

CRN

9438

DAILY LOG

INSTITUTE OF OCEAN SCIENCES
OCEAN PHYSICS

DATE

Sep. 14 - 26

1994

VESSEL

Arctic Luik

PROJECT

B.A.S.E.

Also

CRN 9442

- AXBT

Launches

Oct. 3-4

Oct. 13-14.

BASE Project Fall 1994

<u>Date</u>	<u>Time</u>	
Sep 14		- Andreas + Charly depart San Diego
	1600	- Tom departs Victoria
	2030	- we meet at Nisku Inn Edmonton
	2230	- everyone has lost luggage - luggage delivered except XBT's for Andreas.
Sep. 15	0700	- depart for Ed. Int'l Airport. destination Tuk
	1400	- check on equipment in Inuvik - all has arrived in Tuk - Andreas still missing XBT's - check on bookings with Pingo Park + NTCL - all OK.
	1630	- arrive in Tuk and check in at Pingo Park.
	1800	- set up equipment at NTCL for calibration of RCM compasses also S4's.
Sep 16	0800	- calibrated KUH Good 7 on 3rd attempt.
		- established Datum to be used for GPS = NAD27 off charts
		- established magnetic declination at Tuk = $37^{\circ} 18' E^{\circ}$ = $37^{\circ} E$ for purposes of KUH. - this was done using Humphrey's program - chart says $38^{\circ} E$ 1991 - $14' W/year$ = $37^{\circ} E 18'$ 1994
		- picked up 2 spare vinyl floats from Bay 2 (Peter said there would be 6-7) (Called RCMP prior to going in to clear it.) These + 2 spare already packed should be good for Scripps S4 mooring.

Date

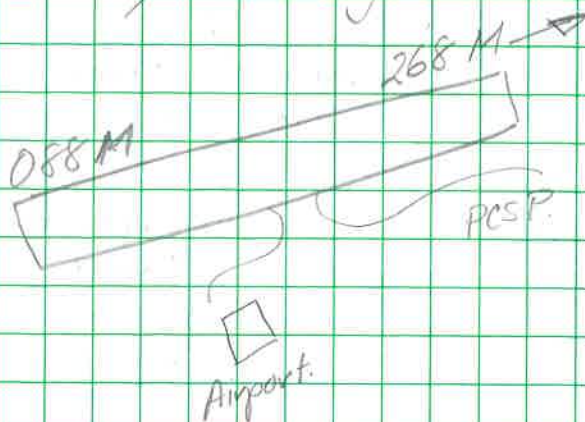
Time

Sep 16.

- used GPS to establish correct time
set my watch, KVH + computers

1100

- check KVH calibration with airport
runway bearing



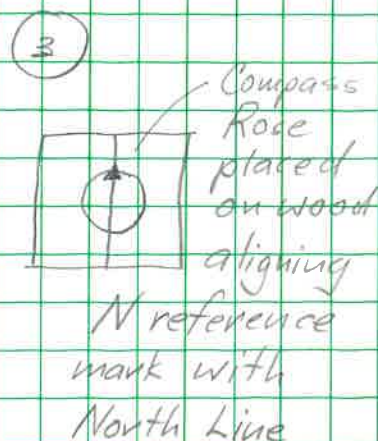
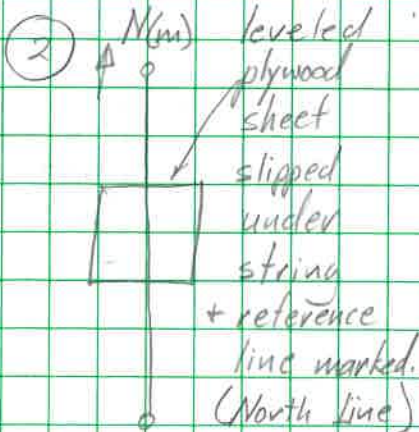
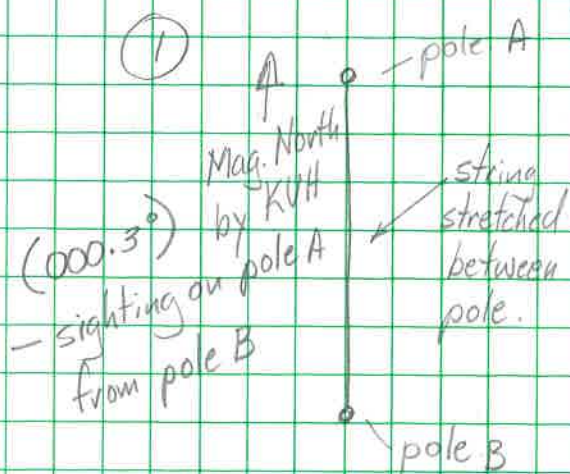
runway bearings
are 88 mag
+ reciprocal
268 mag

KVH reads 88.5-89.5 269-270
magnetic setting is no northing defined
(see KVH manual)

- this agrees very well with same
experience in 1992 Apr. see KVH
manual pg. 27

1500

- compass calibration for RCM's (+)



④ Current meters
set on compass
rose aligning
North reference
(orientation block)
to North mark
on compass rose

⑤ Current meters
were set previously
on 1 min. sampling
with tape spooled over
recording head.
3 readings were taken
on North mark.

⑥ 2 readings
were taken
at each
45° interval
rotating instr
clockwise.
North repeated 2X

Date

Time

Sep. 16

1800

not related
in time

- compass calibration. of S4's (2)
- setting up instruments continues.
-
- called RCMP for access to Bay 4.
- called Arctic Iwik through Inuvik CG Radio.
- ship just leaving Dolphin + Union Str.
- will arrive evening Sep. 18 (possibly mid-day I suspect)
- we will have until Sep. 26 when our program ends and will be put ashore along with their planned crew change that day
- helicopter can come to right to NTCL warehouse to pick us up with equipment.
(we take equipment to helicopter by pick up truck from NTCL)
- advised Capt. on quantity of freight to be taken on board
- confirmed we would not use helicopter during cruise
- agreed to call again morning of 18th
- I gave NTCL + Pugo Park numbers

2200

- Charly + Andreas return from calibrating S4 compasses with difficulty
- they had 8° error in reciprocal bearings at the site i.e. Mag. north was correct but the south reading was out by 8°
- they could repeat this at the airport 10° error and a new site.

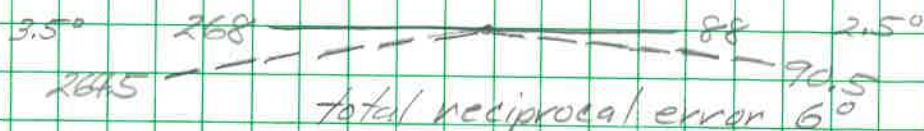
Date Time

Sep 16 cont'd

- Andreas's are $\pm 7.5^\circ$ accuracy so I won't repeat their compass swing as it stands at present.
- have to deal with this again tomorrow since S4's have $\pm 2^\circ$ accuracy depending on what we find I may redo the RCM4's.

Sep 17 0800

- went back to Airport to check KVH. got 90.5 vs 88 and 264.5 vs 268



- assume Sep 16 check at airport was correct (backed by results from 1992)
- went back to last calibration site established Sep 16 and found reciprocal error still there and in fact rotated by 1-2 degrees
- conclusion is there are local magnetic anomalies in time + space and/or a drift in the KVH calibration over time
- recalibrated KVH on site using remote method → GOOD 6
- check for reciprocal error 181.5 → 000.5 = app 1°
- reestablished calibration line.
- proceed to calibrate S4's for direction.

1030

- Tom sets up instruments while Andreas + Charlie finish S4 work.

Date Time

Sep. 17

cont'd.

- finished Aanderaa instr. set up
 - TC 366 failed
 - no trigger response
 - data garbage
 - erratic timing
- checked out other systems
 - FS1 Finger receiver, Seastar releases
- finished S4 setup
- designed S4 mooring
- repacked equipment and separated it into helicopter loads
- Capt. Mellis calls
 - will arrive 1400 Sep. 18
 - helicopter will arrive 1430 at NTCL warehouse
 - we take equipment to it by pick up truck
 - NTCL gives us access to warehouse on Sunday + pick up.
 - there is chance that we do not finish getting on board Sep. 18
 - plan is that Charly + Tom get on for sure with RDI + CTD equipment and set up on ship.

Sep. 18

0800

- at NTCL packing, selecting loads clean up. + weighing equipment.
- a weather system has just passed through

DateTime

Sep. 18

cont'd

- the following loads were established

Big Load
(RDI's + Cor. Son.)
Drifters

6 pcs

260

452

186

236

10

65

1209 lbs

(1219)

CTD Load
(FSI + SBE)

5 pcs

75

20

8

24

12

139 lbs

(210)

XBT Load

4 pcs

16

6

10

22

54 lbs

(102)

Moor. Load
(RCM's TG's Rel
etc.) 27 pcs

7 x 68 = 476

2 x 24 = 48

2 x 20 = 40

2 x 6 = 12

2 x 8 = 16

4 x 28 = 112

8

26

8

6

22

12

18

22

826 lbs

(1200)

Computer Load

8 pcs

16

18

5

24

64

12

30

32

(340)

201 lbs

203

1209

139

54

826

201

2632 lbs

Tools + Personal

7 pcs

36

12

36

48

18

32

21

more? personal kits

(406)

203 lbs

Scripps load 825 kg

I.O.S. # 757 kg

I.O.S. #2 80 kg

1662 kg

(1572) kg

Date Time

Sep. 18

1315

- helicopter from ship picks us up at NTCL warehouse

- we send in 5 loads

- Charly and Tom go with smaller 2nd load

- Andrews comes out with smaller 5th load.

- ship app. 15 miles off ic Toker Pt.

- we are aboard with all equipment 1600

1600

- we start setting up.

- Tom does CTD moorings

(ie S4 mooring + correlation sonar mooring)

- Andrews + Charly do RDI's

2400

- we stop work

- after supper we met with Capt. Mellis + Ex-Office to discuss cruise plan.

Sep. 19

0700

- finished prep of S4 mooring

- prep. of dragging line onto tugger winch

- 1 RDI successfully deployed in well

- started prep of Correlation Sonar

- set up GPS.

1300

- deployment of 2nd RDI ran into problems - it is stuck below lower edge of well - can go down but not up.

- can still be clamped and used to complete program

- we can :- pass a line under hull and hook it

- jettison it with pop up buoy + acoustic release

- jettison it with long length of floating line

1400

- we depart anchor point for S4 mooring

Date

Time

Sep. 19

1649

- launch BASE 94-54 mooring in 15.5m water @ 69 53.940 133 32.895
- both Tom + Andreas check out Benthos release
- preparations continue
 - Corson mooring nearly done
- Drifter Buoys assembled - enough for overnight deployments
- CTD system completed + check
 - plan test cast next day
- deploy drifters through night

Sep. 20

0700

- launching of drifters continues
- preparations continue
 - set up XBT system
- assembled Correlation Sodar mooring
 - test releases 5644 and 4738 (both functioned as required)
 - check release codes are different from ADCP + IPS (Melling) moorings
 - chans. selected such that there is one unique channel on each of the above mooring (Melling moorings have 4 releases occupying chan. 1 to 4.)
- start assembly of replacement CM1 and CM2 mooring
 - test out releases 6888 + 6890 (short cases)
 - 6890 fails - can't parallel up in short case + long case instrument.
- interfacing gyro-compass to ADCP's not working well - another attempt today was not successful.

UTC

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YEAR 94		MONTH 09		TIME ZONE AST		BASE				CRUISE 9438		PAGE OF	
DAY	STATION IDENTIFICATION	DEPTH SOUNDING (m)	SHIP STOP/START TIME	LATITUDE/ LONGITUDE	STD CONSEC. #	GMT STD TIME	HYDRO CONSEC. #	MESENGER TIME	HYDRO SALINITY #	OXYGEN #	SURFACE TEMPERATURE/ SALINITY	LOOP SALINITY #	NOTES
21	COR SON	54		70 17.381 133 39.239	001	0122							XBT 371 - failed
21	S4 mooring	16		69 54.076 183 31.409	002	0549							erased
21	- u -	- u -		69 54.132 135 33.566	002	0604							
22		50		69 47.75 137 19.27	3	0623							
- u -		65		69 46.29 137 38.59	4	0729							
		102		69 44.77 137 52.10	5	0834							forgot to clean the altimeter
		147		69 42.23 138 18.24	6	1017							salinity of 35.8 at bottom ???
		93		69 40.31 138 43.87	7	1156							
		53		69 39.8 138 48.51	8	1239							touch ground bottom
		35		69 38.97 138 56.12	9	1314							
23	CH2	80		69 29.99 138 58.87	10	0131							subsurface temperature minimum, correlate with ADCP
	B1	40		70 8.73 136 56.01	11	0902							

Ref
Date

Time

Sep. 20

cont'd
1902

- launched Correlation Sonar mooring in 55 m water @
70° 17.405
133° 39.392

- setup CTD system and completed CTD 001
- system worked well

- completed XBT 371 on station (failed - wire touching ship)

2345

- ship's bow thruster is inoperable making maneuvering difficult
- finished CTD at 5th station
- Andreas does XBT's through night

Sep. 21 0730

- do XBT #380 - successful
- problems with XBT's through night and again in early morning
- cleaning contacts and attention to loading XBT launcher resulted in successful cast.
- heading for mooring sight ETA 1100 making preparations

1140

- on station CM1
- good strong pinger signal - Hurvery!
- All Call Command $\Rightarrow$ ranges 313 m
consistent 356 m

1159

- at 356 m range sent R20B08
- received acknowledgement
- received release confirmation
- sent All Call to monitor rise
450 - 470 ranges received - we are also drifting
- ship moving back to location to await buoys

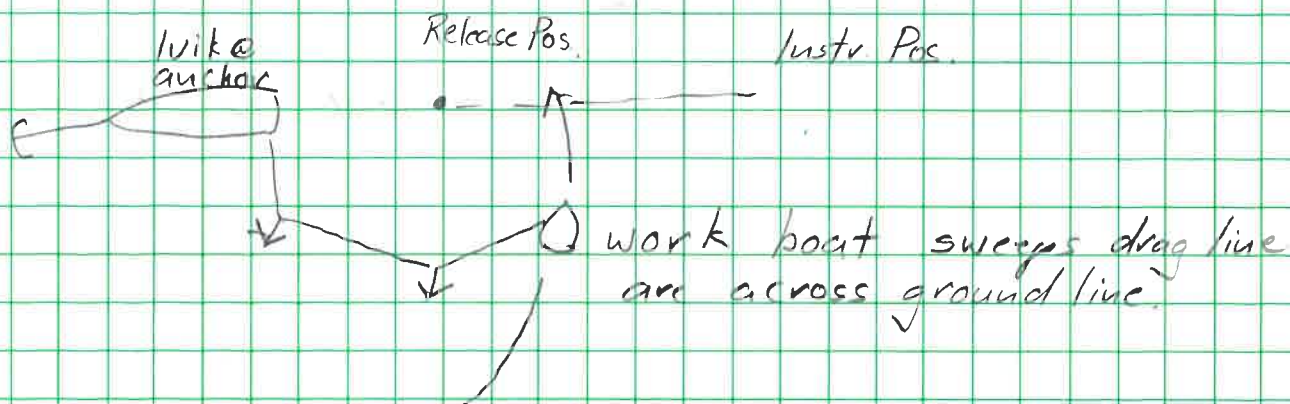
Date Time

Sep 21

- 1210 - still not seen
- 1211 - sighted on surface app 150 eastern.
(we were on / or near instrumented position)
- 1252 - still not sighted
- seen to be just below surface then lost
- ranging produced 1207 m 1195 m out of range
- headed back to be over instrumented position to try further
(did Vinies rise then smash together in waves ??)
- 1259 - back on position
- 1308 - tried ranging again ²⁶⁰⁻²⁷⁰~~240-311~~ ranges
- tried release again ²⁹⁰⁻³¹¹
release acknowledged + confirmed.
- 1310 - we move a triangulation pattern around the release end of groundline taking ranges as we go - see plotting sheet on bridge
- 1330 - we move over centre of triangulation pattern and get ranges of 54, 56 consistently
- 1340 - conference on bridge
 - sighting proved to be false
 - mooring has not released i. 50m range on release (groundline end position)
 - triangulated position of release agrees with bearing + distance of groundline acc notes
 - ship setting up for groundline end drag operation
 - ship anchored - workboat moves drag line around ship stern over desired position
- 1405 ship anchors - drag set up
 - range 700 m consistent
 - drag put on hold.

Date Time

- 1510 - got good signal on pinger
- weaker than on GPS position of mooring as expected
- 1415-1500 - lowered spare release to bottom 54m
- ranged on it got consistent 30m
- released it and it worked.
- 1535 - resolved problem of 700 m ranges by discovering that ship had anchored on a reciprocal bearing - not over the designated drag position put 180° out.
- weigh anchor & move to the real position
- 1545 - reanchored in proper position
- All Call Range 67 m 68 m
- drag operation commences



- 1600 - ranges 88-90 m
- 1610 - work boat reports snagging something?
- 1620 - 2 Viny floats pop up
1 has 1 1/2 m poly through
1 has nothing
- range on release 88 m - has fallen back down on same position.
- 1630 - 2nd drag commences.
- 1647 - work boat reports having load on drag line again - minutes later lost tension
- 1700 - pulled up end of groundline
- release still connected & hooknot released

Date Time

Sep. 21 1845

- mooring on board
- pulled up over stern roller of ship.
- RCM4 7910 top
7916 bottom
#7916 rotor fouled by biological growth.

1855

- cleanup of recovered mooring
+ preparation of new mooring to be deployed.

2025

- deployed new CM1-B
@ $70^{\circ}15.175'$ $136^{\circ}57.817'$
in 55 m water

2030

- proceed to CM2 for recovery morning Sep. 22.
- CTD's will be completed along the route.
- preparing instruments for CM2

Date Time

- Sep 22 0920
- on station CM2
 - pinger signal heard - good as expected for on station + depth.
 - received ranges of 250-200 m at instr position
 - moved to release position got ranges of 90-110
 - ranges were inconsistent app 20% of time
 - repeated release command would be acknowledged but unconfirmed with "out of range message" immediately after which it would give good ranges
 - ship moves to anchoring position for dragging operation
- 1015
- anchored ranges of 100 m
 - as ship swings at range of 88-90 m we see it on sounder
- 1030
- boat launched drag commences.
- 1108
- work boat reports snagging something came off.
 - sweeping again. - unsuccessful
 - boat returns to ship for lunch
- 1238
- 2nd drag attempt starts after adjusting position of ship
 - tried ranging $\Rightarrow$ 80 m ranges
 - tried several releases all confirmed buoy still no rising. - drag continues
 - sweep drag unsuccessful
- 1400
- attempting drag by work boat only to hook ground line. - unsuccessful
- 1430
- ship moves to point midway between main + secondary anchors
 - sweep type drag attempted again
 - ranges 164 + 30 m
 - tested range accuracy + response using a spare release on board (Seaster) and found ranges to track correctly but they had a 30 m offset i.e. low by 30 m
 - test released this instr. + it worked again.

Date Time

- Sep. 22 1500 - start another sweep
 - range 167 m, strong pinger signal
 (ship sitting on 'instrumented' portion of
 mooring) -
 1615 - drag continues
 - several times work boat feels they
 have something then it falls off!
 - caught again
 1757 - mooring all onboard
 - release did not release.
 1916 - deployed mooring CM2-B in 85m
 water at Posi $69^{\circ}29.945$ $138^{\circ}05.814$
 - completed CTD on station +
 started ADCP + CTD survey lines

- Sep. 23 - CTD lines + ADCP survey
 continues - see tabular log

- Sep 24 - CTD lines + ADCP survey continues
 - see tabular log

DAILY LOG

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DAILY LOG

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DAILY LOG

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YEAR	MONTH	TIME ZONE	BASE	CRUISE	PAGE	OF							
94	SEP	UTC		9438									
DAY	STATION IDENTIFICATION	DEPTH SOUNDING (m)	SHIP STOP/START TIME	LATITUDE/ LONGITUDE	STD CONSEC. #	STD TIME	HYDRO CONSEC. #	MESSENGER TIME	HYDRO SALINITY #	OXYGEN #	SURFACE TEMPERATURE/ SALINITY	LOOP SALINITY #	NOTES
UTC					UTC								
24/09	D11 WP54	63		70 23.515 133 36.111	36	1423							
"	D12 WP55	60		70 20.520 133 35.819	37	1458							we skip D13 = WP56
"	D14 WP57	52		70 14.519 133 35.336	38	1559							
	D15 WP58	49		70 12.021 133 34.918	39	1628							
	D16 WP59	43		70 09.486 133 34.797	40	1701							we skip D17 = WP60
	D18 WP61	34		70 04.419 133 33.999	41	1754							
	D19 WP62	31		70 01.976 133 33.585	42	1727							we skip D20 = WP63
	D21 WP64	23		69 57.978 133 33.279	43	1915							
	D22 WP65	21		69 56.076 133 33.441	44	1944							
	D23 WP66	16		69 54.048 133 32.993	45	2012							
	D24 WP67	14		69 51.957 133 32.715	46	2121							
"	D25 WP68	11.5		69 49.915 133 32.500	47	2145							

should be 1827

Should be 1827

Date Time

Sep. 24 1424

- on site BASE 94-54 for CTD
- sighted surface buoy
- mooring in among $\frac{1}{10}$ ice cover
- decide to ~~not~~ recover before ice moves or breaks mooring
- captain decides to haul up mooring without releasing
- all onboard.

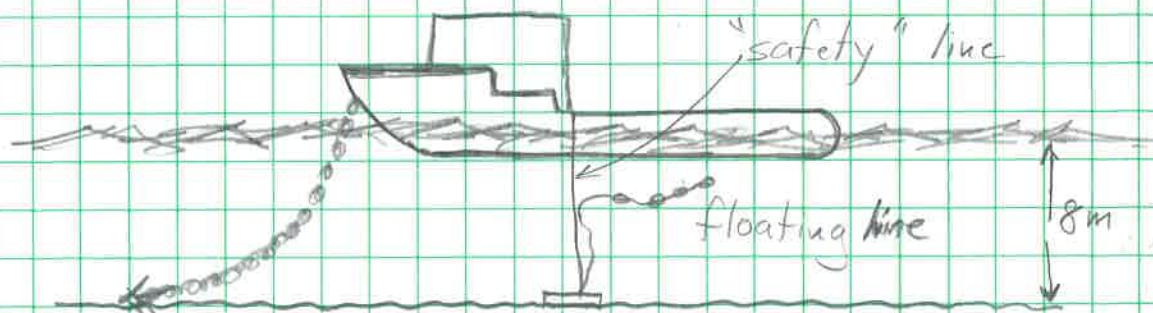
1450

1510

- heading for WP 67 for CTD's.

1600

- dropped anchor at WP 69
- completed CTD
- dropped ADCP through moon pool with floating line attached as well as a second line in case floating line fouls.



- the floating line surfaced then went under again fouled in hull fillings.
- we passed a line under the hull at the stern and walked it forward on both sides until it snagged the ADCP
- then attached a grapple at one end and pulled in other end. - ADCP snagged

1745

- ADCP on board - looks undamaged

1830

- setting up to redeploy ADCP in moon-pool.

2000

- ADCP's redeployed and operating
- ship starts CTD lines transecting Kugmallit Canyon. - winds building to gale force.

Date Time

Sep 24 cont'd - CTD's + ADCP data collection
 through the night
 (see tables)
 - peak of gale passed at approx 1200-0200

Sep 25 0600 - came on watch to find CTD winch
 jammed - a loose wrap of cable
 had fallen off of the drum and
 wedged between the drum flange
 and the sprocket of chain drive
 We untangle by pulling cable out
 gently by hand and levering sprocket
 away from flange by a screw driver.
 * watch for loose wraps
 * build guard to stop this
 - gale abating.

1045 - en route WP 79 - WP 80
 deviating from course to avoid
 ice

DAILY LOG

OCEAN PHYSICS

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YEAR 94		MONTH Sep.		TIME ZONE UTC		BASE		CRUISE 9438		PAGE OF			
DAY	STATION IDENTIFICATION	DEPTH SOUNDING (m)	SHIP STOP/START TIME	LATITUDE/ LONGITUDE	STD CONSEC #	STD TIME GMT	HYDRO CONSEC #	MESSENGER TIME	HYDRO SALINITY #	OXYGEN #	SURFACE TEMPERATURE/ SALINITY	LOOP SALINITY #	NOTES
24		10	70 47.57 133 32.00	48	2218								station accidentally moved 08.1h 41.8
25	H1 WP70	10	69° 54.93 133° 53.06	49	0858								
25	G1 WP71	25	70 5.059 134 0.753	50	0604								
		38		51									canceled, problems logging colib. signal
25	F1	43	70 14.998 134 05.080	52	817								
	E1	52	70 24.92 134 14.2	53	1022								very wet inland forgot to enter depth sensors were used up somewhat, 55 22.09
	E2	60	70 26.047 134 4.119	54	1115								
	E3	53	70 27.1 133 54.0	55	1159								
25/09	E4 WP76	65	70 28.123 133 44.071	56	1258								
"	E5 WP77	69	70 29.211 133 34.040	57	1347								
	E6 WP78	55	70 30.289 133 24.060	58	1435								
	E7 WP79	50	70 31.283 133 14.039	59	1521								- have to deviate from course to avoid ice

DAILY LOG

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YEAR	94	MONTH	09	TIME ZONE	UTC	BASE	CRUISE	9438	PAGE	OF			
DAY	STATION IDENTIFICATION	DEPTH SOUNDING (m)	SHIP STOP/START TIME	LATITUDE/ LONGITUDE	STD CONSEC. #	STD TIME	HYDRO CONSEC. #	MESSENGER TIME	HYDRO SALINITY #	OXYGEN #	SURFACE TEMPERATURE/ SALINITY	LOOP SALINITY #	NOTES
UTC						UTC							
25/09	F9 WP80	36		70°17.087 133°03.976	60	1800							WP position modified by ice
"	F8 WP81	36		70°15.265 133°12.085	61	1823							"
"	F7 WP82	35		70°14.379 133°20.190	62	1908							"
"	F6 WP83	40		70°13.686 133°28.181	63	1941							"
"	F5 WP84	50		70°13.005 133°36.101	64	2015							" 2 1/2 NM SOUTH OF WP1 TOUCH
"	F4 WP85	40		70°12.138 133°44.184	65	2051							" 5 NM SOUTH
"	F3 WP86	38		70°11.544 133°51.832	66	2146							" 4 1/2 NM SOUTH
"	F2 WP87	35		70°10.803 134°00.174	67	2222							" 5 1/2 NM SOUTH
"	F0 WP88	31		70°10.022 134°08.083	68	2255							" 5 NM SOUTH
26/09	G1 WP89	25		70°04.928 133°59.963	69	0002							SAME STATION AS WP71 BACK ON LINE
"	G2 WP90	28		70°05.484 133°52.716	70	0034							
"	G3 WP91	32		70°06.306 133°43.897	71	0110							

DAILY LOG

OCEAN PHYSICS

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YEAR	94	MONTH	09	TIME ZONE	UTC	BASE	CRUISE	9438	PAGE	OF			
DAY UTC	STATION IDENTIFICATION	DEPTH SOUNDING (m)	SHIP STOP/START TIME	LATITUDE/ LONGITUDE	STD CONSEC. # UCT	STD TIME	HYDRO CONSEC. #	MESSENGER TIME	HYDRO SALINITY #	OXYGEN #	SURFACE TEMPERATURE/ SALINITY	LOOP SALINITY #	NOTES
26 09	G4 WP92	35		70° 07.123 133° 34.757	72	0146							
-11-	G5 WP93	37		70° 07.912 133° 25.798	73	0221							
-11-	G6 WP94	26		70° 08.886 133° 16.778	74	0300							
-11-	G7 WP95	25		70° 09.596 133° 07.831	75	0337							
-11-	G8 WP96	23		70° 10.213 132° 58.85	76	0416							
-11-	G4	18		70° 3.62 132° 54.06	77	0522							did not learn transmission
-11-	H8	17		69° 58.81 132° 51.8	78	0616							shows start freezing up 91-
-11-	H7	17		69° 58.367 133° 1.05	79	0657							broader may say it 70° 55'
-11-	H6	14		69° 57.96 133° 10.0	80	0734							
-11-	H5	20		69° 57.46 133° 19.2	81	0813							
	H4	18		69° 57.1 133° 27.8	82	0902							pulled CTD in by hand after cable jammed.
	H3	15		69° 56.48 133° 26.46	83	0944							time + position wrong in H02 file

DAILY LOG

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[illegible]

Date Time

Sep. 26 0530

- See tabular data.
- complete CTD lines - Program Fuel
- ship hove-to in near gale force winds 20-25
- completed packing equipment for return to Victoria and for storage on board the Ivik

1300

- helicopter arrives

1330

- scientists taken ashore + make bookings

1400

- equipment is slung ashore

1500

- equipment is sealed + labelled and left with David Foster NTCH for consignment south:

- 1 skid 10 pcs to I.O.S.

- 2 skids 8 pcs to Scripps

- I authorize David to use our Canadian account.

1600

- we fly to Inuvik on Twin Otter by Atlat.

1700

- we book into Eskimo Inn.

Sep 27 1230

- go to airport to continue home
- Tom books through to Victoria
- Andreas + Charly go to Edmonton for another overnight then to San Diego next day

1400

- fly to points south

End

9442 - 1

1ST Over-Flight + AXBT Survey

- I.O.S. people Ed Carmack, Tom Phase.

- Oct. '3 - 4 by DND Aurora Surveillance Aircraft.

- Crew #1 Cpt. David Livingston.

Maj. Phillip Knop

Lt. Mat Barlee

WO Mike Snabel

WO Jean

- Pilot - Crew Capt.

- OIC -

- Tac Nav

- met us at gate.

- gave us safety equipment training.

over-saw AXBT
launches. → *

- Comox Flight Ops. 339-8211 ext. 8105

* - Main contact for overflights = Capt. Bob Barrett - 363-2973

Date	Time PDT.
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Oct. 2	1530
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- Tom plots positions of CTD lines taken during cruise 9438 on large scale map. - ie an overview.

1630

- Eddy + Tom meet and depart for Courtney with project logs, Arctic Survival gear + personal gear.

2000

- arrive Courtney + find Coast Westerly Inn.

2030

- completed drive out to CFB Comox and checked into hotel.

Oct. 3	0430
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- meet WO Snabel at front gate CFB Comox, get security clearance + base pass for vehicle.

0500

- attend pre-flight briefing.

0700

- aircraft takes off for Beaufort Sea. - work up flight pattern.

1130

- arrive on site + start launching AXBT's

- launch 41 probes over 31 stations (i.e. 10 failed ie instr. failure, hit ice etc.)

1549

- last probe launched - we head for Fielson U.S. AFBase. near Fairbanks Alaska.

<u>Date</u>	<u>Time</u> (PDT.)	
Oct. 3	1730	- arrive Fielson U.S. AF Base.
	1800	- booked in at Goldrush Inn.
(Alaska Time) = PDT - 1 hr.		
Oct. 4	1000	- back at airplane preparing for take-off.
		- perform DND excercises along way - mostly, off west coast, off Tofino.
	1700	- land at CFB Comox.
	1800	- debriefed, unpacked + start drive back to Victoria.
	2200	- Tom arrives home after dropping Eddy at home.

AXBT Launches

Start. Trausect #1 WP1 70° 14.00' 131° 05.00'
WP1-WP2 (app. Racou Tower - McKinley Bay)

Transect #2 WP2 71°10.00' 133°40.00'
WP2-WP3

Transect #3
WP3-WP4

Trausect #4 WP4 70° 28.00' 137° 08.00'

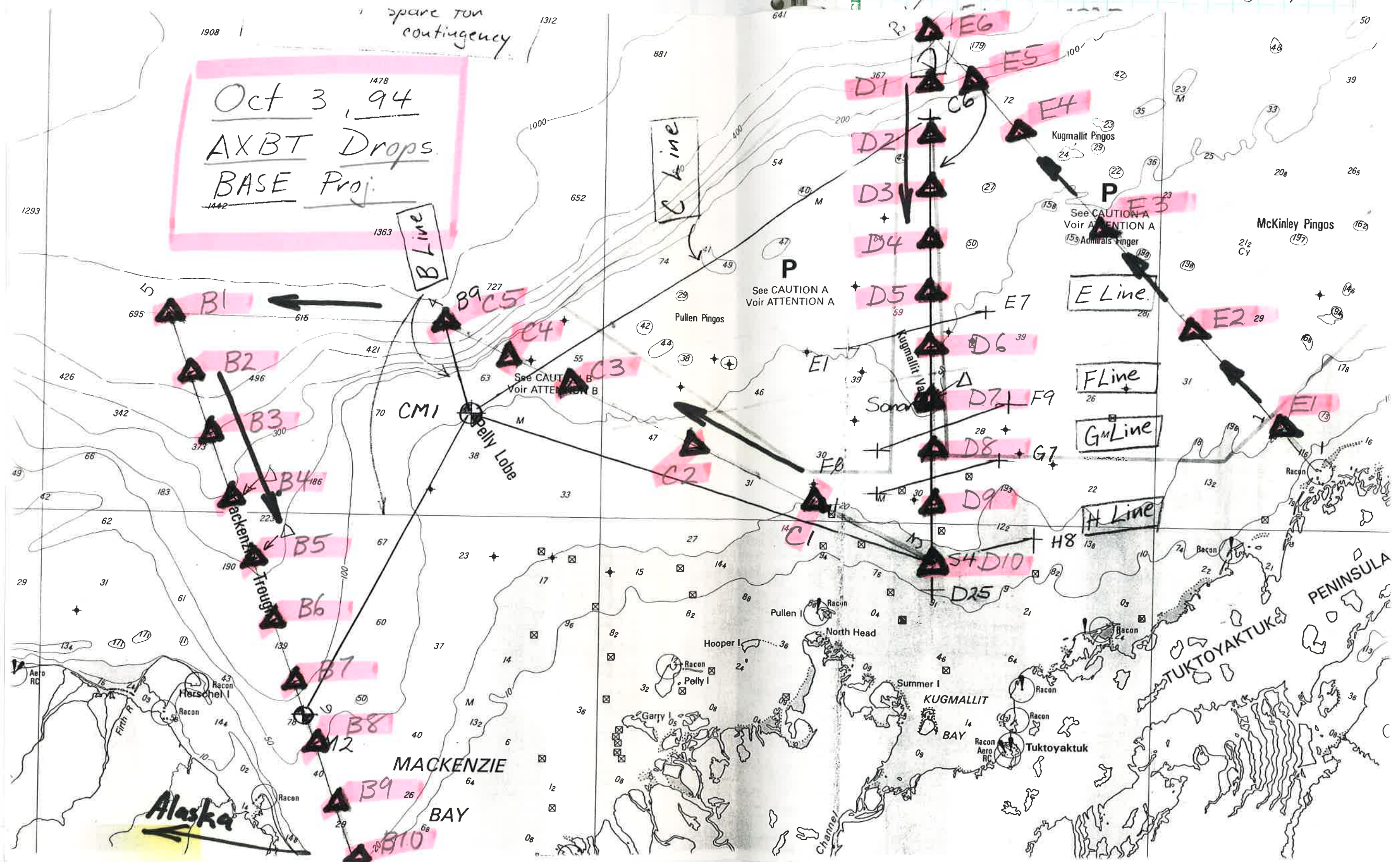
Transect #5
WP5-WP6

WP6 69° 08.00' 137° 42.00'
(app. Racon Tower - Mackenzie Bay)

[illegible]

Oct 3, 94
 AXBT Drops
 BASE Proj.

spare ton
 contingency



Sta Time(Z) Lat (° ' ")
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✓	D8	2037	70 09 10
✓	"	2040	70 09 17