQUIRED TO REPLACE/REPAIR FULLY ONE THIRD OF THE CABLE BEFORE ANY WORK COULD BEGIN. WORKING WITH TWO DEAD, AND ONE WEAK, TRACES BECAUSE THE NUMBER OF SPARE SECTIONS REMAINING IS ONLY FOUR AND BECAUSE NO FURTHER SURVEY TIME COULD BE

3) RECORDING: DEEP WATER DELAY DOES NOT WORK WITH NON-INTEGRAL SECOND SACRIFICED.

F

IN GETTING SHIP'S SPEED TO INTEGRAL SECOND FIRING RATE IS NOT ACCURATE TO BETTER THAN 10 PERCENT, ESPECIALLY THE NEED TO SLOW SHIP TO PULL IN GUNS. PROCESSING HEADACHES WILL RESULT FROM GUN KICK, RECORD COUNTER RESETS AFTER 999, AND OCCASIONAL MISSED SHOTS AND CONTROL BOX TIMING OFFSETS THAT CAN NOT BE UNIQUELY IDENTIFIED DUE TO FORMER.

4) REFRACTION: AFTER NINE ATTEMPTS, NO USEFUL REFRACTION DATA HAS BEEN RECORDED. & -) 8' 43:38 = 3 775 '9,) 83' 285*8,

529 *974'. DON'T KNOW SOURCE OF PROBLEM: SONOBUOYS OR RECEIVER/ RECORDER?

5) SOUND SOURCE: FORWARDED THAT GUN ARRAY LIFETIMES WERE LESS THAN 24 HOURS, WE CAME PREPARED WITH ONE ARRAY AND ONE BIG GUN, WITH WET SPARES OF BOTH. GUN VOLUME ON THE FIRST MCS LINE VARIED BACK AND FORTH BETWEEN EPPP :7 8, SEVERAL AT ONE STAGE.

ALL FOUR BIG GUNS (429'S AND 2000'S) WERE DOWN. 3: * \$8, -)) 6

& 95 : -7 & HT UP ON THE SECOND LINE COMPLETED. HOWEVER TWO-THIRDS THROUGH THE LINE, THE SOURCE'S WATER COOLING PUMP GAVE OUT

AND HAD COMPLETED THE LINE WITH ONLY ONE BIG GUN. ONE COMPRESSOR CAN NOT FIRE 3000 CU IN EVERY 14 SECS REP RATE). THEREFORE

WE ARE FACED WITH THE CHOICE OF FIRING ONE ARRAYS (WHICH ARE NOT EXPECTED TO LAST THE 24-30 HOUR LINE LENGTHS) OR ONE BIG GUN.

534. '857-589, -' - 430) - :3.3, 5 \$94 5*3 294,

'* - \$5 9, 5*3 2-534 :99) 8 & 07.0 :-, -53 9, 79-4. FURTHER-

MORE 334' *- 043-897') 6 2-4 -, 9=34*-7) 9, 5*3

'5? :9.043''94 8' 2-443, 53 59 :*- & 3 975 '3-) ' 9, 5*3 .-8, & 3-4 79/

(8 & 98). *- ' 9, 3 :9, '834-?) 3 294(9, 5*3

'5? :9.043''94 -, *90-, 73 .-3 59) -' 5 5*3) 3 &. RATHER

THAN CONTINUALLY CHANGING GUN SIGNATURE, WE HAVE DECIDED TO REDUCE FOLD FROM 48 TO 24 AND FIRE 3000 CU IN EVERY 26 SEC.

WING OUT OF COMPROMISES, TO THE POINT WHERE THE SCIENTIFIC OBJECTIVES OF THIS CRUISE MAY NOT BE ACHIEVED.

WE CONSIDERED A PREMATURE RETURN TO YOKOHAMA THAT OPOW (IT WOULD COST AT
LEAST
FOUR DAYS). THIS IS NOT A GOOD THING
NY SCIENTIST, LET ALONE TO NORPO AND ODP-WPAC PANEL
CHAIRMAN...

BEST REGARDS
BRIAN & GREG

MESSAGE REPEAT:

TOOC UQ

RTHUR E. MAXWELL

DIRECTOR, INST. TO GEOPHYSICS

UNIV. OF TEXAS AT IRST THE GOOD NEWS: YOUR PERSONNEL ON THE R/V FRED H.

MOORE ARE

FIRST CLASS. THE TECHNICAL SUPPORT GROUP AS WELL AS THE SHIP'S

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WATER MCS WORK:

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WERE LEFT IN GALVESTON. LORAN IS THE PRIMARY COIGATION

IN THIS REGION. THE JAPANESE BROUGHT THEIR OWN RECEIVER

WHICH WE ARE USING TO NAVIGATE.

2) STREAMER: TWO DARED TO REPLACE/REPAIR HIRD

OF THE CABLE BEFORE WHY WORKING WITH TWO

DEAD, AND ONE WEAK, TRACES BECAUSE THE NUMBER OF SPARE SECTIONING IS ONLY FOUR

AND BECAUSE NO FURTHER SURVED BE

3) RECORDING: DEEP WATER DELAY DOES NOT NON-INTEGRAL SECOND

SACRIFICED.

FIRING TCHING SHIP'S SPEED TO RATE IS

NOT ACCURATE TO BETTER THAN 10 PERCENT, ESPECIALLY GIVEN THE NEED TO

SLOW SHIP TO PULL IOCESSING HEADACHES WILL RESULT FROM GUS

SYSTEM RECORD COUNTER RESETTING AFTER 999, AND OCCASIONAL MISSED

SHOTS AND CONTROL BOX TIMING OFFSETS THAT CAN NOT BE UNIQUELY

IDENTIFIED DUE TO FORMER.

4) REFRACTION: AFTER NINE ATTEMPTS, REFRACTION DATA RECORDED. CARRIER SIGNAL IS

RECEIVED BUT SONOBUOY SIGNAL DIES WITHIN

TWO HOURS. DON'T KNOW SOURCE OF PROBLEM: SONOBUOYS OR RECEISOUND

SOURCE: FORWARDED THAT GUN ARRAY LIFETIMES WERE LESS THAN 24

23 :-3 0430-43 59 '*995 21TH ONE ARRAY AND ONE BIG GUN,

WITH WETOTH. GUN VOLUME ON THE FIRST MCS LINE VARIED FORTH BETWEEN 600 AND

3000

CU IN SEVERAL TIMES. AT ONE STAGE 4 78 & 7, (429'S AND 2000'S) WERE DOWN. THE

GUN TECHS FINAL GOT CAUG SECOND LINE EMPTED. HOWEVER TWO-THIRDS

THROUGH THE LINE, THE PORT COMPRESSOR'S WATER COOLING PUMP GAVE OUT

COMPLETED THE LINE WITH ONLY ONE BIG GUN. OOR

CAN NOT FIRE 3000 CU IN EVERY 14 SECS (4.6 KTS REP RATE). WE ARE FACED WITH THE

CHOICE OF FIRING ONE ARRAY, TWO ARRAYS (WHIC EXPECTED TORAE P HOUR LINE LENGTHS)

OR ONE BIG GUN.

THIS WILL BE THE LONG TERM SITUATION AS A REPLACEMENT FOR HAFT ON THE WATER COOLING PUMP CAN NOT BE LOCATED ON BOARD. FURTHER-
MORE, THE ENGINEERS HAD PREVIOUSLY WARNED US THAT AN OVERHAUL COMPRESSOR IS

WARRENTED TO CHANGE OUT SEALS ON THE MAIN GEAR BOX

WING OIL. -' 9,3 :9,834-?)3 294(9, 5*3

"94 -, #903' 5*-5 85 :-, ?3 .-3 53&. RATHER

THAN CONTINUALLY CHAIGNATURE, WE HAVE DECIDED TO REDUCE

FOLD FROM 48 TO 24 AND FIRE 3000 CU IN EVERY 26 SEC.

WE ARE RUNNING OUT OF COMPROMISES, 5 2*343 5*3 ' :83,58\$8:

9?3:58=3' 9\$ 5*8' :478'3 .-6 ,95 8, 5*3 58.3 ---8)-?)3.

WE CONSIDERED A PREMATURE RETURN A BUT REJECTED THAT OPTION

FOR NOD COST AT LEAST FOUR DAYS). THIS IS NOT A GOOD THING

YCAVRDNTIST, LET ALONE TO NORPO AND ODP-WPAC PANEL

CHAIRMAN...

BRIAN & GREG

EASYLINK MBX 6496335C001 19JUN87 00:56/07:42 EST

VIA: 9102405799

TO: 62961335

TOOC UQ

NPR:06/19/87

TO: BILL MITCHELL

LAT. 32.12 LONG. 139 31 WTHR.ROUGH R/T 24:00

SPD. 5.1 DIST. 122 L/O 897 FF/OR 47,202.

BT.3\$ ()8,303534:

URGENT:

PRICE PUMP CO.

P.O. BOX Q

SONOMA, CA. 95476

MODEL C20-0479 A1

1 IMPELLER 5 13/16 IN. DIA6+ORDER BY MODEL NUMBER .

QUANTITY	PART NO.	DESCRIPTION
2	0892	BEARING (6206-2RS)
2	0421	SHAFT
2	0424	EXTERNAL RETAINER RING
2	0423	INTERNAL RETAINER RING
2	0118	SEAL

PON, LACK TRANSMISSION CO.
ROCKFORD

MODEL G R 12A
G QYWTEU

QUANTITY	PART NO.	DESCRIPTION
2	80TX288	OIL SEAL- OUTPUT SHAFT
1	80TX287	OIL SEAL- INPUT SHAFT

mmmm

MESSAGE REPEAT:

EASYLINK MBX 6496801C001 19JUN87 01:09/07:43 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
NPR:06/19/87
TO: BI

LAT. 32.12 LONG. 139 31 WTHR.ROUGH R/T 24:00
SPD. 5.1 DIST. 122 L/O 1900 F/DENXVLNWPWM
BT.
FROM CHIEF KLINEPETER:
URGENT:
PRICE PUMP CO.
P.O. BOX Q
SONOYS, CA. 95476

MODEL C20-0479 A1

1 IMPELLER 5 13/16 IN. DIA.-ORDER BY MODEL NUMBER & DIAMETER.

QUANTITY	PART NO.	DESCRIPTION	PIOW	BEARING (6206-2RS)
2	0421	2	0424	EXTERNAL RETAINER RING
2	0423	INTERNAL RETAINER RING		
2	0118	SEAL		

PORT IN D Y DOWN, LACK OF SHAFT.

COTTA TRANSMISSION CO.
ROCKFORD, I.

MODEL G R 12A
SER.#162536

QUANTITY PART NO. DESCRIPTION
2 80TX288 OIL SL- OUTPUT SHAFT
1 80TX287 OILUT SHAFT
PYQOYOT B (BRAVO) PUMP BODY-(6 SPLINE DRIVE)
COVER-PUMP TUTHILL #89 TRL 35-7
2 80VX1487 SPRING- TUTHILL #18 TRL 63-45

URGENT CHIEF ENGINE
BT

BILL: RECKON WE NEED THESE PARTS PRETTY BAD. HAVE TO
AY IN BUSINESS., /
TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0109 JUN/19/1987

mmmm

MESSAGE REPEAT

EASYLINK MBX 6497198C001 19JUN87 01:14/07:44 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
NPR:06/19/87
TO: BILL MITCHELL

LAT. 32.12 LONG. 139 31 WL
G

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0114 JUN/19/1987

mmmm

MESSAGE REPEAT

EASYLINK MBX 6497426C001 19JUN87 01:24/07:44 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
NPR:06/19/87
TO: BILL MITCHELL

LAT. 3&. 139 31 R/T 24:00
SPD. 5.1 DIST. 122 L/O 897 F/O 7?08&\$/OR 47,202.

BT.
FROM CHIEF KLINEPETER:
URGENT:
PRICE PUMP CO.
P.O. BOX Q
SONOMA, CA. 95476

MODEL C20-047 IMPELLER IN. DIA.-ORDER BY MODEL NUMBER NTITY PART NO.
2 0892 BEARING (6206-2RS)
2 0421 SHAFT
2 0424 35-8,34 48, 0423 INTERNAL RETAINER RI
CDTHEW PQGI RT M D Y DOWN, LACK OF SHAFT.

COTTA TRANSMISSION CO.
ROCKFO

MODEL G R 12A
SER.#162536 0-45 ,9. DESCRIPTION
2 80TX288 OIL SEAL- OUTPUT SHAFT
1 87 OIL SEAL- INPUT SHAFT
2 0619695 B (BRAVO) PUMP BODY-(6 SPLINE DRIVE)
2 80VX1294 COVER-PUMP TUTHILL #89 TRL 35-7
2 80VX1487 SPRING- TUTHILL #18 TRL 63-45

URGENT IEF ENGINEER

BILL: RECKON WE NEED THESE PARTS PRETTY BAD. HAVE TO
INESS. PLEASE SEND AT NEXT PORT OF
CALL.

RESPECTFULLY
DON ARMAND

TOOC UQ
NPR:06/19/8)) .85:*3))

) -5.32.12 LONG. 139 31 WTHR.ROUGH R/T 24:00
SPD. 5.1 DIST. 122 L/O 897 F/O 1900 F/OR 47,202.
BT.
FROM CHIEF KLINEPETET:
PRICE
P.O. BOX Q
SONOMA, CA. 95476

MODEL C20-047 5 13/16 IN. DIA.-93) ,7.734 & DIAMETER.

QUANTITY PA DESCRIPTION
2 0892 BEARING (6206-2RS)

2	0421	SHAFT
2	0424	EXTERNAL RG
2	0423	INTERNAL RETAINER RING
2	0118	45 . 6 92,, LACK OF SHAFT.

1-955- 54-,'8''89, :9.
ROCKFORD, ILL.

MODEL G R 12A
SER.*162536 & 162537

QUANTITY	PART NO.	DESCRIPTION
2	800IL	SEAL- OUTPUT SHAFT
1	80TX287	OILUT SHAFT

mmmm

EASYLINK MBX 6497855C001 19JUN87 01:29/07:45 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
NPR:06/19/87
TO: BILL MITCHELL

LAT. 32.12 LONWTHR.ROUGH R/T 24:00
SPD. 5.1 DISXO 897 F/O 1900 F/OR 47,202.
BT.
FROM CHIEF KLINEPETER:
URGEN PUMP CO.
P.O. BOX Q
SONOMA, CA. 95476

MOD0 A1

1 5 13/16 IN. DIA.-ORDER BY M& DIAMETER.

QUANTITY	PART NO.	0892	BEARING (6206-2RS)
2	0421	SHAFT	
2	0424	EXTERNAL RETAINER RING	
2	0423	INTERNAL RETAIN	EW PQQI SEAL

PORT M D Y DOWN, LACK OF SHAFT.

COTTA TRANSMISSION CO.
ROCKFORD, ILL.

mmmm

EASYLINK MBX 6499055C001 19JUN87 01:56/07:46 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
NPR:06/19/87
TO: BILL MITCHELL

LAT. 32.12 LONG. 139 31 WTHR.ROUGH R/T 24:00
SPD. 5.1 DISXO 897 F/O 1900
FROM CHIEF KLINEPETER:
URGENT:
PRICE PUMP CO.
P.O. BOX Q
SONOMA, CA. 95476

MODEL C20-0479 A1

1 IMPELLER 5 13/16 IN. DIA.-ORDER BY MODEL NUMBER & DIAMETER.

QUANTITY	PAN	
2	0892	BEARING (6206-2RS)
2	0421	0424 EXTERNAL RETAINER RING
2	0423	INTERNAL RETAINERS PQQI SEAL

PORT IN D Y DOWN, LACK OF SHAFT.
- .8" 89, 9.
ROCKFORD, ILL. 4 12A
SER.#162536 & 162537

QUANTITY	PART NO.	DESCRIPTION
2	80OIL SEAL-	OUTPUT SHA IPTX287 OIL SEAL- INPUT SHAFT
2	0619695 B (BRAVO)	PUMP BODY-(6 SPLINE DRIVE)
2	80VX1294 7.0 575#8)	35-7
2	80VX1487	SPRING- TUTHILL #18 TRL 63-45

URGENT CHIEF ENGINEER

BT
RECKON WE NEED THESE PRAD. HAVE TO
STAY IN BUSINESS. PLEASE SEND AALL.
RESPECTFULLY
DON ARMAND

TOOC UQ
NPR:06/19/87
TO: BILL MITCHELL

LAT. 38. 139 31 WTHR.ROUGH R/T 24:00
SPD. 5.1 DIST. 122 L/O 897 F/O 1900 F/OR 47,202.
BT.
FROM CHIEF KLINEPETER:
URGENT:
PRICE PUMP CO.
P.O. BOX Q
SONOMA, CA. 95476

MODEL C20-0479 A1

1 IMPELLER 5 13/16 IN. DIA.-ORDER BY MODEL NUMBER & DIAMETERNTITY PART
NO. 0892 BEARING (6206-2RS)
2 0421 SHAFT
2 0424 EXTERNAL RETAINER RING
2 0423 4,-) 435-8,34 48,&
2 0118 „ LACK O
COTTA TRANSMISSION CRD, ILL.

MODEL G R 12A
SER.#162536 & 162537

QUANTITY	PART NO.	DESCRIPTION
25/288		OIL SEAL- OUTPUT SHAFT
1 87	OIL 2	0619695 B (BRAVO) PUMP BODY-(6 SPLINE DRIVE)
2	80VX1294	COVER-PUMP TUTHILL #89 TRL 35-7
2	80VX1487	SPRING- TUTHILL #18 TRL 63-45

URGENT CH

BT

BILL: RECKON WE NEED THESE PARTS PRETTY BAD. HAVE TO
STAY IN BUSINESS. PLEASE SEND AT NEXT PORT ALL.
RESPECTFULLY
DON ARMAND

TOOC UQ

TOOC UQ

0

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0156 JUN/19/1987

mmmm

tooc uq
TO:DR. ARTHUR E. MAXWELL
DIRECTOR, INST. TO GEOPHYSICS
UNIV. OF TEXAS AT AUSTIN

JUNE 19TH 1987

FIRST THE GOOD NEWS: YOUR PERSONNEL ON THE R/V FRED H. MOORE ARE FIRST CLASS. THE TECHNICAL SUPPORT GROUP AS WELL AS THE SHIP'S CREW GIVE MORE THAN 100 PERCENT EFFORT AND ARE ENJOYABLE AND PROFESSIONAL TO WORK WITH.

UNFORTUNATELY THEY CAN ONLY WORK WITH THE EQUIPMENT AND MATERIALS AVAILABLE ON 'THE FRED'. DESPITE MONTHS OF PREPARATION FOR THIS CRUISE, THE SHIP WAS NOT ADEQUATELY OUTFITTED TO DO PRECISION DEEP-WATER MCS WORK:

1) NAVIGATION: PROGRAM PROMS TO CONVERT LORAN DELAY TIMES TO LAT/LONG WERE LEFT IN GALVESTON. LORAN IS THE PRIMARY CONTINUOUS NAVIGATION IN THIS REGION. FORTUNATELY THE JAPANESE BROUGHT THEIR OWN RECEIVER WHICH WE ARE USING TO NAVIGATE.

2) STREAMER: TWO DAY WERE REQUIRED TO REPLACE/REPAIR FULLY ONE THIRD OF THE CABLE BEFORE ANY WORK COULD BEGIN. WE ARE WORKING WITH TWO DEAD, AND ONE WEAK, TRACES BECAUSE THE NUMBER OF SPARE SECTIONS REMAINING IS ONLY FOUR AND BECAUSE NO FURTHER SURVEY TIME COULD BE

3) RECORDING: DEEP WATER DELAY DOES NOT WORK WITH NON-INTEGRAL SECOND SACRIFICED.

FIRING RATE. MATCHING SHIP'S SPEED TO INTEGRAL SECOND FIRING RATE IS NOT ACCURATE TO BETTER THAN 10 PERCENT, ESPECIALLY GIVEN THE NEED TO SLOW SHIP TO PULL IN GUNS. PROCESSING HEADACHES WILL RESULT FROM GUS SYSTEM RECORD COUNTER RESETTING AFTER 999, AND OCCASIONAL MISSED SHOTS AND CONTROL BOX TIMING OFFSETS THAT CAN NOT BE UNIQUELY IDENTIFIED DUE TO FORMER.

4) REFRACTION: AFTER NINE ATTEMPTS, NO USEFUL REFRACTION DATA HAS BEEN RECORDED. CARRIER SIGNAL IS RECEIVED BUT SONOBUOY SIGNAL DIES WITHIN TWO HOURS. DON'T KNOW SOURCE OF PROBLEM: SONOBUOYS OR RECEIVER/RECORDER?

5) SOUND SOURCE: FORWARDED THAT GUN ARRAY LIFETIMES WERE LESS THAN 24 HOURS, WE CAME PREPARED TO SHOOT WITH ONE ARRAY AND ONE BIG GUN, WITH WET SPARES OF BOTH. GUN VOLUME ON THE FIRST MCS LINE VARIED BACK AND FORTH BETWEEN 600 AND 3000 CU IN, SEVERAL TIMES. AT ONE STAGE, ALL FOUR BIG GUNS (429'S AND 2000'S) WERE DOWN. THE GUN TECHS FINALLY GOT CAUGHT UP ON THE SECOND LINE, JUST COMPLETED. HOWEVER TWO-THIRDS THROUGH THE LINE, THE PORT COMPRESSOR'S WATER COOLING PUMP GAVE OUT AND SO WE COMPLETED THE LINE WITH ONLY ONE BIG GUN. ONE COMPRESSOR CAN NOT FIRE 3000 CU IN EVERY 14 SECS (4.6 KTS REP RATE). THEREFORE WE ARE FACED WITH THE CHOICE OF FIRING ONE ARRAY, TWO ARRAYS (WHICH ARE NOT EXPECTED TO LAST THE 24-30 HOUR LINE LENGTHS) OR ONE BIG GUN. THIS WILL BE THE LONG TERM SITUATION AS A REPLACEMENT FOR THE WORN SHAFT ON THE WATER COOLING PUMP CAN NOT BE LOCATED ON BOARD. FURTHERMORE, THE ENGINEERS HAD PREVIOUSLY WARNED US THAT AN OVERHAUL ON THE STBD COMPRESSOR IS WARRANTED TO CHANGE OUT SEALS ON THE MAIN GEAR BOX WHICH IS LEAKING OIL. THE CHIEF HAS DONE CONSIDERABLE WORK ON THE STBD COMPRESSOR AND HOPES THAT IT CAN BE MADE TO LAST THE LEG. RATHER THAN CONTINUALLY CHANGING GUN SIGNATURE, WE HAVE DECIDED TO REDUCE FOLD FROM 48 TO 24 AND FIRE 3000 CU IN EVERY 26 SEC.

WE ARE RUNNING OUT OF COMPROMISES, TO THE POINT WHERE THE SCIENTIFIC OBJECTIVES OF THIS CRUISE MAY NOT BE ACHIEVED IN THE TIME AVAILABLE. WE CONSIDERED A PREMATURE RETURN TO YOKOHAMA BUT REJECTED THAT OPTION FOR NOW (IT WOULD COST AT LEAST FOUR DAYS). THIS IS NOT A GOOD THING

TO DO TO ANY SCIENTIST, LET ALONE TO NORPD AND ODP-WPAC PANEL CHAIRMEN...

BEST REGARDS
BRIAN & GREG

*
tooc uq
*
tooc uq

WEEKEND REPORT

R/V MOORE

Received Monday, June 28, 1987

Posted: Sat Jun 27, 1987 1:08 PM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: MOORE REPORT

Msg: KGIH-3031-5911

/MBX

EASYLINK MBX 7974156C001 26JUN87 19:41/11:59 EST
FROM: EASYLINK

TO: 62961335

DELIVERY NOTIFICATION:

RE MESSAGE NUMBER: 7973663C001
INPUT ADDRESS: 78122274
ANSWERBACK RECVD: DODWELL J22274
DELIVERED TO: (WUW) # 78122274
DELIVERED AT: 26JUN87 19:39 EST

MMMM

MESSAGE REPEATED:

EASYLINK MBX 7974470C001 26JUN87 19:46/11:59 EST
FROM: EASYLINK

TO: 62961335

DELIVERY NOTIFICATION:

RE MESSAGE NUMBER: 7973930C001
INPUT ADDRESS: 7051504136
ANSWERBACK RECVD: 1504136 TOOC X
DELIVERED TO: (WUW) # 7051504136
DELIVERED AT: 26JUN87 19:45 EST

MMMM

EASYLINK MBX 7987910C001 27JUN87 04:36/12:00 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: MITCHELL, ROBERTS, SHIPLEY, GRIFFITHS
FROM: ARMAND, WIEDERSPAHN
RE: SAILING TIME AND OTHER MATTERS

WE SAIL TONIGHT 20:00 LOCAL TIME. RDI PARTS NOT RECEIVED,
BUT AGENT AWARE OF POSSIBLE ARRIVAL. PLEASE VERIFY PROGRESS
OF ORDER OF H.P. SODIUM BULBS, 150W S55 MEDIUM SCREW BASE SOONEST.

TO ROBERTS: PREFER DECK 6 SECTIONS NANKAI WITHOUT BREAKING BOOTS.
SUGGEST BUILD CABLE BIN ON 01 1/2 AT FORWARD RAIL TO REDUCE
HANDLING OF WOOD REELS. LOCAL CABLE JOCKEYS RECOMMEND.

TO AANKS FOR EARLY ORDER OF TAPES. WILL SIT TOKYO
CARE OF DODWELL UNTIL 10 JULY.

TO SHIPLEY: BELIEVE 1 MS GUS WORKS. NO FURTHER TESTS ON MAST
RADAR ANGLE. 4 DIGIT GUS FILE NUMBER WORKS.

TO GRIFFITHS: PLEASE INQUIRE OLIVER ENGINEERING (818)240-7212
WHAT PROCEDURE TO SAVE PROM DATA TO CPU? NO INFO IN MANUAL.
OBVIOUS PROCEDURE STORES WRONG DATA. PROGRAMS GUS EPROMS OK.

RGRDS-MW

MESSAGE REPEATED:

TOOC UQ

TO: MITCHELL, ROBERTS, SHIPLEY, GRIFFITHS
FROM: ARMAND, WIEDERSPAHN
RE: SAILING TIME AND OTHER MATTERS

WE SAIL TONIGHT 20:00 LOCAL TIME. RDI PARTS NOT RECEIVED,
ARE OF POSSIBLE ARRIVAL. PLEASE VERIFY PROGRESS
OF ORDER OF H.P. SODIUM BULBS, 150W S55 MEDIUM SCREW BASE.
NEEDED SOONEST.

TO ROBERTS: PREFER DECK 6 SECTIONS NANKAI WITHOUT BREAKING BOOTS.
SUGGEST BUILD CABLE BIN ON 01 1/2 AT FORWARD RAIL TO REDUCE
HANDLING OF WOOD REELS. LOCAL CABLE JOCKEYS RECOMMEND.

TO AUSTIN: THANKS FOR EARLY ORDER OF TAPES. WILL SIT TOKYO
CARE OF DODWELL UNTIL 10 JULY.

TO SHIPLEY: BELIEVE 1 MS GUS WORKS. NO FURTHER TESTS ON MAST
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WHAT PROCEDURE TO SAVE PROM DATA TO CPU? NO INFO IN MANUAL.
OBVIOUS PROCEDURE STORES WRONG DATA. PROGRAMS GUS EPROMS OK.

RGRDS-MW

TOOC UQ

V

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0435 JUN/27/1987

MMMM

YOUR MAILBOX IS NOW EMPTY
EASYLINK

8002837C 27JUN87 12:01 EST
PTS

Posted: Mon Jun 29, 1987 9:06 AM EDT Msg: IGIH-3032-2449
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

EASYLINK MBX 8038180C001 28JUN87 19:59/07:39 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

DODWELL J47721 29JUN/87 09:56

TO : THE UNIVERSITY OF TEXAS AT AUSTIN
: ATT.MR BILL MITCHELL INSTITUTE GEORPHY MARINE SUPERINTENDENT
: DODTRAMP TOKYO TLG (B) -MM
CC : KEIYOSHIP TOKYO
FROM : DODTRAMP YOKOHAMA

FRED H.MOORE SAILED 1955 27TH WITH FUELOIL 42,348 GALLONS STOP
TANK REPAIRS COMPLETED NIGHT 25TH STOP REPAIRED RUBBER BOAT
DELIVERED AM 26TH STOP ONE PACKAGE REDUCTION GEAR SPARES UNDER
AWB-012/49319782 DELIVERED 2,000 HOURS 26TH AND COMPRESSOR REPAIRS
COMPLETED 1530 27TH STOP 10 CREWS AND 15 SCIENTIST ONBOARD REGARDS
TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 1959 JUN/28/1987

MMMM

EASYLINK MBX 8041024C001 28JUN87 22:00/07:39 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

DODWELL J47721 29JUN/87 11:57

TO THE UNIVERSITY OF TEXAS INSTITUTE GEORPHY MARINE OPERATION
ATTEN: MR.ARCHIE ROBERTS
FM DODTRAMP YOKOHAMA

FRED H.MOORE AIRFREIGHTING ONE PACKAGE PRINTED BOARD BY UA 150 UNDER
AWB 016-32475752 ARRIVING CHICAGO 1910 29TH THENCE FLIGHT UA 989
ARRIVING HOUSTON 1224 30TH ACCORDANCE MR HIRSHS INSTRUCTIONS STOP
KINDLY CONFIRM RCEIPT THANKS REGARDS

NNNN

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 2159 JUN/28/1987

MMMM

EASYLINK MBX 8043336C001 28JUN87 23:44/07:40 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MITCHELL

NPR: 6/29/87

LAT. 32-15 LNG. 142-33, W R/T:24:00, SPD.: 134.0, L/O:841.

F/O:1,425,

F/OR:39,523.

BT.

WE ARE KEEPING A SHARP WATCH ON TYPHOON 'SPERRY' AT
PRESENT. (WINDS ARE 65 KTS. AND EXPECTED TO INTENSIFY:80-53 54-:(28))
049?-?)6

?3 8, 974 843:589,.

THIS IS ASSUMING H RELIABLE. (SEE

PAGE 893 VOL. ONE). 'SPERRY' POSIT. 6/29-0000Z: 17.0N,

134.4E, MOVIN8KTS.

REGARDS, CEDRICK SENDS.

MESSAGE REPEATED:

TOOC UQ

TO: BILL MITCHELL

NPR: 6/29/87

LAT. 32-15 LNG. 142-33, WTHR:MOD., R/T:24:00, SPD:5.58
DIST.: 134.0, L/O:841. F/O:1,425, F/ORBT.
WE ARE KEEPING A SHARP WATCH ON TYPHOON 'SPERRESENT. (WINDS ARE 65 KTS.
AND
ANDO
INTENSIFY)
THE ANTICIPATED TRACK WILL PROBABLY BE IN OUR DIRECTION.
THIS IS ASSUMING THAT INFO. IN BOWDITCH RELIABLE. (SEE
PAGE 893 VOL. ONE). 'SPERRY' POSIT. 6/29-0000Z: 17.0N,
134.4E, MOVING NORTH AT 8KTS.
REGARDS, CEDRICK SENDS.

EASYLINK MBX 8049678C001 29JUN87 03:09/07:42 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TOOC UQ

888444 SMALDX G
ZCZC DXA002 FSA7325 TKS914
WLDXX
SYS65701 290687 17:00

29/6/87

FROM DODTRAMP TOKYO (TLG(B)MM-62/SPR) (TLX J22274)
TO UNIV. OF TEXAS INST GEOPHY MAR OPS (TLX 9102405799 TOOC UQ)

MAR. W. M. MITCHELL MARINE SUPERINTENDENT

FRED H. MOORE - SHIPMENT OF MAGNETIC TAPE

RY TLX 26/6/87 WE CONFIRM RECEIPT OF
3 PKGS 2,127 KGS UNDER AWB 012-4497 5486
BY NW-905 ON 28/6 WHICH WILL BE DELIVERED
ONBOARD AT TOKYO ON HER NEXT CALL 10/7

REGARDS
=29060806

=06290909
NNNN
888444 SMALDX G
TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0308 JUN/29/1987

MMM

BILL MITCHELL

DAILY REPORT

FRED H. MOORE

Tuesday, June 30, 1987

Posted: Tue Jun 30, 1987 9:09 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: CGIH-3034-1459

EASYLINK MBX 8250693C001 29JUN87 16:56/06:47 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
TO: WINDISCH
FM: WIEDERSPAHN

STARTED SHOOTING TODAY LINE BON-4. LAB SYSTEMS NOMINAL.
WEATHER BEST TO DATE. PORT SCREW COMPRESSOR HAS EXHAUST
LEAK, DELIVERS 100 PSI BEST. WORKED ON IN YOKOHAMA BUT
PROBLEM NOT REPORTED TO SCIENCE PARTY. MAX SUSTAINED REP
RATE ABOUT 18 SEC 3000 CI. BRIAN AND GREG NOT HAPPY.
PERSONNEL GENERALLY SOLDIER OF DAILY DISASTERS.
REGARDS-MW

Message Repeated:

TO: WINDISCH
FM: WIEDERSPAHN

STARTED SHOOTING TODARM LAB SYSTEMS NOMINAL.
WEATHER BEST TO DATE. PORT SCREW COMPRESSOR HAS EXHAUST
LEAK, DELIVE BEST. WORKED ON IN YOKOHAMA BUT
PROBLEM NOO SCIENCE PARTY. MAX SUSTAINED REP
RATE ABOUT 18 SEC 3000 CI. BRIAN AND GREG NOT HAPPY.
PERSONNEL GENERALLY SOLDIER OF DAILY DISASTERS.
REGARDS-MW

EST 1655 JUN/29/1987

EASYLINK MBX 8286173C001 29JUN87 23:10/06:48 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MITCHELL

NPR: 6/30/8757 LNG. 140-26 WTHR:MOD 5=4/T:245.00

DIST.: 120, F/O:1,650, FO/R:37,873.

BT.

FROM: BRIAN TAYLOR

TO: UTIG.GALVESTON

CC: A. MAXWELL/W. BEHRENS/P.COOPER(HIG)

RE: 2ND BONIMWORK AREA: 30.30'-31.30'N & 139.0'-141.0'E WITH ONE LONG
MCS/OBS

REFRACTION LINE AT 31.0'N EXTENDING TO

2.WORK TYPE: 48-FOLD,2MS,M(6 HIG IN ARC/RIFT, + 5 UTIG--

ACROSS FOREARC?). .

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 2309 JUN/29/1987

Message Repeated

EASYLINK MBX 8286414C001 29JUN87 23:29/06:48 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

OTO: BILL MITCHELL

NPR: 6/30/87

LAT. 31-57 LNG. 140-26 WTHR:MOD., R/T:24 00, SPD:5.00

ERE.: 120, L/O:840. F/O:1,650, FO/R:37,873.

BT.

FROM: BRIAN TAYLOR

TO: UTIG.GALVESTON

CC: A. MAXWELL/W. BEHRENS/P.COOPER(HIG)

RE: 2ND BONIN CRUISE

1.WORK AREAMEPSN & 139.0'-141.0'E WITH ONE LONG MCS/OBS

REFRACTION LINE AT 31.0'N EXTENDING TO 142.0'E.

2.WORK TYPE: 48-FOLD,2MS,MCS PLUS OBS (6 HIG IN ARC/RIFT, + 5 UTIG--

ACROSS HIG OBS'S REQUIRE INTEGRAL NUMBER OF SHOTS

SUGGEST 15SEC SHOT INTERVAL ON MCS/OBS LINES.

3.SOURCE: 3000CU IN: ONE ARRAY AND ONE BIG GREATER: 3200M
(96TRACE#33.3M).

5.TIME EST.: 8 DAYS AQUISITION LOST SO FAR DUE TO SHIP'S SYSTEMS0
7.'

&3'5 .8,8.7.)3& 9\$: 5 DAYS I/O PORT/TRAMER DEPLOY-

RETRIEVE,4(?) DAY-RETRIEVE,7 DAYS MCS(INCLUDING SHOOTING

TO OBS'S). ADD ONE DAY IF BOTH PORTS ARE OSAKA.

6.ALL DATA AVAILABLE FOR UTIG STUDENT PROJECTS. OBS DATA TO BE

JOINTLY INTERPRETED BY COOPER AND NAKAMLINE ACCOMPANY OBS

FOREARC TRANSECT AVAILABLE FOR JOINT INTERP(TAYLOR/MOORE/BEHRENS/
NAKAMURA

7.DR. PATRICIA COOPER WILL BE CO-CHIEF. MR. DAVID BARRETT

WILL BE HIG OBS-TECH. NO OTHER HIG/TU PARTICIPANTS PLANNED.

8.HIG PERSONNEL AVAILABLE LATE JULY AND AUGUST. FOR DETAILS CONTACT COOPER
DIRECTLY

AT 8089486662 (OFFICE) OR 8089263792 (HOME).
9. JAPANESE PARTICIPANTS UNKNOWN. CONTACT A. TAIRA (ORI) OR M. YUASA (GSJ).
TAYLOR SENDS.
BT.

FROM: B. TAYLOR & G. MOORE
TO: UTIG GALVESTON
CC: A. MAXWELL
RE: SHIP SHAPE

6/30/87

WE HAVE COMPLETED A ONE-DAY MCS LINE, MOST OF IT SHOT AT 22SEC AND 1850PSI. THE SHIP HAS MAJOR ONGOING COMPRES. THE FIRST-STAGE SCREW COMPRESSORS NEED NEW MANIFOLDS+++. THEY CAN NOT DELIVER 150PSI AIR TO THE MDY'S, AND HAVE BEEN OPERATING AT 75PSI AND BELOW. THEIR OVERHAUL IN YOKOHAMA APPEARS TO HAVE WORSEATION. AS A RESULT WE WILL BE UOT 48-FOLDY OF THIS LEG. WE ARE BARELY OPERATING AT 24-FOLD. RESSORS ON THE MAIN DECK BOTH NEED VALVE JOBS, AND WE ARE TAKING 4 EXTRA HOURS ON THIS LINE CHANGE TO DO THIS. THIS PROGRAM IS SCREWED.
BT.

Message Repeated:

TO: BILL MITCHELL
NPR: 6/30/87
LAT. 31-57 LNG. 140-26 WTHR: MOD., R/T: 24 00, SPD: 5.00
DIST.: 120, L/O: 840. F/O: 1, :37, 873.
5-6) 94
59: UTIG. GALVESTON
CC: A. MAXWELL/W. BEHRENS/P. COOPER (HIG)
RE: 2ND BONIN CRUISE
1. WORK AREA: 30.30'-31.30'N & 139.0'-141.0'E WITH ONE LONG MCS/OBS REFRACTION LINE AT 31.0'N EXTENDING TO 142.0'E.
03: 48-FOLD, 2MS, MCS PLUS OBS (6 HIG IN ARC/RIFT, + 5 UTIG-- ACROSS FOREARC?) .S REQUIRE INTEGRAL NUMBER OF SHOTS/MINUTE. SUGGEST 15SEC SHOT INTERVAL ON MCS/OBS LSOURCE: 3000CU IN: ND ONE BIG GPPM (96TR).
5. TIME EST.: 8 DION LOST SO FAR DUE TO SHIP'S SYSTEMS. SUGGEST MINIMUM LEG OF: 5 DAYS I/O PORT/TRANSIT/STREAMER DEPLOY-RETRIEVYS OBS DEPLOY-RETRIEVE, 7 DAYS MCS (INCLUDING SHOOTING TO OBS'S DAY IF BOTOSAKA.
6. ALL DATA AM OBS DATATLY INTERPRETED BY COOPER AND NAKAMURA. MCS LINE ACCOMPANY OBS FOREARC TRANSECT AVAILABLE FOR JOINT IOR/MOORE/BEHRENS/ NAKAMURA/COOPER).
7. DR. PATRICIA COO HIG/TU'S CO-CHIEAVID BARRETT WILL BE HIG OBS-TECH. NO OTHER HIG/TU PARTICIPANTS PLANNED.
8. HIG PERSONNEL AVAILABLE LATE JULY AND AUGUST. FOR DETAILS CONTACT PAT COOPER DIRECTLY AT 8089486662 (OFFICE) OR 8089263792 (HOME).
9. JAPANESE PARTICIPANTS UNKCT A. TAIRA (ORI) OR M. YUASA (GSJ).
TAYLOR SENDS.
BT. B. TAYLOR & G. MOORE
TO: UTIG GALVES. MAXWELL
RE: SHIP SHAPE
WE HAVE COMPLETED A ONE-DAY MCS LINE, MOST OF IT SHOT AT 22SEC AND 1850PSI. THE SHIP HAS MAJOR ONSSOR PROBLEMS. THE FIRST-STAGE SCREW COMPRESSORS NEED NEW MANIFOLDS+++. THEY CAN NOT DELIVER 150PSI AIR TO THE MDY'S, AND HAVE BEEN OPERATING AT 75PSI AND BELOW.

6/30/87

THEIR OVERHAUL IN YOKOHAMA APPEARS TO HAVE WORSENERD THE SITUATION.
AS A RESULT WE WILL BE UNABLE TO SHOOT 48-FOLD DATA ON ANY OF THIS
LEG. WE ARE BARELY OPERATING AT 24-FOLD. THE MDY COMPRESSORS ON THE
MAIN DECK BOTH NEED VALVE JOBS, AND WE ARE TAKING 4 EXTRA HOURS ON
THIS LINE CHANG. THIS PROGRAM IS SCREWED.
BT.

EST 2328 JUN/29/1987

EASYLINK MBX 8291300C001 30JUN87 01:36/06:51 EST
VIA: 9102405799

TO: 62961335

888444 SMALDX G
ZCZC BXY007 FSA8196 TKS256
WLDXX
SYS66588 300687 15:21

30/6/1987

TO UNIVERSITY OF TEXAS AT AUSTIN TOOC
ATTN. MR. W. MITCHELL
MARINE OPS.
CC KEIYOSHIP TOKYO
CC OSAKA MK/MAK
FM DODTRAMP TOKYO (OREF:TLG-B/MM)

R/V 'FRED H. MOORE'

RYTLX DATED 25TH MSG FM ARCHIE ROBERTS, WE WOULD ADVISE BEST
QUOTATION OFFLOAD/STORE/TRANSPORT (TOKYO/OSAKA)/LOAD 1,600 METERS
SEISMIC STREAMER AS FOLLOWS:

HIRE OF 20' CONTAINER (30 DAYS)	YEN	60,000
TRANSPORTATION		
-CONTAINER YARD/SHIP/CUSTOMS BONDED STORE (TOKYO)		40,000
-TOKYO/OSAKA		130,000
-RETURN		30,000
PICK UP/DOWN CHARGES (4 TIMES)		28,000
STORAGE (YEN 1,000 X 30 DAYS)		30,000
CUSTOMS CLEARANCE AND HANDLING CHARGE		45,000
 TOTAL	 YEN	 363,000
-----	---	-----

PLS CONFIRM ABOVE IN ORDER.

REGARDS,

(OUR TLX NOS. JAPAN 22274/22602)
=30060631

=06300736

NNNN

888444 SMALDX G

TOOC UQ

EST 0135 JUN/30/1987

MMMM

BILL MITCHELL

comsat usa 11435 06/30 04:14*
1504136 TOOC X
ga+
00259102405799+

tooc ug

TO: BILL MITCHELL

NPR: 6/30/87

LAT. 31-57 LNG. 140-26 WTHR:MOD., R/T:24 00, SPD:5.00
DIST.: 120, L/O:840. F/O:1,650, FO/R:37,873.

BT.

FROM: BRIAN TAYLOR

TO: UTIG GALVESTON

CC: A. MAXWELL/W. BEHRENS/P. COOPER (HIG)

RE: 2ND BONIN CRUISE

1. WORK AREA: 30.30'-31.30'N & 139.0'-141.0'E WITH ONE LONG MCS/OBS REFRACTION LINE AT 31.0'N EXTENDING TO 142.0'E.
 2. WORK TYPE: 48-FOLD, 2MS, MCS PLUS OBS (6 HIG IN ARC/RIFT, + 5 UTIG--ACROSS FOREARC?). HIG OBS'S REQUIRE INTEGRAL NUMBER OF SHOTS/MINUTE. SUGGEST 15SEC SHOT INTERVAL ON MCS/OBS LINES.
 3. SOURCE: 3000CU IN: ONE ARRAY AND ONE BIG GUN.
 4. STREAMER: 3200M (96TRACE#33.3M).
 5. TIME EST.: 8 DAYS AQUISITION LOST SO FAR DUE TO SHIP'S SYSTEMS. SUGGEST MINIMUM LEG OF: 5 DAYS I/O PORT/TRANSIT/STREAMER DEPLOY-RETRIEVE, 4(?) DAYS OBS DEPLOY-RETRIEVE, 7 DAYS MCS (INCLUDING SHOOTING TO OBS'S). ADD ONE DAY IF BOTH PORTS ARE OSAKA.
 6. ALL DATA AVAILABLE FOR UTIG STUDENT PROJECTS. OBS DATA TO BE JOINTLY INTERPRETED BY COOPER AND NAKAMURA. MCS LINE ACCOMPANY OBS FOREARC TRANSECT AVAILABLE FOR JOINT INTERP (TAYLOR/MOORE/BEHRENS/NAKAMURA/COOPER).
 7. DR. PATRICIA COOPER WILL BE HIG/TU'S CO-CHIEF. MR. DAVID BARRETT WILL BE HIG OBS-TECH. NO OTHER HIG/TU PARTICIPANTS PLANNED.
 8. HIG PERSONNEL AVAILABLE LATE JULY AND AUGUST. FOR DETAILS CONTACT PAT COOPER DIRECTLY AT 8089486662 (OFFICE) OR 8089263792 (HOME).
 9. JAPANESE PARTICIPANTS UNKNOWN. CONTACT A. TAIRA (ORI) OR M. YUASA (GSJ).
- TAYLOR SENDS.

BT.

FROM: B. TAYLOR & G. MOORE

6/30/87

TO: UTIG GALVESTON

CC: A. MAXWELL

RE: SHIP SHAPE

WE HAVE COMPLETED A ONE-DAY MCS LINE, MOST OF IT SHOT AT 22SEC AND 1850PSI. THE SHIP HAS MAJOR ONGOING COMPRESSOR PROBLEMS. THE FIRST-STAGE SCREW COMPRESSORS NEED NEW MANIFOLDS+++. THEY CAN NOT DELIVER 150PSI AIR TO THE MDY'S, AND HAVE BEEN OPERATING AT 75PSI AND BELOW. THEIR OVERHAUL IN YOKOHAMA APPEARS TO HAVE WORSENERED THE SITUATION. AS A RESULT WE WILL BE UNABLE TO SHOOT 48-FOLD DATA ON ANY OF THIS LEG. WE ARE BARELY OPERATING AT 24-FOLD. THE MDY COMPRESSORS ON THE MAIN DECK BOTH NEED VALVE JOBS, AND WE ARE TAKING 4 EXTRA HOURS ON THIS LINE CHANGE TO DO THIS. THIS PROGRAM IS SCREWED.

BT.

Daily Report

FRED MOORE

Wednesday, July 1, 1987

Posted: Wed Jul 1, 1987 10:10 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: FGIH-3036-2564

/MBX

EASYLINK MBX 8486724C001 30JUN87 16:08/06:48 EST
FROM: EASYLINK

TO: 62961335

DELIVERY NOTIFICATION:

RE MESSAGE NUMBER: 8485091C001
INPUT ADDRESS: 78122274
ANSWERBACK RECVD: DODWELL J22274
DELIVERED TO: (WUW) # 78122274
DELIVERED AT: 30JUN87 16:06 EST

MMMM

EASYLINK MBX 8534491C001 30JUN87 23:57/06:48 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

OTTO: BILL MITCHELL

NPR: 7/01/87

LAT. 31-51 LNG. 141-02 W R/T:245.00

DIST.: 120, L/O:839. F/O:1,400, FO/R:36,473.

59: BILL MITCHELL

FWRIGHT

NAL TOKYO THE FOLOWING ITEMS

CAT-\$83 2#-5 0-45 # NEED ANOTHER EXHD

FOR STBD. SCREW 333 79B SERIES. ALSO NEED,

1) 2 DOZEN GASKETS 6L2105.

2) 6 OF 9F5940.

3) 1 DOZEN O RINUIM

RL R AIR FILTRES # 4L9852.

5) 6 GASKETS # 5M5999.

PARTS GARDNER DENVER S/N.# 785452-453 MDY.

1) 4 SUTION VALVES HIGH SIDE # 2A ASM.

2) 2 DOZEN GASKETS HIGH SIDE # 25BC233.
BT.

TO: BILL MITCHELL
FROM: ARMAND

MUST HAVE CASH IN U.S. DOLLARS ON ARRIVAL AT TOKYO.
IF YOURS NOT BRINGING ANY FOR OUR ARRIVAL AT DOKSIDE,
THEN PLEASE INSTRUCT THE AGENT TO BRING US SOME CASH
(U.S. DOLLAR WE WILL NEED AT LEAST \$ 1,500 PROBABLY.
I KNOW YOU HAD \$ 3,600 TO BRING.
I AMOLDING \$ 1,700 IN CHECKS TO BE CASHED.
REGARDS CEDRICK SEND

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 2356 JUN/30/1987

MMM

Message Repeated:

EASYLINK MBX 8534627C001 1JUL87 00:02/06:49 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
VTO: BILL MITCHELL
NPR: 7/01/87
LAT. 31-51 LNG. 141-02 WTHR:MOD., 00, SPD:.. 120, L/O:839.
F/O:1,400,
FO/R:36,473.
BT.

TO: BILL MITCHELL
FROM: MIKE WRIGHT
NEED ON ARRIV WHEN VERIFIED WHAT PART # NEED ANOTHER EXHAUST MANIFOLD
FOR STBD. SCREW 39 ,33,
1) 2 DOZEN GASKETS 6L2105.
2) 6 OF 9F5940.
3) 1 DOZEN O RINGS # 5F1684 \$8)543' # 4L9852.
5) 6 GASKETS # 5M5999.

PARTS GARDNER DENVER S/N.# 785452
1) 4 SUTION VALVES HIGH SIDE # 200VFL 306A ASM.
2) 2 DOZEN GASKETS HIGH SIDE # 25BC233.
BT.

TO: BILL MITM: CAPT. D. ARMAND
MUST HAVE CASH IN U.S. DOLLARS ON ARRIVAL AT TOKYO.
IF YOURS NOT BRINGING ANY FOR OUR ARRIVAL AT DOKSIDE,
THEN PLEASE INAGENT TO BRING US SOME CASH
(U.S. DOLLARS ONLY).
WE WILL NEED AT LEAST \$ 1,500 PROBABLY.
I KNOW YOU HAD \$ 3,600 TO BRING.
I AM PRESENTLY HOLDING \$ 1:(' 59 ?3 :-'#3.

REGARDS CEDRICK SEND

TOOC UQ

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0001 JUL/01/1987

MMMM

EASYLINK MBX 8538351C001 1JUL87 01:46/06:50 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
TO: BILL MITCHELL
FRM DON ARMAND
THE FOLLOWING FROM CTER:

MPORT M D Y

COTTA TRANSMISSION GEARS HAVE EXCESSIVE CLEARANCE. AN
ESTIMATE, CANNOT MEASURE ACCURATELY. MUCH
RATTTLING AND VIBRATION. BEARINGS MAY BE BAD. DEPLACED SUCTION AND DISS
ON H.
P?95#

SCREW COMPRESSORS STILL LABORING.)6.
EXHAUST MANIFOLDS LEAKING BADLY BECAUSE OF POOR FITTING,
(WARPAGE). WERE WORKED ON BETWEEN HONOLULU AND YOKOHAMA,
ALSO BY CAT PEOPLE IN YOKOHAMA, TO NO AVAIL.

PARTS AVAILABILITY LIMITED OVER HERE DUE TO AGE OF ENGINES.
FROM CAT, ABOUT 9 DAYS FOR PARTS FROM STATES.

NEED 2 MANIFOLDS, AS MIKE ORDERED.

EA IN THE ENGINE ROOM CLEAKING MANIFOLDS.

LOW ALMOST CHERRY RED UNDER THE OVERLOAD.

FUEL INJECTION PUMPS WERE BROUGHT UP TO TIME.

CHIEF ENGINEER

TO: ART OM: CHIEF
THE BOAT'S CREW HAS GONE MORE THAN THE EXTRA MILE TO
MAKE THE OPERATION SUCCEIS INCLUDES THE
TECHNICAL SUPPORT AS WELL.

HOWEVER-WHEN A KNOWN PROBLEM, THE LACK OF THE ABILITY OF
OF THE SCREW CMNES TO SUSTAIN THE AIR LOAD
TO THE M D Y'S IS NOT TACKLED, A IT BEEN,
A TRUE COMEDY OF ERRORS R

THE ENGINE PEOPLE AND ENGINE ROOM CREW HAVE DONE EVERY-
THING THEY CAN TO KEEP GOING.

THOUGHTS AND IDAAH HAVE BEEN USED UP.
WHAT NEXT ?

CHIE

R/V FRED

Message Repeated:

TOOC UQ

TO: BILL OM: CAPT. DON ARMAND
THE FOLLOWING FROM CHIEF KLINEPETER:

MPORT M D Y

COTTA TRANSMISSION GEARS HAVE EXCESSIVE CLED 1/8 INCH, CANNOT RATELY.
MUCH
RATTLING AND VIBRATION. BEARINGS MAY BE BAD. DISASSEMBLY
ONLY WILL TELL.

RCHARGE VALVES ON H. P. SIDE: BOTH
M D YSCREW COMPRE ENGINES SMOKING HEAVILY.
EXHAUST MANIFOLDS LEAKING BADLY BECAUSETTING,
(WARPAGE). WERE WORKEDHONOLULU AND YOKOHAMA,
ALSO BY CAT PEOPLE IN YOKOHAMA, TO NO AVAIL.

PARTS AVAILABILITY LIMITED OVER HERE DUE TO AGE OF ENGINES., ABOUT 9
DAYS FOR
STATES.

NEED 2 MAS MIKE ORDERED.

THE SCREW AREA IN THE ENGINE ROOM COVERED WITH SOOT FROM
FOLDS.

MANIFOLDS GLOW ALMOST CHERRY RED UNDER THE OVEION PUMPS WERE BROUGHT UP
TO TIME.

CHIEF ENGINEER

TO: ART MAXWELL
FROM: CHIEF ENGINEER

THE BOAT'S CREW HAS GONE MORE THA MILE TO
MAKE THE OPERATION SUCCESSFUL. THIS INCLUDES THE
TECHNICAL SUPPORT AS WELL.

HOWEVER-WHEN A KNOWN PROBLEM, THE LACK OF THE ABILITY OF
OF TPRESSOR ENGINES TO SUSTAIN THE AIR LOAD
TO THE M D Y'S ED, A IT SHOULD HAVE BEEN,
A TRUE COMEDY OF ERRORS RESULTS.

THE ENGINE PEOPLE AND ENGINE ROOM CREW HAVE DONE EVERY-

THING THEY CAN TO KEEP GOING.

THOUGHTS AND IDEASWHAT NEXT ?

CHIEF ENGINEER
R/V FRED H. MOORE

TOOC UQ

M

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0145 JUL/01/1987

MMMM

YOUR MAILBOX IS NOW EMPTY
EASYLINK

8557336C 1JUL87 06:52 EST
PTS
BILL MITCHELL

Daily Report

R/V FRED H. MOORE

Thursday, July 2, 1987

Posted: Thu Jul 2, 1987 9:04 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: IFYH-3037-9075

EASYLINK MBX 8775412C001 1JUL87 23:17/07:13 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
ITCHELL

NPR: 7/02/87

LAT. 32-33 LNG. 5#4:MOD., R6TWRWW PPN SPD:5.42
DIST.: 130, L/O:834. F/O:1,750, FO/R:34,723.
BT.

TO: BILL MROM: MIKE WRIGHT

QUTITY	PART NO.	DESCRIP	CATALOGUE & PAGE
----- (333) -----			
12	5F163x	O RING SEAL CAT 333	CAT BOOK PAG12 8M4988
O RING SEAL CAT@]zzzzn\ \$LL		2008027	SCREW-594 &3
41-A6-9			
MODEL SP600DE SERIAL			
#520490 GASKET KIT.			
4	2008025	DRAIN TUBE.	// // PAGE 41-A6-9
2	2008023	ELEMENT SCREEN.	// // PAGE 41-A6-9
4	25C2487	GASKET OIL RESERVOIR GROUP.	// // PAGE 41-A6-8
4	25GASKET	OIL RESERVOIR GROUP.	// // PAGE 41-A6-8

BT.

MESSAGE REPEATED:

TOOC UQ

TO: BILL MITCHELL

NPR: 7/02/87

LAT. 32-33 LNG. 141-53 WTHR:MOD., R/T:24 00, SPD:5.42

DIST.: 130, L/O:834. F/O:1,750, FO/R:34,723.
BT.

ROM: MIKE WRIGHT

QUTITY PART NO. 73 & PAGE
AAKEEELAAAAAAAAAAAAAAAA
QW TF1678 O RING SEAL CAT 333 CAT BOOK PAG12 8M4988
O RING SEAL CAT 333 // // PAGE 112 D
2 2008027 SCREW, OIL SEPAR// // PAGE 41-A6-9
MODEL SP600DE SERIAL
#520490 GASKET KIT.
{
4 2008025 // /-A6-9
2 2008023 ELEMENT SCREEN. &3 41-A6-9
4 GASKET OIL RESERVOI XX PAS&kp[-8
4 #, #5C1909 GASKET OIL RESERVOIR GROUP.// // PAGE 41-A6-8

{ BT.

TOOC UQ

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 2316 JUL/01/1987

MMMM

EASYLINK MBX 8783210C001 2JUL87 02:30/07:15 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MITCHELL
FROM: CAPT. DON ARMAND
THE FOLLOWING FROM CHIEF KLINEPETER# \$#)92/87

SCREW COMPRESSOR ENGINES

- JACKETDEGREES OUT. SCREW OIL 160 DEGREES
ENGINE OIL PRESSURE 55 P.S.I. AVERAGE
ENGINE COOLING USES THE KEEL COOLERS AS IN THE PAST. THE SCREW OIL
COOLERS ARE AGAIN USING SEA WATER AS COOLING MEDIUM. THE EXTRA
SKIN COOLERS, THAT WERE CONNECTED TO COOL SCREW OIL AND AFTS WERE TOO SMALL.
THE INTERCOOLERS ARE NOW DISCONNECTED.

TO CONNECT INTERCOOLERS TO JACKET WATER SYSTEM, -:#
#5L9837 ELBOW: 2 EACH #5L5940 ELBOW. THESE PARTS ARE ON THE
ENGINES ON THE PIER. PAGE 18A D 333 PARTS BOOK.

G-D MANUAL # OCS-6, APRIL, 1967 FOR MODEL SP 600-DB COM-
PRESSORS, PAGES 9,10,11 CAN HELP EXPLAIN WHY THE HEAVY EN-
GINE LOADING, AS IT ERE. THE INLET VALVE WOULD
BE WIDE OPEN.

THE EXHAUST MANIFOLDS ON THE ENGINES NOW, DID NOT FIT CORRECTLY IN THE FIRST PLACE THE 100 K.W.'S, WITH NO OVER-LOADING, THE ME.

PARTS BOOK CALLS FOR # 6L4345 MANIFOLD ASSEMBLY. THE ONES ON NOW ARE # 6L4344, ARE WRONG, AS STUD BOLT SLOTS HAD TO BE ENLARGED TO MAKE THEM SLIDE ON. NEED 2 MANIFOLDS.

IN MY ESTIMATION- A SOLUTION IS - RING & : OPEN TIMING GEAR HOUSING AND CHECK GEAR WEAR. IT IS VERY POSSIBLE THIS HAS NEVER BEEN DONE. IF THESE GEARS ARE QUITE WORN, THAT WOULD DEFINITELY BE PART OF THE PROBLEM.

RG L HHTDOLONLPWPMPES IN A-1 CONDITION. IT IS POSSIBLE THAT THE ACCESSORY DRIVE SHAFT # 5L8974 SHOULD ALSO.

HIGHEST SEA WATER, SO FAR, HAS BEEN 78 DEGREES. LOWEST 69 DEGREES.

UNABLE, AT PRESENT, BECAUSE OF HEAVY WEATHER, 4 8, =3'5-GATE COTTA TRANSMISSION. IF - JUST BEARINGS, THEY ARE AVAILABLE OVEAVE ALREADY CHECKED ON ILITY. ONE OF THE BEARINGS SENT FROM ROCKFORD FOR THE STBD. SIDE IS JAPANESE MADE. WILL GET BACK ON TRANSMISSION A.S.A.P.

WEATHER IS CALMINCIOTN. HOPEFULLY INFO TONIGHT.

PARTS AVAILABILITY THRU CATERPILLAR MITSUBHI, FROM THE STATES, IS ABOUT 697=, 8, \$?.
52

8

MESSAGE REPEATED:

8=)) CHIEF

V

DTO: BILL MITCHELL

FROM: CAPT. DON ARMAND

THE FOLLOWING FROM CHIEF KLINEPETER: 7/2/87

SCREW COMPRESSOR ENGINES
TEMPERATURES - JACKET WATER 170 DEGREES OUT. SCREW OIL 160 DEGREES
ENGINE OIL PRESSURE 55 P.S.I. AVERAGE
ENGINE COOLING USES THE KEAS IN THE PAST. THE SCREW OIL COOLERS ARE AGAIN USING SEA WATER AS COOLING MEDIUM. THE EXTRA SKIN COOLERS, THAT WERE CONNECTED TO COOL SCREW OIL AND AFTER COOLERS WERE TOO SMALL. THE INTERCOOLDISCONNECTED.

TTERCOOLERS TO JACKET WATER SYSTEM, NEED 2 EACH
#5L9837 ELBOW: 2 EACH #5L5940 ELBOW. THESE PARTS ARE ON THE ENGINES ON THE PIER. PAGE 18A D 333 PARTS BOOK.

G-D MANUAL # OCS-6, APRIL, 1967 FOR MODEL SP 600-DB COORS, PAGESAN HELP EXPLAIN WHY THE HEAVY EN- GINE LOADING, AS IT OCCURS ON HERE. THE INLET VALUE WOULD

BE WIDE OPEN.

THE EXHAUST MANIFOLDS ON THE ENGINES NOW, DID NOT FIT CORRECTLY IN THE FIRST PLACE. USED ON THE 100 K.W.'S, WITH NO OVER-LOADING, THE MADE THE GRADE.

ALLS FOR # 6L4345 MANIFOLD ASSEMBLY. THE ONES ON NOW ARE # 6L4344, ARE WRONG, AS STUD BOLT SLOTS HAD TO BE ENLARGED TO MAKE THEM SLIDE ON. NEED 2 MANIFOLDS.

IN MY ESTIMATION - A SOLUTION IS - RING & VALVE JOB: OPEN TIMING GEAR HOECK GEAR WEAR. IT IS VERY POSSIBLE THIS HAS NEVER BEEN DONE. IS ARE QUITE WORN, THAT WOULD DEFINITELY BE PART OF THE PROBLEM.

FUEL INJECTION PUMPS AND NOZZLES IN A-1 CONDITION. IT IS T THE ACCESSORY DRIVE SIOUR SHOULD BE REPLAC

HIGHEST SEA WATER, SO FAR, HAS BEEN 78 DEGREES 69 DEGREES.

UNABLE, AT PRESENT, BECAUSE OF HEAVY WEATHER 34 8, =3'5- GATE COTTA TRANSMISSION. IF - JUST BEARINGS, THEY ARE AVAIL-ABLE OVHAVE ALREADY CHECKED ON THAT POSSIBILITY. ONE OF THE BEARINGS SENT FROM ROCKFORD FOR THDE IS JAPAN3. WILL GET BACK ON TRANSMISSION A.S.A.P.

WEATHER IS CALMING DOWN. HOPEFULLY INFO TONIGHT.

PARTS AVAILABILITY THRU CATERPILLAR MITSUBHI, FROM THE STATES, IS ABOUT 9 DAYS FOR YOUR INFO.

CHIEF

TOOC UQ

{

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0229 JUL/02/1987

MMMM

EASYLINK MBX 8794398C001 2JGL87 05:52/07:18 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

RK

R

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0551 JUL/02/1987

MMMM

EASYLINK MBX 8794772C001 2JUL87 06:05/07:18 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: W.H. MITCHELL

FROM: CHIEF ENGINEER FRED H.43: COTTAN - PORT MDY
MODEL GR12A
SERIAL #: GRA12A4006

PROBLEM: INPUT GEAR AND FORTH ON SHAFT. GEAR IS
SLOPPY IN KEYWAY AS WELL AS ON SHAFT SCORE MARKS ON SHAFT
WHERE GEAR HAS BEEN MOVING BACK AND FORTH. CAN SEE NO TOOTH DAMAGE
WITH THE LIMITED INSPECTION AT PRESENT. LAST WHX IMA
IPIQUFZ&90=+ 5#343 2343 .35-) \$8)8,&' 9, 5#3 .-&,358: 4-8,
0)7& . REPAIRIRE FULL TAKEDOWN.

PARTS NEEDED DEFINATELY AT THIS TIME:

- 1- ##-\$5-INPUT
- 1- #01 GR346 GEAR-INPUT SHAFT 18-T
- 1- #02 GR3757A SPACER-INPUT SHAFT GEAR
- 2- #01 GR205 KEY-INPUT SHAFT GEAR 5/8IN X 3/4IN 3 3/4IN
- 1- #80 SRING-INPUT SHAFT - TRUARC #51#80 TX287 SEAL-INPUT SHAFT
- 1- #80 TX288 SEAL-
- 1- #80 ER-PUMP TTRL35-7
- 1- #06 16695B PUMP BODY - 6 SPLINE DRIVE

THE FOLLOWING ARE THE PART NUMBERS FOR THE BEARINGS USED IN THE
UNIT FORAOQVNINFORMATION6

- 1- #80 GX 269 BEARING-OUTPUT SHAFT FRONT -SKF#22314C
- 1- #80 GX 476 BEARING-OUTPUT SHAFT REAR -SKF#23222C
- 1- #80 GX 541 BEARING-INPUT SHAFT FRONT -SKF#23220C
- 1- #80 GX 1046 BEARING-INPUT SHAFT REAR -MCGILL #SB-22213

AS THESE BEARINGS ARE AVAILABLE IN JAPAN, WE SUGGEST STANDING ON
BEARING ORDER UNTILL CONDITION OF BEARINGS ARE FELY, INPUT SHAFT BEARBE
REPLACED.

REPLACING INPUT SHAFT ALSO REVOLVES REMOCH.

THIS SAME TELEX SHOULD BE COPIED TO MR. CARLSONRANSMISSION WITH THIS QUESTION:
CAN THE OLD MACHINIST'S METHOD OAR AND THEN
INSIDE WITH A CLOTH WETTED WITH WATER TO SHRINK THE SHAFT BORE
BE DONE? THEN REFIT KEYS AS REQUIRED?
NO TOOTH OR SHAFT DAMAGE, OTHER THAN SLIDING SCORE MARKS ARE APPARENT
AT THIS TIME.

DISASSEMBLY AT SEA IS NOT SAFE DUE TO CONSTANT PITCHING
DURING CONTINUOUS HEAVY SEAS. HAVE TO USE SLINGS AND CHAIN FAAMAGE COULD BE
GREATER THAN ANTICIPATED.

CHIEF ENGINEER
R/V FRED H. MOORE

PLEASE COPY TO: COTTA T TELEX # 257443

ATTEN: WES CARLSON

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0604 JUL/02/1987

MMMM

MESSAGE REPEATED:

EASYLINK MBX 8795512C001 2JUL87 06:17/07:19 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

QNHD

TTO: W.H. MITCHELL

FROM: CHIEF ENGINEER

R/V FRED H. MOORE

RE: (:955- 54-, '.8''89, - PORT MDY
MODEL GR12A
SERIAL #: GRA12A4006

PROBLEM: INPUT GEAR SLIDING BACK AND FORTH ON SHAFT. GEAR IS
SLOPPY IN KEL AS ON SHAFT. LINEAR SCORE MARKS ON SHAFT
WHERE GEAR HAS BEEN MOVING BACK AND FORTH. CAN SEE NO TOOTH DAMAGE
WITH THE LIMITED INSRESENT. LAST WEEK WHEN THE OIL WAS
CHANGED THERE WERE NO SIGNS OF METAL FILIAGNETIC DRAIN
PLUG0.DU
J8)j:\$U

IUU%U2ULL TAKEDOWN.

3 3\$8,-53)0617191F SHAFT-INPUT

1- #01 GR346 GEAR-INPUT SHAFT 18-T

1- #02 GCER-INPUT SHAFT GEAR

2- #01 GR205 KEY-INPUT SHAFT GEAR 5/8IN X 3/4IN 3 3/4INX128 SNAP RING-INPUT
SHAFT - TRUARC #5100-312

O41- #80 TX287 1- #80 TX288 SEAL-

1- #80 ER-PUMP TUTHILL #89TRL35-7

1- #06 16695B PUMP BODY - 6 SPLINE DRIVE

THE FOLLOWING ARE THE PART NUMBERS RINGS USED I FOR YOUR I

QA HIP GX 269 BEARING-OUTPUT SHAFT FRONT -SKF#22#80 GX 476 BEARING-OUTPUT SHAFT
REAR -SKF#23222C

1- #80 GX 541 BEARING-INPUT SHAFT FRONT -SKF#23220C

1- #80 GX 1046 BEARING-INPUT SHAFT REAR -MCGILL #SB-22213

AS THESE BEARINGS ARE AVAILABLE IN JAPAN, WE SUGGEST STAEAHOLNORXRDITION OF
BEARINGS ARE FULLY KNOWN.

DEFINATELY, INPUT SHAFT BEARINGS SHOULD BE REPLACED.

REPLACING INPUT SHAFT ALSO INVOLVES REMOVAL OF CLUTCH.

THIS SAME TELEX SHOULD BE COPIED TO MR. CARLSON TRANSMISSION WITH THIS QUESTION:
CAN THE OLD MACHINIST -4 -, 5#3, 2808, & 5#3
8, '83 285# - :) 95# 23553 285# 2-534 59 '#48, (5#3 '#-\$5 ?943
?3 9,3? THEN REFIT KEYS AS REQUIRED?
NO TOOTH OR SHAFT DAMAGE, OTDING SCORE MARKS ARE APPARENT
AT THIS TIME.

DISASSEMBLY AT SEA IS NOT SAFE DUE TO CONSTANT PITCHING AND ROLL CONTINUOUS
HEAVY SEAS. HAVE TO AND CHAIN FALLS
AND DAMAGE COULD BE GREATER THAN ANTICIPATED.

CHIEF ENGINEER
R/V FRED H. MOORE

PLEASE COPY TO: COTTA TRANSMISSION TELEX # 2 ATTEN: WES CARLSON

TOOC UQ
VT

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0616 JUL/02/1987

MMMM

BILL MITCHELL

comsat usa 07897 07/02 11:09*
1504136 TOOC X
ga+
00259102405799+

tooc uq

TO: W.H. MITCHELL
FROM: CHIEF ENGINEER
R/V FRED H. MOORE

RE: COTTA TRANSMISSION - PORT MDY
MODEL GR12A
SERIAL #: GRA12A4006

PROBLEM: INPUT GEAR SLIDING BACK AND FORTH ON SHAFT. GEAR IS SLOPPY IN KEYWAY AS WELL AS ON SHAFT. LINEAR SCORE MARKS ON SHAFT WHERE GEAR HAS BEEN MOVING BACK AND FORTH. CAN SEE NO TOOTH DAMAGE WITH THE LIMITED INSPECTION AT PRESENT. LAST WEEK WHEN THE OIL WAS CHANGED THERE WERE NO SIGNS OF METAL FILINGS ON THE MAGNETIC DRAIN PLUG. REPAIRS WILL REQUIRE FULL TAKEDOWN.

PARTS NEEDED DEFINATELY AT THIS TIME:

- 1- #0617191F SHAFT-INPUT
- 1- #01 GR346 GEAR-INPUT SHAFT 18-T
- 1- #02 GR3757A SPACER-INPUT SHAFT GEAR
- 2- #01 GR205 KEY-INPUT SHAFT GEAR 5/8IN X 3/4IN 3 3/4IN
- 1- #80 SX128 SNAP RING-INPUT SHAFT - TRUARC #5100-312
- 1- #80 TX287 SEAL-INPUT SHAFT
- 1- #80 TX288 SEAL-OUTPUT SHAFT
- 1- #80 VX1294 COVER-PUMP TUTHILL #89TRL35-7
- 1- #06 16695B PUMP BODY - 6 SPLINE DRIVE

THE FOLLOWING ARE THE PART NUMBERS FOR THE BEARINGS USED IN THE UNIT FOR YOUR INFORMATION.

- 1- #80 GX 269 BEARING-OUTPUT SHAFT FRONT -SKF#22314C
- 1- #80 GX 476 BEARING-OUTPUT SHAFT REAR -SKF#23222C
- 1- #80 GX 541 BEARING-INPUT SHAFT FRONT -SKF#23220C
- 1- #80 GX 1046 BEARING-INPUT SHAFT REAR -MCGILL #SB-22213

AS THESE BEARINGS ARE AVAILABLE IN JAPAN, WE SUGGEST STANDING ON BEARING ORDER UNTILL CONDITION OF BEARINGS ARE FULLY KNOWN. DEFINATELY, INPUT SHAFT BEARINGS SHOULD BE REPLACED.

REPLACING INPUT SHAFT ALSO INVOLVES REMOVAL OF CLUTCH.

THIS SAME TELEX SHOULD BE COPIED TO MR. CARLSON AT COTTA TRANSMISSION WITH THIS QUESTION:

CAN THE OLD MACHINIST'S METHOD OF HEATING GEAR AND THEN WIPING THE INSIDE WITH A CLOTH WETTED WITH WATER TO SHRINK THE SHAFT BORE BE DONE? THEN REFIT KEYS AS REQUIRED?
NO TOOTH OR SHAFT DAMAGE, OTHER THAN SLIDING SCORE MARKS ARE APPARENT AT THIS TIME.

DISASSEMBLY AT SEA IS NOT SAFE DUE TO CONSTANT PITCHING AND ROLLING DURING CONTINUOUS HEAVY SEAS. HAVE TO USE SLINGS AND CHAIN FALLS AND DAMAGE COULD BE GREATER THAN ANTICIPATED.

CHIEF ENGINEER
R/V FRED H. MOORE

PLEASE COPY TO: COTTA TRANSMISSION TELEX # 257443
ATTEN: WES CARLSON

*

tooc uq

Daily Report

R/V Fred H. Moore

Friday, July 2, 1987

Posted: Thu Jul 2, 1987 12:50 PM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: MESSAGE TO BE RELAYED TO BILL MITCHELL

Msg: IGIH-3038-5307

FOLLOWING CAME IN JUST NOW - 11:45 AM - AND YOU MAY WANT TO SEE
PASSING TO ARCHIE, ALSO.

/MBX

EASYLINK MBX 8826078C001 2JUL87 08:38/11:39 EST
FROM: EASYLINK

TO: 62961335

DELIVERY NOTIFICATION:

RE MESSAGE NUMBER: 8825117C001
INPUT ADDRESS: 7051504136
ANSWERBACK RECVD: 1504136
DELIVERED TO: (WUW) # 7051504136
DELIVERED AT: 2JUL87 08:37 EST

MMM

EASYLINK MBX 8832693C001 2JUL87 09:04/11:39 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MITCHELL

NPR: 7/02/87

LAT. 32-33 LNG. 141-53 WTHR:MOD., R/T:245.42

DISTL/O:834. F/O:1,750, FO/R:34,723.

BT.

TO: BILL MITCHELL

FROM: MIKE WRIGHT

QUTITY	PART NO.	DESCRIPTION	CATALOGUE & PAGE
12	5F1678 & '3-)	: -5 333	(333) ----- (= -5 ?99(0 -&3 112 D

EST 1033 JUL/04/1987

MMMM

Message Repeated:

EASYLINK MBX 9115330C001 4JUL87 11:30/13:12 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: ART MAXWELL
FROM: BRIAN TAYLOR AND GREG MOORE
RE: SHIP SCHEDULE

IF ALL WORKS DURING REMAINING TIME (GIVEN ETA 9 JULY)
WE WILL HAVE ACQUIRED TEN DAYS MCS DATA DURING FM35-05:
2 DAYS WITH INTERMITTENT GUNS, 3 AT 24-FOLD, AND 5 AT
ONLY 1000 CU IN. OF THE TWENTY DAYS FUNDED ACQUISITION
SUPPOSEDLY AT 48-FOLD AND 3000 CU IN), WE HAVE LOST ONE
DAY TO TROPICAL STORM SPERRY, ONE TE WORK,
THREE TO COMLEMS, AND FIVE TO FUEL TANK
PROBLEMS. WE ARE THEREFORE OWED EIGHT DAYS OF GOOD MCS
ACQUISITION.

RUNNINWN CRUISE FOR FOLLOWING UTIG/ODP
AS NOT BEEN FUN AND HAS SEVERELY COMPROMISED
OUR SCIENCE. ADDITIONAL TIME IN AUGUST (FOUR TYPHOONS
LAST YEAR) IS UNLIKELY TO COMPENSATE FOR GOOD WEATHER
CONDITIONS BEING EXPERIENCED NOW.

A RETURN CRUISE TO THE BONINOSAKA WILL REQUIRE
MINIMUM THIRTEEN DAYS (FOR EIGHT DAYS MCS ACQUISITION)
PLUS THREE TO FOUR DAYS FOR UTIG/HIG OBS PROGRAM.
YOKOHOMA WOULD REQUIRE ONE DAY LESS TRANSIT. THE
SCHEDULED FOURTEEN DAY CRUISE IS INSUFFICIENT UNLESS NO
OBS WORK IS DONE. WE REMAIN HOPEFUL THAT PROMISED MAKE-UP
DAYS WILL BE PROVIDED, RATHER THAN CHOPPING THIS CRUISE
AND THE MODIFIED STUDENT CRUISE BY ONE AND TWO DAYS
RESPECTIVELY.

PLEASE COPY THIS TELEX TO DICK BUFFLER, NSF

ALOHA.

TOOC UQ

TOOC UQ

BILL MITCHELL

12 8M4988 O RING SEAL CAT 333 // // PAGE 112 D
 2 SCREW, OIL SEPARATOR // // PAGE 41-A6-
 MODEL SP) #520490 GASKET KIT.
 4 2008025 DRAIN TUBE. // // PAGE 41-A6-9
 2 2008023 ELEMENT SCREEN. // // PAGE 41-A6-9
 4 25C2487 GASKET R GROUP.// // PAGE 41-A6-8
 4 25C1909 GASKET OILROUP.// // PAGE 41-A6-8

BT.

TOOC UQ

VM

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
 EST 0903 JUL/02/1987

MMM

message repeated:

EASYLINK MBX 8834011C001 2JUL87 09:17/11:40 EST
 VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MR: 7/02/87

LAT. 32-33 LNG. 141-53 WTHR:MOD., R/T:24 00, SPD:5.42

DIST.: 130, L/O:834.750, FO/R:34,723.

BT.

ITCHELL

FROM: MIKE WRIGHT

QUTITY	PART NO.	DESCRIPTION	CATALOGUE & PAGE
----- (333) -----			
5F1678			
	O RINEEE	CAT BOOK PAGE 112 D	
12	8M4988	O RING SEAL CAT 333	// // PAGE 11
2008027 ,			
OIL SEPARATOR		// // PAGE 41-A6-9	
	MODEL SP600DE SERIA	#520490 GASKET KIT.	
4	2008025	DRAIN TUBE.	// /-A6-9
2	2008023	ELEMENT SCREEN.	// // PAGE 41-A6-9
4		GASKET OIL RESERVOIR GROUP.// //	PAGEN41-A6-8
		GASKET OIL RESERVOIR GROUP.// //	PAGE 41-A6-8

BT.

TOOC UQ

TO: BILL MITCHELL

FROM: CAPT

5#3 \$9))#83\$ ()8,303534: 7/2/87

SCREW COMPRESSOR ENGINES

TEMPERATURES - JACKET WATER 170 DEGREES OUT. SCREW OIL 160 DEGE OIL
 PRESSURE 55

P.S.I. AVERAGE

ENGINE COOLING USES THE KEEL COOLERS AS IN THE PAST. THE SCREW OIL COOLERS ARE AGAIN USING SEA WATER AS COOLING MEDIUM. THEN COOLERS, THAT WERE CONNECTED TO COOL SCREW OIL AND AFTS WERE TOO SMALL. THE INTERCOOLERS ARE NOW DISCONNECTED.

TO CONNECT INTERCOOLERS TO JACKET WATER SYSTEM, NEED 2 EACH #5L9837 ELBOW: 2 EACH #5L5940 ELBOW. TRE ON THE ENGINES ON PAGE 18A D 333 PARTS BOOK.

G-D IgUAL # OCS-6, APRIL, 1967 FOR MODEL SP 600-DB COMPRESSOR 9,10,11 CAN HELP EXPLAIN WHY THE HEAVY EN- ,&, AS IT OCCURS ON HERE. THE WOULD BE WIDE OPEN.

THE EXHAUST MANIF ENGINES NOW, DID NOT FIT CORRECTLY IN THE FIRST PLACE. USED ON THE 100 K.W.'S, WITH NO OVERLOADING, THE MADE THE GRADARTS BOOK CALLS FOR # 6L4345 MANIFOLD ASSEMBLY. THE ONES ON NOWL4344, ARE WRONG, AS STUD BOLT SLOTS HAD TO BE ENLARGED TO MAKE THEM SLIDE ON. NEEDS.

TION - A SOLUTION IS - RING & VALVT 9?: OPEN TIMING GEAR HOUSING AND CHECK GEAR WEAVING POSSIBLE THIS HAS NEVER BEEN DONE. IF THESE GEARS ARE QUITE WORN, THAT WOULD DEFINITELY BE PART OF THE PROBLEM.

FUEL INJECTION PUMPS AND NOZZLES IN A-1 CONDITION. 9''8?) 3 5#-5946 48=3 '#-\$5 # 5L8974 SHOULD BE REPLACED ALSO.

HIGHEST SEA WATER, #-' ?33, 78 DEGREES. LOWEST 69 DEGREES.

UNABLE, AT PRESENT, BECAUSE OF HEAVY WEATHER, TO FURTHER INVEST- 54-,'.8''89,. IF - ,&', THEY ARE AVAIL- ABLE OVER HERE. HAVE ALREADY CHECKED ON THAT POSSIBILITY. ONE OF THE BT FROM ROCKFORD FOR THE STBD. SIDE IS JAPAN- ESE MADE. WILL GET BACK ON TRANSMISSION A.S.A.P.

WEATHER IS CALMING DOWN. HOPEFULLY INFO TONIGHT.

PARTS AVAILABILITY THRU CATERPILLAR MITSUBHI, FROM THE STATES, IS ABOUT 6974 8,\$9.

CHIEF

message repeated

TOOC UQ

TO: BILL MITCHELL

FROM: CAPT. DON ARMAND

THE FOLLOWING FROM CHIEF KLINEPETER: 7/2/87

SCREW COMPRESSORNANCUNSZ

TEMPERATURES - JACKET WATER 170 DEGREES OUT. SCREW OHP
WHN
REES
ENGINE OIL PRESSURE 55 P.S.I. AVNE COOLING USES THE KEEL COOLERS AT.
THE SCREW
OIL
COOLERS ARE AGAIN USING COOLING MEDIUM. THE EXTRA
SKIN COOLERS, THAT WERE CONNECTED TO COOL SCREW OIL AND AFTER
COOLERS WERE TOO SMALL. THE INTERCOOLERS ARE NOW DISCONNECTED CONNECT
INTO
JACKET WATER SYSTEM, NEED 2 EOIEU ELBOW: 2 EACH #5L5940 ELBOW. THESE
PARTS
ARE ON THE
ENGINES ON THE PIER. PAGE 18A D 333 PARTS BOOK.

G-D MANUAL # OCS-6, APRIL, 1967 FOR MODEL SP -
PRESSORS, PAGES 9,10,11 CAN HELP EXPL
GI
D

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0916 JUL/02/1987

MMMM

EASYLINK MBX 8838825C001 2JUL87 09:27/11:42 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
TO: BILL MITCHELL
FROM: CAPT. DON ARMAND
THE FOLLOWING FROM CTER: 7/2/87

SCREW COMPRESSTEMPORATURES - JACKET WATER 170 DEGREES OUIL 160 DEGE OIL
PRESSURE 55 P.S.I. AVERAGE
ENGINE COOLING USES THE KEES IN THE PASREW OIL
COOLERS ARE AGAIN USING SEA WATER ASIUM. THE EXTRA
SKIN COOLERS, THAT WERE COOL SCREW OIL AND AFTER
COOLERS WERE TOO SNALL. TX
INTERCOOLERS ARE NOW DISCONNECTED.

TO CONNECT INTO JACKET WATER SYSTEM, NEED 2 EACH
#5L9837 ELBOW: 2 EACH #5L5940 ELBOW. THESE PARTS ARE ON THE
THE PIER. PAGE 18A D 333 PARTS BOOK.

G-D MANUAL # OCS-6, APRIR MODEL SP 600-DB COM-
PRESSO9,10,11 CAN HELP EXPLAIN WHY THE HEAVY EN-
GINE LOAJING, AS IT OCCURS ON HERE. THE INLET VALUE WOULD
BE W

THE EXHAUST MANIFOLDS ON THE ENGINES NOW, DID NOT FIT CORRECTLY
IN THE FIRST PLACE. USED ON THE 100 K.W.'S, 34-
LOADING, THE MADE THE GRADE.

PARTS BOOK CALLS FOR # 6L4345 MANIFOLD ASSEMBLY. THE ONES ON
NOWL4344, ARE

WRONG, AS STUD BOLT SLOTS HAD TO BE ENLARGED TO
MAKE THEM SLIDE ON. NEED 2 MANIFOLIN MY ESTIMATION - A SHORT TERM
SOLUTION IS

- RING & VALVE

JOB: OPEN TIMING GEAR HOUSING AND CHEVERY

POSSIBLE THIS HAS NEVER BEEN DONE. IF THESE GEARS ARE QUITE WORN,
THANITELY BE PART OF THE PROBLEM.

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ESE MADE. WILL GET BACK ON TRANSMISSION A.YBCA.P.

WEATHER IS CALMING DOWN. HOPEFULLY INFO TONIGHT.

PARTS AVAILABILITY TLAR MITSUBHI, FROM THE STATES,
IS ABOUT 9 DAYS FOR YOUR INFO.

CHIEF

TOOC UQ

O

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0926 JUL/02/1987

MMMM

YOUR MAILBOX IS NOW EMPTY
EASYLINK

OLWEN HOOKS .

Posted: Fri Jul 3, 1987 11:35 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: HGIH-3039-8524

EASYLINK MBX 9018120C001 2JUL87 23:30/07:31 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
TO: BILL MITCHELL
NPR: 7/03/87
LAT. 32-140-23 WTHR:MOD., R/T:24 00, SPD:5.00
DIST.: 120, L/O:831. F/O.1,650, FO/R:33,073.
BT.

TO: BILL MITCHELL
HAVE YOU RECEIVED PART NUMBERS RE SCREW COMPRESSORS?.
NAMES OF CREW ARRIVING TOKYO FOR ROTATION?.DEAN
ROBERT WISHES TO KNOW IF HIS MOTHER IS PITAL?.
BT.

TOOC UQ

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 2329 JUL/02/1987

MMMM
message repeated:

EASYLINK MBX 9018269C001 2JUL87 23:34/07:31 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
MITCHELL
NPR: 7/03/87
LAT. 32-31 LNG. 140-23 WTHR:MOD., R/T:24 00, SPD:5.00
DIST.: 120, L/O:831.:33,073.
BT.

TO: BILL MITCHELL
HAVE YOU RECEIVED PART NUMBERS RE SCREW COMPRESSORS?.
NAMES OF CREW ARRIVING TOKYO FOR ROTATION?.

TEST 2333 JUL/02/1987

MMMM

BILL MITCHELL

Weekend Report

Fred H. Moore

Monday, July 6, 1987

Posted: Mon Jul 6, 1987 9:28 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: BGIH-3040-7354

/MBX
EASYLINK MBX 9118414C001 4JUL87 14:05/12:58 EST
VIA: 9102405799

TO: 62961335

TOOC UQ
TO: WINDISCH, TOOC
FM: WIEDERSPAHN
RE495-589,

8':7''3 ,32 ':#37)3 285# 53:# '5-\$\$. MAJOR CONCERN IS
CHANGE OF PLANNED AUGUST LEAVES. MARC, DAN AND OSCAR DESIRE
STUDENT CRUISE OFF. ALL 3 HAVE MAJOR PERSONAL PLANS FOR
THIS TIME. SUGGEST HIRE GUNTECH AUGUST UNTILS WITH RYAN ON TRANSIT. PROPOSE
GRIFFITHS
HERE IN AUGUST.

I WILL CONTACT DODWELL ABOUT VAN, BOXES FOR S
NOROMA PRICING. WE HAVE NOW ABOUT 900 GALLONS ONBOARD.

SONOBUOY STILL BAD, BUT LAB OTHERWISE SMOOTH. 3.5 GOOD TO
5500 METERS ONLY.

Message Repeated:

TOOC UQ
TO: WINDISCH, TOOC
RSPAHN
RE: SCIENCE ROTATION

DISCUSSED NEW SCHEDULE WITH TECH STR CONCERN IS
CHANGE OF PLANNED AUGUYTERAVES. MARC, DAN AND OSCARUDENT CRUISE OFF. ALL 3 HAVE
MAJOR PERSONAL PLANS FOR
THIS TIME. SUGGEST HIRE GUNTECH AUGUST UNTIL PALAU TO

REBUILD GUNS WITH RYAN ON TRANSI GRIFFITHS
HERE IN AUG WILL CONTACT DODWELL ABOUT VAN, BOXES FOR SECTIONS AND
NOROMA PRIT 900 GALLONS ONBOARD.

SONOBUOY STILL BAD, BUT LAB OTHERWISE SMOOTH. 3.5 GOOD TO
5500 METERS ONLY.

TOOC UQ

O

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 1404 JUL/04/1987

MMMM

EASYLINK MBX 9126747C001 5JUL87 00:26/12:59 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MITCHELL

NP

LAT. 30-41 LNG. 5#4:MOD,, R/T:24 00,=

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.
EST 0025 JUL/05/1987

MMMM

Message Repeated:

EASYLINK MBX 9126762C001 5JUL87 00:31/12:59 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BIHENMITCHELL

NPR: 7/05/87

LAT. 30-41 LDTQEEARO

LBMGXMMDKVP R/LGCZLWAZGSPD:5.00

DIST.: 120, L/O:826. F/O.1,675, FO/R:29,698.

TOOC UQ

TO: BILL MITCHELL

NPR: 7/05/87

LAT. 30-41 LNG. 139-49 WTHR:MOD., 00, SPD:5.00

DISTL/O:826. F/O.1,675, FO/R:29,698.

BT.

EASYLINK MBX 9102604C001 3JUL87 22:58/13:10 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

TO: BILL MITCHELL

NPR: 7/04/87

LAT. 30-56 LNG. 140-54 WTHR:MOD., 00, SPD.: 120, L/O:829. F/O.1,700,
FO/R:31,373.

BT.

BT.

TOOC UQ

TO: BILL MITCHELL

NPR: 7/04/8756 LNG. 140-54 WTHR:MOD., R/T:24 00, SPD:5.00

DIST.: 120, L/O:829. F/O.1,700, FO/R:31,373.

EASYLINK MBX 9114014C001 4JUL87 10:34/13:12 EST

VIA: 9102405799

TO: 62961335

TOOC UQ

TO: ART MAXWELL

FROM: BAND GREG MOORE

RE: SHIP SCHEDULE

IF ALL WORKS DURING REMAINING TIME (GIVEN ETA 9 JULY)
WE WILL HAVE ACQUIRED TEN DAYS MCS DATA DURING FM35-05:
2 DAYS WITH INTERMITTENT GUNS, 3 AT 24-FOLD, AND 5 AT
ONLY 1000 CU IN. OF THE TWENTY DAYS FUNDED ACQUISITION
SUPPOSEDLY AT 48-FP CU IN), WE HAVE LOST ONE
DAY TO TROPICAL STORM SPERRY, ONE TO EXTRA CABLE WORK,
THREE TO COMPRESSOR PROB FIVE TO FUEL TANK
PROBLEMS. WE ARE THEREFORE OWED EIGHT DAYS OF GOOD MCS
M

RUNNING A SHAKEDOWN CRUISE FOR FOLLOWING UTIG/ODP
PROGRAMS HAS NOT BEEN FUN AND HAS SEVERELY COMPROMISED
OUR SCIENCE. ADDITIOAUGUST (F
LAST YEAR) IS UNLIKELY TO COMPENSATE FOR GOOD WEATHER
CONDITIONS BEING EXPERIENCED NOW.

A RETURN CRUISE TO THE BONIN AREA FROM OSAKA WILL REQUIRE
MINIMUM THIRTEEN DAYS (FOR EIGHT DAYS MCS ACQUISITION)
PLUS THREE TO FOUR DAYS FOR UTIG/HIG OBS PROGRAM.
YOKOHOMA WOULD REQUIRE ONERANSIT. THE
SCHEDULED FOURTEEN DAY CRUISE IS INSUFFICIENT UNLESS NO
OBS WORK IS DONE. WE REMAIN HOPEFUL THAT PROMISED MAKE-UP
PROVIDED, RATHER THAN CHOPPING THIS CRUISE
AND THE MODIFIED STUDENT CRUISE BSPECTIVELY.

PLEASE COPY THIS TELEX TO DICK BUFFLER, NSF

AL

TO REPLY FROM TELEX I OR II (TWX) DIAL 100 FROM EASYLINK USE /WUW.

comsat usa 22943 07/04 16:25*
1504136 TOOC X
ga+
00259102405799+

tooc uq
TO: ART MAXWELL
FROM: BRIAN TAYLOR AND GREG MOORE
RE: SHIP SCHEDULE

IF ALL WORKS DURING REMAINING TIME (GIVEN ETA 9 JULY)
WE WILL HAVE ACQUIRED TEN DAYS MCS DATA DURING FM35-05:
2 DAYS WITH INTERMITTENT GUNS, 3 AT 24-FOLD, AND 5 AT
ONLY 1000 CU IN. OF THE TWENTY DAYS FUNDED ACQUISITION
SUPPOSEDLY AT 48-FOLD AND 3000 CU IN), WE HAVE LOST ONE
DAY TO TROPICAL STORM SPERRY, ONE TO EXTRA CABLE WORK,
THREE TO COMPRESSOR PROBLEMS, AND FIVE TO FUEL TANK
PROBLEMS. WE ARE THEREFORE OWED EIGHT DAYS OF GOOD MCS
ACQUISITION.

RUNNING A SHAKEDOWN CRUISE FOR FOLLOWING UTIG/ODP
PROGRAMS HAS NOT BEEN FUN AND HAS SEVERELY COMPROMISED
OUR SCIENCE. ADDITIONAL TIME IN AUGUST (FOUR TYPHOONS
LAST YEAR) IS UNLIKELY TO COMPENSATE FOR GOOD WEATHER
CONDITIONS BEING EXPERIENCED NOW.

A RETURN CRUISE TO THE BONIN AREA FROM OSAKA WILL REQUIRE
MINIMUM THIRTEEN DAYS (FOR EIGHT DAYS MCS ACQUISITION)
PLUS THREE TO FOUR DAYS FOR UTIG/HIG OBS PROGRAM.
YOKOHOMA WOULD REQUIRE ONE DAY LESS TRANSIT. THE
SCHEDULED FOURTEEN DAY CRUISE IS INSUFFICIENT UNLESS NO
OBS WORK IS DONE. WE REMAIN HOPEFUL THAT PROMISED MAKE-UP
DAYS WILL BE PROVIDED, RATHER THAN CHOPPING THIS CRUISE
AND THE MODIFIED STUDENT CRUISE BY ONE AND TWO DAYS
RESPECTIVELY.

PLEASE COPY THIS TELEX TO DICK BUFFLER, NSF

ALOHA.

*
tooc uq
*
tooc uq

comsat usa 04707 07/06 17:51*
1504136 TOOC X
ga+
00259102405799+

1756Z

tooc uq
TO: TOOC/ROBERTS
FM: WIEDERSPAHN
RE: 06JUL MSG

1) DAN ALSO WORRIED FAMILY NANKAI. MY LAPSE NOT SAYING SO
05JULY. WILL DISCUSS W/ SHIPLEY HERE.

3) FEEDBACK VARIABLE REGARDING SIZE/CONTENT OF TANKS. AM
TOLD 270 GAL DIRTY AND 950 CLEAN NOW, BUT JUNK IN BOTTOM
REDUCES USABLE. DON'T KNOW START AMT. WILL DRAIN SPARES
IF NEEDED FOR BOOTS NANKAI, BUT MAY NEED MORE BONIN II.

PLS ORDER ONE SYNTRON COMPASS FLOAT PN 20-101432R 2.5 INCH.

*
tooc uq
TO: TOOC/ROBERTS
FM: WIEDERSPAHN
RE: 06JUL MSG

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PLS ORDER ONE SYNTRON COMPASS FLOAT PN 20-101432R 2.5 INCH.

*
tooc uq

MAXWELL

7/7/87

04:47 Z

comsat usa 10707 07/07 04:47*
1504136 TOOC X

ga+
00259102405799+

*

tooc uq

TO:DR. ARTHUR E. MAXWELL
DIRECTOR, INST. TO GEOPHYSICS
UNIV. OF TEXAS AT AUSTIN

MCS AND OBS WORK WILL BE DONE DURING AUGUST
THREE TO SEVENTEEN BONIN MAKEUP CRUISE.

REGARDS,
BRIAN TAYLOR AND GREG MOORE

*

tooc uq

TO:DR. ARTHUR E. MAXWELL
DIRECTOR, INST. TO GEOPHYSICS
UNIV. OF TEXAS AT AUSTIN

MCS AND OBS WORK WILL BE DONE DURING AUGUST
THREE TO SEVENTEEN BONIN MAKEUP CRUISE.

REGARDS,
BRIAN TAYLOR AND GREG MOORE

*

tooc uq

Daily Report

R.V. FRED H. MOORE

Thursday, July 9, 1987

Posted: Thu Jul 9, 1987 9:08 AM EDT
From: UTIG.GALVESTON
To: A.MAXWELL, UTIG.AUSTIN
CC: UTIG.GALVESTON
Subj: R/V FRED H. MOORE REPORT

Msg: EGIH-3046-1983

EASYLINK MBX 9878658C001 9JUL87 04:12/07:59 EST
VIA: 9102405799

TO: 62961335

TOOC UQ

2422566KEIYOT J

KEIYOSHIP TOKYO 9/7/87 1800

UNIVERSITY OF TEXAS INST GEOPHY MAR OPS
CC: DODTRAMP TOKYO (TLG-B/MM)
DODTRAMP OSAKA

R/V FRED H. MOORE ARRIVED TOKYO 9TH 0700 FUEL OIL 26,171 GALLONS
BERTHED ALONGSIDE WHARF HARUMI-FUTO-L 0800 ETD TOKYO 13TH PM STOP
CASH USD1500 DELIVERED AT MASTER'S REQUEST ALSO BUNKERING 10TH
1330 HRS
KEIYOSHIP

EST 0411 JUL/09/1987

MMMM

BILL MITCHELL

KEIYO
7/7/87
04:42

kdd 07 0420z

*

1504136 TOOC X

comsat usa 10673 07/07 04:42*

1504136 TOOC X

ga+

007202422566+

*

2422566keiyot j

KE

TO: KEIYO SHIPPING AGENCY

FROM: BRIAN TAYLOR

R/V FRED H. MOORE

RE: YOUR TELEX ITEM 7

FOUR BOXES CONTAINING ELECTRICAL EQUIPMENT
WILL BE SHIPPED FROM OSAKA IN LATE AUGUST
RATHER THAN FROM TOKYO IN JULY.

REFER TO OUR TELEX OF 6 JULY CONCERNING
REPLACEMENT EXHAUST MANIFOLDS. BE ADVISED
THAT CORRECT NUMBER IS # 6L4345.

BT.

R/V FRED H. MOORE

*.422566keiyot j

TO: KEIYO SHIPPING AGENCY

FROM: BRIAN TAYLOR

R/V FRED H. MOORE

RE: YOUR TELEX ITEM 7

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WILL BE SHIPPED FROM OSAKA IN LATE AUGUST
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BT.

R/V FRED H. MOORE

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2422566keiyot jx