

Haines

IDA GREEN Cruise #24-5

Depart Acajutla 0430 local 1030Z 26-V-77.

Scientific party:

J. L. Worzel Chief Scientist
T. H. Shipley
K. C. Moore
K. J. McMillen
T. R. Haines
Lundberg
W. M. Lonabaugh
O. Eapen
G. W. Pearcy
R. Cunningham
J. Kuo
Bustamante (El Salvador)

First core 1000 26-V-77

Took 4 cores in 50 fms - 900 fms.

27-V-77 Took 3 cores in 900 to 2100 fms.

Breake on wire drum is dragging. Will have to fix it. Starter on engine just barely turns it over. Will have to fix it. Core 7 on steep slope in 2200 fms had chert, quartz, basalt and serpentine on continental wall of trench.

Bob asked about load condition at time of accident. Ship was fully loaded with fuel but had none of present deck load of equipment so full load 396 long tons, 50% loaded 340 long tons so we estimate 370 long tons.

28-V-77 Winch emergency brake dragging so that coring speed greatly reduced and safety nil. George and I took brake apart (in the rain) and loosened it up. We had to bend it some so that it wouldn't drag.

Started at 6AM and finished at 2:30. Ran back to pushed basin and took core. Started over at 16:20 and on deck at 1800, 2150 fms. No trouble.

This is more like it. Fixed maggie problem by moving towing hitch.

Apparently broken wire or partial short at former towing position.

29-V-77 Sunday

Started at 0600 took four cores by 2000 in depths 2110 - 2900 fms. Core winch overheats from 2900 to 1900 fms of wire out. O.K. from then on up. Will take out thermostat tomorrow, if any. Rigged dredge using baling wire for shackles to connect thru lengths of half inch chain and one short length of 3/8 inch chain - right at the dredge. Will try a dredge and core tomorrow morning.

30-V-77 Monday

Tried to core and dredge #13 together. Chains of dredge got out of bag and fouled up on core. Got a core but no dredge. Ripped arming device off trigger. Got a core but no dredge and used up an hour dredging. Took #14 core in trench at 32-40 fms. Took one layer of loosely packed wire off drum before we hit bottom. Core came back O.K. Engine on winch overheats until 1800 fms is reached. Radiator must be clogged. Nothing out here to unclog it.

Need at Acapulco

1 1/4 I.D. 2 1/4 O.D.

tapered roller bearing

Inside race 1/2" thick

need 4 for level wind on winch

suggest get 8

31-V-77 Took 3 cores 15, 16 and 17. One on outer ridge crest, one in basin part way down to trench, one in trench at foot of landward wall. The latter in 3230 fms. Level wind bearing, came apart on core #16. Put damaged bearings on top after reassembling them. Brought core up slowly to 1000 fms and then fast. Seems O.K. Used it on #17. It is inconceivable not to have spare bearings for such a machine on board!

1-VI-77 Took 3 cores today. The first two in the rain. Tried a dredge on

all 3. The first in 3100 fathoms cored mud. The second was fauled up in the trigger release and apparently never dredged bottom. This was in 2500 fms. The third in 900 fathms deployed properly but had no traces of bottom on it.

2-VI-77 Took cores 20 - 24 today. Next to last was sandstone in 75 fms. Hard sandy layer with pebbles in last core about 90 fms. #23 Plugged so hard collapsed 2/3 rds of liner. New tool arch made for removing liner is too small! 24 cores in 8 days is not too bad but very tiring. Requires 14 - 16 hour working days on deck. Feel quite sure that Casey Moore had a fair go at samples he wanted. Will put out streamer tomorrow at daylight.

3-VI-77 About to stream multichannel when skipper decided we had to take Andrew Price - Chief Engineer to San Jose. He claims he got welding slag in his eye while cleaning the overhead in the engine room. His eye has been swollen for several days and he has tried everything he and Capt. can think of to get foreign material out. He has used every kind of medicine on board ship.

Arrived and anchored at San Jose at 1150. Doctor came out about 1245 local. Took ^{Doctor} ~~Dough~~ ashore as he didn't have enough light or proper space on board. Said he'd be back about 2 PM (local). Returned at 2:30 and stated he would have to take him to Guatemala City to the hospital as a piece of metal(?) was way back in the eye and it would need a specialist. Said he'd have to have \$200.00

Skipper gave him all but \$10 of his money - i.e. \$700. He said they'd be back at 2100 either with Dough fixed or to get his clothes as he would have to stay in the hospital several days, depending on the infection level.

Found out how to check the magnetometer electronics with the self exciter. All electronics O.K. Moved cable around at all probable trouble

spats and could not make a bad signal. Put maggie and cable in water and could not get any shorts. So opened top of fish. There were only two wires inside. Closed it and opened other end and refilled with Noroma. Believe it had air pocket - pockets.

Andrew
Dough returned at 2355 local. Eye work cost \$197.50. Got underway at 0030 local 0630Z.

4-VI-77 Arrived at location at 1140 Z and started deploying streamer. Streamer out and guns over by 1700 Z. Had made too much coasting so had to return to east to start at Exxon hole #1 trace is dead in camera but tom thinks it is alright on RC/RP. Started out line at 2107 Z.

5-VI-77 Routine 24 fold shooting. #1 trace dead. 3 guns 20 seconds 350# 1 in². Current pushing us ahead of seaward in morning, back and shoreward in afternoon.

6-VI-77 Routine 24 fold shooting still 3 guns. Checked continuity of line section taken out of streamer the other day, drained salt water out of it. Refilled with oil and put on storage reel.

7-VI-77 Continue 24 fold work. Near shoreline so enjoyed scenery. Very mountainous, few houses no roads looks more like mining camps. Put 4 guns on line after lunch and could only fire at 310 PSI because the new gun (inboard starboard) would free run at 320.

PGR stylus take up roller jammed. Bearing broke. Took off and fixed by removing inboard bearing and putting it outboard, using outer case of broken bearing. Put masking tape on shaft so washer couldn't slip then flat washer then 2 lock washers that just fit inside former outer case then flat washer and horseshoe retainer. Rattles about a bit, but it runs. No spare bearing on board.

8-VI-77 Took out crane gaft sleeve and cleaned bearings and got greasing to work. Greased all bearings etc. on winch, which George said had kept greased but were not as all old grease was caked and some even painted. Greased overboard streamer. Took off emergency brake handle. Cleaned shaft and inner socket, tried to make a small groove in socket so grease could spread and reassemble. Worked so easy George thought it wasn't hooked up. 4 guns now working at 330 PSI. Without free running. Bottom shows little layering all along here and mostly what I think is volcanoes. Gun circuit failed at about 0000Z. Eapen did not know where parts were or how to start looking for trouble. John Kuo found cards finally and when we swapped 2-2 card guns started working again. Lost about 7 miles of records. About 0500 Z middle flattened tipping. Eapen finally got it running again about 0800 Z.

9-VI-77 Got to Oaxaca Grid area about 1600 Z yesterday. Finished inshore traverse and 2W traverse (both the same) about 0745 Z today. Started 6N line about 1340 Z. No equipment problems today. About 2/3rds finished line 5N by end of day. 2 Deck hands - 2 Engineers decided they wanted off in Acapulco for "mistreatment". No hard treatment at all has been apparent to me in the two and a half weeks I have been aboard.

10-VI-77 Two engineers have changed their minds and are staying. Started grid line 4N at 1220 Z. Today the deck hands changed their minds and are also staying. Eapen fixed the card for the gun - firing circuit. We completed line 4N and half of 3N today. In afternoon found 3 second noise on record at end of programmed gain time. Tried resetting most of dials and couldn't get rid of it till we changed the CUI trip and delay card.

11-VI-77 All went well today. Nothing special to remark on.

12-VI-77 Secured from multichannel 1330 Z 2 guns and maggie on board 1345 Z and start in with streamer. Streamer on board 1500 Z. Last 2 fms on board 1515 Z and start for #25 coring position. Took 2 cores and secured early - well timed out.

13-VI-77 Started at 1230 Z and secured at 0130 Z on 14th. Took 4 cores. Too sandy and bubbly. Had difficulty finding location of the last core as it was in an 8 hr period of no satellites. Rained most of the day and we caught about 70 gals in waste baskets. Some took baths, others washed clothes.

14-VI-77 Took 3 cores. Two in trench bottom - sandy. One on steep inshore wall. Secured about 0007.

15-VI-77 Took 4 cores. One in 1600 fms 1 in 600 fms and 2 in 60 and 40 fms. Secured coring gear on deck and underway to check some magnetic anomalies that were questionable by 2700Z. Underway for Acapulco at 0100 Z.

16-VI-77 Tied to dock at Acapulco 0700 local 1300 Z.

17-VI-77 Got Braniff, shipment and PAA shipment from Acajutla yesterday. Thief on board and took \$25 from Chief Sci. cabin while Chief Sci. slept. Woke up and chased thief, 0530 found watch passed out from drink on mess hall floor. While searching boat for thief, found water over engine room deck plates due check valve in evaporator. Not functioning. Sent off 42 cardboard cartons off mag. tapes from ship. Put in new roller bearings on trawl winch. Replaced wheel in PDR.