

M E M O R A N D U M

Date: 15 June 1978

To: MSI-Personnel

From: _____

R. Ewing
R. Ewing

Re: IDA GREEN 29

Posit at 1300L was 13-03N, 91-29W.

Departed San Jose at 1830 yesterday. Have been working on steamer. Repaired 3 leaks in old (Mobil) patches. Streamer looks much better now. Twisted off steamer lead-in cable during launching operations. Making repairs now. Recommend getting a spare lead-in cable. Expect to start shooting maxi pulse about midnight.

Needs lamp for monitor camera:

Illumination Industries Lamp Type X36-1756 IV 3.4 at 10.5, serial 5-Y7-9.

M E M O R A N D U M

Bames

Date: June 30, 1978

To: MSI Galveston Staff From: Y. Nakamura

Re: PDP-11/PDP-15 A/D Converter

PDP-11/PDP-15 A/D Converter software has now been completed. It can handle up to 32 channels of data at a sampling rate up to about 9000 samples/sec. The output will be written on a 7-track magnetic tape.

A write up of the detailed description and operating procedures is available for anyone interested in using it.

M E M O R A N D U M

To: Staff

From:

R. Ewing
R. Ewing

Date: 7-3-78

Re: Ida Green 29

Position at 0900L was 16-05N 98-39W

Have taken one core in deep water. All OK. Ship sailed from Acapulco Saturday at 1800. Batten, air gun tech, missed the ship.

M E M O R A N D U M

111110
Date: 12-7-78

To: Staff

From:


R. H. Ewing

Re: Ida Green Cruise #29

Position at 1000 L was 12°59'N, 91°14'W.

Ship reported that the Sat. Nav. stopped updating time after last alert and had no key board control. Tried a power-fail restart. Would not come on or reload tape. Tape reader OK. Changed out CPV and memory boards. No help. Power supply OK. Interface board probably cause. No spare. Satellite Positioning Corp. personnel unable to assist in trouble shooting based on above. We will obtain additional spare board to send to the ship at the next port.

Dr. Worzel reported that he would do the Costa Rica CDP work enroute to Panama. Position at 1600 L was 13°09'N, 91°12'W.

M E M O R A N D U M

R. Ewing

Date: 7/17/78

To: Staff

From: R. Ewing

Re: Ida Green Cruise #29

Position at 1600 L was 11°56N, 88°05'W.

Dr. Worzel wants Interface and I/O boards for the Sat. Nav. plus the power supply drawing. ETA Panama is Friday, July 21st. There are 9 sonobuoys left on the ship.

M E M O R A N D U M

Date: 7/18/78

To: Staff

From: R. Ewing

Re: Ida Green Cruise #29

Position at 1600 local was 09°02'N, 84°37'W.

ETA Panama is 2000 on Thursday, July 20th.

Needs: a) Switch (circuit breaker) for steering motors

b) TIP 34

c) GED 43C5

d) What is replacement for MC 7479L

Date: 7/19/78

To: Staff

From:

R. Ewing

Re: Ida Green Cruise #29

Position at 1300 local was $8^{\circ}46'N$, $83^{\circ}43'W$.

Ship has been delayed about 12 hours on the Costa Rican project. ETA Canal Zone is now 1700 on Friday, July 21st. Tape #292017 has been located. Dr. Worzel will bring it to Galveston.

Need: 24 ea. 2N2222
3 rolls duct tape.

M E M O R A N D U M

To: STAFF

From:

R. Ewing
R. Ewing

Date: 7-24-78

Re: Ida Green 29

Ship arrived Panama on Friday, July 21st. She has completed transit and is making generator repairs at Cristobal. Exciter is being rewound. Hope to complete repairs today and sail tonight. We plan a fuel stop in Porto Cortes, Honduras about Aug. 7th.

M E M O R A N D U M

Date: 7-25-78

To: Staff

From: R. Ewing

Re: IDA GREEN 29

Position at 1600 L was 9-56N 78-51W.

Departed Panama at midnight. Repaired generator is working satisfactorily. Streamer is out, four guns working. Everything Ok.

To: STAFF

From:

R. Ewing
R. Ewing

Date: 7-27-78

Re: IDA GREEN 29

Position at 1000L was 9-17N 77-29W

Replacing magnetic coil in one gun now. Will have only one spare remaining. ETA Porto Cortes, Honduras is Monday, Aug. 7th. Informed Dr. Houston that T. Shipley needs to talk to K. McMillen about the Pacific rocks ASAP. Will be prepared to talk tomorrow.

M E M O R A N D U M

Date: 8-1-78

To: Staff From: J. L. Worzel

Re: Ida Green Cruise #29

The ship is at 16°8'N latitude, 78°21'W longitude.

The radar is still out. They think that having investigated it, now, that a diode shorted and that this has blown additional resistors and diodes. They replaced all of the ones for which they have replacements on board without getting the radar functional. They think that they will need replacement boards for the one called input REG 65251CT. A second board is inverter and frequency modulator #65149ARX110. There is also a possibility that a much more difficult to replace board may have to be replaced which is called AFC and tuning indicator #65149APX103B.

Mark reports that Gun No. 1 coil failed. That they put in the new magnetic plate that I had replaced and that the gun would not fire at 300 psi and they attributed this to the bent ring which cannot be the case. So they are busy replacing the coil in the other ring. In addition, the cable shows open between 19 and 32 which implies a plug that has come apart between 32 and 33 but it has been so rough that they felt that they would do more damage to the cable to try to repair it than otherwise. They're still using 24 channels skipping the channels from 19 to 32. This will involve some change in the processing techniques. Otherwise all goes well and they estimate they will be in Porto Cortez on Monday the 7th.

Date: 4 Aug. 1978

To: Staff

From:

R. Ewing
R. Ewing

Re: Ida Green Cruise #29

Position at 1500 local was $19^{\circ}24'W$, $84^{\circ}36'W$.

On schedule; everything going fine. Informed ship that a radar repairman would meet them on arrival. ETA still noon on Monday, Aug. 7th.