**CRUISE LOG**

**EX1402L2**

**March 19, 2014 – April 4, 2014**

**INSTRUCTIONS:**

PLEASE INCLUDE FOLLOWING DURING EACH OF YOUR WATCHES:

Mapping log (All information written down in rough log [Green book])

Log what time you assume the watch – **All times UTC**

WX every three hours

Settings changes

Data quality trends

BIST times/filenames, reason for running

XBT/CTD casts

**Key**

PM – Ping Mode

ACM – Angular Coverage Mode

SB – Single Beam

MB – Multibeam

VD – Very Deep

AD – Along Direction

WX – Weather

STBD - Starboard

ED – Extra Deep

WCD – Water Column Data

BBS – Bottom Back Scatter

**March 19, 2014**

1230 All BIST EX1402L2\_1 at dock. All green.

1450 Depart dock for transit to NW GOM

2224 XBT #1

2233 BIST EX1402L2\_2. All green.

2243 Start logging line 0001, applied XBT #1 SVP

2324 XBT #2

**March 20,2014**

0002 Day change—new line #0002

0012 Bridge secured depth sounders

0154 Noticed marine mammals mode had not been changed from -20 to max (noticed lines in bottom backscatter).

0215 Position data is red

0232 Position data is green again

0234 XBT #3

0238 XBT # 3 SVP applied to line 0004 (half way through line)—82mm remaining

0355 GPS is not being fed into SBP. CNav is not updating in SCS sop this is the likely issue, ET’s are working on it

0401 Receiving GPS in Knudsen

0402 Stop line 004, start line 005

0425 Line 005 SEEP! Garden

0447 XBT #4 applied to line 005

0500 Faulkes and Parine take the watch

0549 Seep #2 27-40-38.76N, 93-48-48.98W—Line 005

0559 Seep 3 27-40-40.75N, 93-47-14.38W—Line 005

0602 Start line 0006

0613 Start line 0007

0621 Seep not seen in data on line 007

0625 Seep 4 on line 007 27-38-59.998N, 93-44-59.55W

0700 Start turn line 0008

0708 Start line 0009

0709 Seep 5—possibly 2012 seep—27-34-30.26N, 093-46-28.35W—Line 009

0742 XBT #5

0752 XBT #5 applied to line 0009.

0839 System not logging – 0010

0840 System logging line 0011.

0844 Seep 6 27-29’20.96N 039-32’27.38W line 0011

0929 Gradually move offline to avoid charted platform.

0950 “no recorder” on EM60

1005 Pass charted platform ~1nm to starboard 27-18-08.87N, 93-29-52.31W

1039 Start line 0012

1155 Start turn line 0013

1210 Start turn line 0014

1308 Start line 0015 – detoured from survey because of seismic survey

1328 Stat line 0016 back on line

1415 launching XBT

1419 XBT #7 applied to line 0016

1528 Start line 0017

1545 Changed line to 0018, turn file

1654 Break line to line 0020 turn

1709 Line 0021

1759 XBT #8 applied to line 0021

1759 XBT #8

1806 Line 0022

2006 Line 0023 – seismic vessels are >6nm away now. Will resume mapping along full length of lines.

2100 Weller and Dahn take the watch

2114 XBT #9 applied to line 0023

2220 Stop logging for high sea simulation for satellite antenna testing

**March 21, 2014**

0000 Begin line 0027

0031 XBT#10 applied to line 0027

0215 Begin turn line 0029

0223 Begin line 0030

0319 XBT#11 cast

0325 XBT#11 applied to line 0030

0432 Begin line 0031

0500 Faulkes and Parine take watch

0551 Begin line #0032 (turn line)

0557 XBT #12 cast

0607 XBT #12 applied to line #0033

0618 XBT was not good 🡪 reverted back to XBT #11

0623 XBT #13 performed

0630 XBT #13 applied to line #0033

0730 Begin line #0034 (turn)

748 Begin line #003

0901 Turned north early due to traffic and began line #0036

0913 Position light out on POSMV—GPS Mode is Nav: Aligned, Nav Status is CA

0914 Ben transit line #0036

0942 Regained positioning accuracy (light turned green). Nav status still CA but GPS mode is Nav: Full

0952 Briefly lost and regained positioning accuracy

1000 Warning in SIS: “(PU Sensor) Echo sounder EM302\_101. Frequency of received Attitude datagrams on port COM2 is less than 90% of expected. Expected/received (Hz): 90.00/47.00 (1813)”

* Data looks fine in SIS. File sizes increasing.
* Occurred on line #037

1009 Begin turn line #0038

1015 Begin line #0039

1034 XBT #14 performed

1041 Applied XBT #14 to line 0039

1215 Begin line #0040

1302 Jackie and Shannon take watch

1358 XBT #15

1404 XBT #15 applied to line 0040

1426 Stop logging all sonars. Stopping dead in water to conduct work on VSAT. Offline for approx 1 hr. (sonars still pinging)

1540 Work aloft complete, line 42 turn line

1602 Begin line 43

1643 XBT #16

1657 XBT #16 applied to line 43 w/ 65 min. left in line.

1905 Lost positioning data, had to restart POSMV

1908 Start line 0045 turn (turning back to file holidays)

1947 Finish turn. Start line 46,(approximately 2.5 nm overlap with previous line that lost pos.)

?2011 Start line 0047 (Heading still not adjusted. GAMS still offline/not ready. Checking data quality)

?2108 Stop logging for all sonars for VSAT roll test

?1921 GAMS solution not okay- error

?1930-2215 Tried GAMS calibration, then disconnected from POS-MV b/c calibration wasn’t starting. Closed POS-MV w/o saving any changes, heading accuracy went to green and GAMS back online

2100 Erin and Marah on watch

2220 Heading to next line to resume survey

2230 Begin logging all sonars. Line 0048 in multibeam

2232 \*Note- XBT junction box was replaced btwn 1800-2030. No XBT’s from that time.

2237 Request 200m to port shift

2355 XBT #17 applied to line 0048

**March 22, 2014**

0000 Begin line 0049

0021 EK60 not updating- Stop and start remedied

0258 Begin turn line 0051

0302 Begin line 0052

0315 XBT#18 applied to line 0052

0503 Kevin and Tyanne on watch

0457 Begin line 0053

0615 XBT #19

0615 Received an error after terminated cast. After discussion it was decided to deploy cast #20

0620 XBT #20

0634 XBT #20 applied to line 0053

0658 Begin line 0054

0702 Begin line 0055, diverted due to seismic traffic

0716 Begin line 0056

0915 Begin line 0057

0916 XBT #21

0922 XBT #21 applied to line 0057

1115 Begin turn #0058

1134 Begin line #0059

1212 Heading light out – accuracy .26

1215 Heading accuracy .36

1220 Heading accuracy .442

1225 Heading accuracy .564

1229 Heading accuracy back to .019 and GAMS back to Ready Online/Online.

1242 XBT #22 performed

1249 XBT #22 applied to line 0059

1308 Jackie and Shannon on watch.

1334 Start line 0060

1443 Requested bridge shift 200m to the starboard side

1453 200m Shift complete

1534 Start line 0061

1558 line 0062 (turn)

1618 Line 0063

1618 XBT #23

1623 XBT#23 applied to line 0063

1627 Request for 100m shift to the portside

1801 100m shift to the portside (north)

1917 Error in EK60 @ 1914:35 lost contact with GPT

2047 XBT # 24

2052 XBT#24 Applied to line 0065

2100 Weller and Dahn on watch

2131 Seeps on line 0065

2351 XBT#25 cast

2358 XBT#25 applied to line 0066

**March 23, 2014**

0100 Seep on line 0067

0132 Seep on line 0067

0140 Slowed to 6.5 kt for ROV target

0155-0207 Seep garden on line 0067, corresponds to ROV target

0239 XBT#26 cast

0245 XBT#26 applied to line 0068

0503 Kevin & Tyanne n Watch

0522 Seeps on line 0069

0532 XBT #27 Performed

0537 XBT #27 applied to line 0069

0600 Begin line 0070

0717 Begin line 0071 Start of turn

0733 Begin line 0072 End of turn

0907 XBT #28 performed. Received two errors: INTERNAL ERROR: hgRawData already in use. And fatal error in realtime setup. Cast Profile appears normal

0916 XBT#28 applied to line 0072

0932 Begin line 0073

1114 Shifted off-course from line plan for ROV investigation development.

1115 Begin line #0074

1139 XBT #29 performed

1146 Applied XBT #29 to line #0074

1202 Heading light accuracy red. Accuracy .102

1208 Slowed to 6.5 kts. Waiting to see if heading accuracy / GAMS gets better before hitting seep target.

 Heading accuracy = 0.360

1212 GAMS back online, re-gained heading accuracy, 0.018

1311 Lindsay and Shannon on watch

1314 Begin line #0075

1459 XBT #30

1513 XBT #30 applied to line 0076

1729 Start line #0078

1747 Start line #0079

1818 XBT #31

1819 Start line 0080, applied XBT #31

2100 Weller and Dahn on watch

2130 XBT#32 cast

2138 XBT#32 applied to line 0081

**March 24, 2014**

0000 New line 0083

0130 XBT#33 cast

0315 Shifted heading to 84 dg to fill holiday

0436 XBT#34 applied to line 0085

0500 Tyanne and Kevin on watch

0523 Start of line 0086 at turn going into first line of grid

0531 Start of line 0087 end of turn

0637 Seep witnessed on line #0087

0711 Conducted XBT #35

0720 Applied XBT #35 to line 0087

0740 Request drop in speed to 8.5 kts

0750 Changed along direction of EM302 to 1 deg.

0758 Changed along direction of EM302 to 2 deg.

0730 Begin line #0088

0844 Changed along direction of EM302 to 3 deg.

0850 Request drop in speed to low side of 8.5 knots.

0851 Seep on line 0088

0932 Start line 0089

1008 Heading is out acc. 0.279

1013 Heading still out accu. 0.361

1018 Heading regained 0.019

1030 Changed along direction of EM302 to 2 deg.

1050 Performed XBT #36

1056 XBT #36 applied to line #89

1109 Changed along direction of EM302 to 1 deg.

1130 Begin line #0090

1138 Changed along direction of EM302 to 0 deg.

1201 Changed along direction of EM 302 to 0 deg.

1218 Changed along direction of EM302 to 3deg.

1246 Heading accuracy light red – accuracy is .648

1248 Heading accuracy light accuracy back in spec.

1331 Start line 0091

1340 Requested 200m shift north o starboard

1443 Moving north to avoid vessels

1444 Start line 0092

1447 Bridge is heading north/bearing for 40 min then turning west to avoid seismic surveys

1517 Conduction XBT #37

1522 XBT #37 applied to line 0092

1541 Start line #0093

1741 Start line #0049

1821 XBT #38

1826 XBT #28 applied to line 0094

1938 Heading, velocity, and GAMS not ready

1939 Velocity at 0.06

1942 accuracy and GAMS back online

1950 Staying on same line to fill in holidays that occurred after system went aloft.

2040 Lost heading. Accuracy 0.443

2045 Heading accuracy 0.565

2050 Heading accuracy 0.647

2100 Heading now a green light

2130 XBT#39 cast

2135 XBT#39 applied to line 0095

2253 Start turn line 0097

2330 Bridge called- can only travel at 7.3 kts due to weather

**March 25, 2014**

0000 New day line 0099

0058 XBT#40 applied to line 0099

0209 Moving line south to avoid seismic vessels

0357 XBT#41 applied to line 0102

0359 Position is red. Nav status is CA. Lost DGPS.

0405 Position remains red.

0406 Position green.

0600 Tyanne and Kevin on watch.

0656 Start of line 0104

0734 Performed XBT #42

0740 XBT #42 applied to like #104

0815 Begin line #0105 (turn) (possibly fat finger?)

0815 Begin line #0107 (turn). DO not know why SIS began new line and skipped #106. #106 does not exist.

846 Begin line #108

1006 Asked bridge to shift line south 500m.

1037 Performed XBT #43

1038 XBT 43 applied to line 0108

1046 Begin line 0109

1108 Shifted line 200m to north

1131 Changed along direction of EM302 to 0 deg.

1216 Heading light out (red) pdop > 2 heading

 Accuracy = .279

1224 Heading returned

1249 Start line #110

1300 Jackie and Shannon on watch

1336 Start line 0111 – turn

1353 Start line 0112

1423 Start line 0113

1447 Start line 0114 turn

1523 Start line 0115

1538 Request 200m shift to starboard

1555 Request 100m shift to starboard

1557 Charged max angle for port and starboard from 75 to 70

1558 speed between 6.8 + 7.4 knots

1604 Conducting XBT #44

1628 Increased max angle for port and starboard from 70 to 75

1655 Changed max angle for port and starboard from 75 to 70

1902 Seismic vessels ahead can only continue course for about an hour

1906 Conducting XBT # 45

1814 XBT #45 applied to line 116

1907 Bridge moving 15 deg to starboard. Seismic vessels ahead, diverting to southern line before reaching the end of top line.

1926 Start line 0117

1931 Start turn line 0118

1959 Start line 0119

2100 Weller and Dahn on watch

2118 300m shift to starboard

2121 Change max angle on port and starboard to 75 deg

2145 XBT#46 cast

2149 XBT#46 applied to line 0119

2232 100m shift due north to reduce holidays

2242 100m shift due north to reduce holidays

2335 200m shift to starboard

**March 26, 2014**

0001 New day line 0122

0100 XBT#47 applied to line 0122

0204 Position red

0205 Position green

0219 Begin turn line 0124

0345 Position red in POS. Lat Lon accuracy 2.5-1.6

0400 WINMK has been causing mouse issues. Rebooted computer to rename & process in Velocipy

0400 XBT#48 applied to line 0125

0500 Tyanne & Kevin take watch

0504 Start of line 0127 at start of turn

0514 Start line 0128

0714 Begin Line 0129

0730 Begin Line 130

0730 Perform XBT #49

0741 Begin Line 131

0744 Apply XBT #49 to line 0131

0941 Begin line 0132

1016 Begin Line 013

1037 Perform XBT #50

1040 XBT #50 applied to line 0133

1217 Begin Line 133

1300 Jackie & Shannon on watch

1315 150 m shift to port to fill holiday

1325 Changed max angle

1341 Start line 0135

1436 Requested 300m shift to starboard. Slowed survey speed to 6.5 kts for weather

1443 Conducting XBT#51

1447 XBT#51 applied to line 0135

1450 Open max angle to 75deg from 70

1541 Start line 0136

1612 Start turn line 0137

1617 Increasing survey speed to 8.5 kts until we reach next holiday fill and the we will scale back to 6.5 kts

1648 Start turn line 0138

1652 Start turn line 0139

1654 Start line 0140

1713 Heading red, GAMS not ready

1727 Start turn line 0141. Heading and GAMS back online

1730 Start line 0142

1748 Conducting XBT#52

1753 XBT#52 applied to line 0142

1814 Request 300m shift south (port). Start turn line 0143

1818 Start line 0144

1823 Start turn line 0145

1828 Position is off /GAMS/Heading/Velocity

1841 Back online

1847 300m shift to north

1903 200m shift north

2033 Conducting XBT#53

2036 XBT#53 applied to line 0146

2100 Weller & Dahn take the watch

2139 100m shift to port for better coverage

2148 100m shift to port

2208 100m shift to port

2334 Increase speed from 7.6 to 8.5 kt

2348 XBT#54 applied to line 0147

**March 27, 2014**

0000 Start new day line 0148

0130 Turn line 0149

 Testing line direction on alternative line plan

0151 Not a nice ride- continue east-west line plan

0152 Turn line 0151

0209 Start line 0152

0227 Max angle 65 on starboard & port

0242 Poor data quality due to swells. Testing different headings. Starting with 045deg heading

0304 Testing 225deg heading for data quality

0357 Decided upon east-west line plan. Note: Going east keep max angle 60/60. Widen going west

0400 Line direction testing complete. Begin line 0155

0500 Kevin and Tyanne take watch

0504 Perform XBT #55

0516 Applied XBT #55 to line 0155

0556 Begin line 0156 (turn)

0604 Begin line 0157

0606 Opened swath to 65-65 for E-W heading to maximize coverage

0610 Opened Swath to 70-70

0622 Identified Seep on line 157

0733 Begin line 0158 (turn)

0734 Reduced swath to 60-60

0741 Begin line 0159

0807 Stopped Pinging sonars over area of more coverage. Asked bridge to increase speed.

0818 Begin logging line 0160

0843 Conduct XBT #56

0845 Applied XBT #56 to line 0160

0848 Stop logging to transit over existing coverage

0907 Begin logging line 0161

0933 Begin turn line 0162

0942 Opened swath to 70-70

0940 Begin line 0163

0949 Gradually changed along direction deg. on EM302 from -9 to 0

0953 request sent to bridge to shift 250 m to N to align with original line plan.

1107 Begin turn line 0163, reduce swath to 6060

1120 Gradually increased Along Direction deg. to -4 deg., Begin line 0164

1147 Perform XBT #57

1152 XBT cast #7 applied to line 0164

1313 Start line 166 (turn)

1307 Start line 165

1318 Start line 167

1321 Map angle set to 75 from 60

1446 Start line 168

1506 Bridge called cannot turn because of steering alarms

1507 alarms were checked bridge straight turn

1511 Start line 169

1512 gave bridge heading of 270 to fill in holiday

1514 Start line 170

1529 Start line 171

1536 Start recording EK60 – Conditions improved

1612 Start line 172

1636 Stopped recording data. Too poor to record from the EK60

1812 Start line 173

2012 Start line 174

2100 Weller & Dahn take the watch

2104 Passed charted submerged well head ½ mile to port

2110 Trying lines- running NE line 0175

2119 Open max angle to 60deg on port and stbd

2137 Max angle to 65deg port and stbd

2207 XBT#58 applied to line 0175

2240 Begin turn line 0176

2253 Begin line 0177

2341 Changing hydraulic fluid in steering pump, may lose heading momentarily

**March 28, 2014**

0004 New day line 0178

0031 Begin turn line 0179

0042 Start line 0180

0110 No XBT cast due to unsafe weather conditions

0209 Seep on line 0180

0209 Start turn line 0181

0214 Seep(s) on line 0181

0220 Start line 0182

0225 Seep(s) on line 0182

0321 XBT#59 applied to line 0182

0500 Kevin and Tyanne take the watch

0602 Begin line 0185

0617 Begin turn line 0186

0628 Begin line 0187

0643 requested the bridge to shift line 400 m to the East

0828 Begin line 0188

0841 Heading accuracy out of spec.: 0.257

0846 Heading accuracy out of spec.: 0.338

0851 Heading accuracy out of spec.: 0.380

0856 Begin line 0189 (turn)

0856 Heading accuracy out of spec.: 0.382

0901 Heading accuracy out of spec.: 0.423

0906 Heading accuracy out of spec.: 0.465

0911 Heading accuracy back in spec.

0912 Begin line 0190

1032 wetlab computer was turned off by watchstander on rounds

1036 POSMV back up and running

1056 Requested to the bridge to shift line 400 m to the east

1113 start line 191 and changed max angle to 70-70

1129 Begin turn line 193

1151 Perform XBT #60

1157 Heading accuracy out of spec 🡪 0.280

1202 Heading accuracy out of spec 🡪 0.361

1206 Requested 400m shift

1207 Heading in specification

1227 Changed max angle to 75-70

1241 Max angle changed to 70-70

1254 Requested shift 400m to W. total shift from original plan is 800m to east.

1300 Shannon and Jackie on watch

1352 Start line 195

1359 Start line 196

1406 Start line 197

1407 Start line 198

1431 Request 200m shift to stbd

1441 Request 200m shift to stbd

1526 Request 200m shift to stbd

1534 Request 200 m shift to stbd

1550 Heading red, GAMS not ready

1555 Shift complete

1627 Heading and GAMS online

1628 Start line 0200

1633 Start line0201

1635 Start line 0202

1648 request 300m shift to port, cancelled due to seismic traffic

1705 Conducting XBT #61

1710 XBT #61 applied to line 0202

1735 200m shift to stbd

1747 Start line 0203 (turn)

1755 Start line 0204 (turn)

1756 Start line 0205

1814 300m shift to starboard.

1825 100m shift to port side

1902 Start line 0206

1910 Start line 0207

1928 Seep spotted in line 0207

2016 Turning to west to fill areas. Start line 0208.

2100 Weller and Dahn on watch

2130 Start turn line 0209

2134 No longer following a line plan, painting the bottom

2137 Seep on line 0209

2202 Start line 0210

2235 Begin turn line 0211

2243 Start line 0212, Seeps seen- may be in EK60

2338 Transit/fill holidays line 0213 (transiting to east-west lines that run to eastern edge of priority box)

**March 29, 2014**

0004 New day line 0214

0019 Start line 0215

0050 XBT#62 applied to line 0215

0143 Ship started pitching, sonars dropped out, holiday in multibeam

0349 XBT#63 applied to line 0216

0500 Faulkes and Parine take watch

0541 Changed along direction degree to 0

0619 Begin line 0218

0633 Perform cast #64

0637 Applied Xb #64 to line 218

0819 Begin line 0219

0855 Begin turn line 0220

0918 Begin line 0221

0948 Perform XBT #65

0955 XBT #65 applied to line 221

1119 Begin line 222

1139 Heading accuracy out 0.102

1144 heading accuracy out 0.279

1149 heading accuracy out 0.483

1159 heading accuracy out 0.605

1204 heading accuracy out 0.687

1209 heading returned accuracy 0.021

1230 performed XBT #66

1237 Applied XBT #66 to line #222

1240 request 300 m shift to stbd

1300 Shannon and Jackie on watch

1303 request a 200 m shift to the port to fill holiday

1421 Stop logging on all sonars. Vessel coming to dead stop in water for aloft work on VSAT. Bridge using dopple speed log while not underway. Will resume logging when the ship is back underway and on-line.

1528 Work aloft done. Start logging sonar, Doppler log turned off.

1533 heading off – 0.648

1541 Heading accuracy below 0.1 deg.

1538 XBT #67

1543 XBT #67 applied to line 0224

1607 Requested 10m shift to portside.

1728 Bridge called. Can’t pick up holiday turning north to avoid seismic vessels

730 Start line 225

1734 Start line 226

1747 Start line 227

1746 Start line 228

1757 100m shift starboard

1844 start line 229 (turn/steering casualty) bridge lost all steering.

1936 Conducting XBT #68

1943 100m shift south

1946 Applied XBT #68 to line 229

2100 Weller & Dahn on watch

2313 XBT#69 cast

2319 XBT#69 applied to line 0231

2357 Begin turn line 0232

**March 30, 2014**

0000 New day line 0233

0019 Begin survey line 0234

0227 XBT#70 cast- wire hit boat, terminated

0230 XBT#71 cast

0237 XBT#71 applied to line 0235

0422 300m shift to port

0500 Faulkes and Parine

0502 **Begin line 0238**

**0534 Conducted XBT# 072**

**0538 XBT # 072 applied to line 0238**

**0724 Begin line 0239**

**0803 Moved 300 M to the south**

**0814 Moved 200 M to the south**

**0849 Moved 500 M to the North**

**0850 Performed cast #73**

**0855 Applied XBT #73 to 0239**

**0924 begin line 0240**

**0957 Heading accuracy out of spec.: 0.239**

**1001 Begin turn line 0241**

**1002 Heading back in spec..**

**1020 Begin line 0242**

**1117 Shifted 500 m to the south on line 0242**

1150 Performed XBT # 74

1155 XBT #74 applied to line 0242

1200 Heading accuracy out of spec - .103

1205 Heading accuracy out of spec - .279

1210 Heading accuracy out of spec - .361

1215 Heading accuracy out of spec - .483

1216 heading accuracy returned to within limits - .019

1220 Begin line 243

1255 Moved 200m to the north

1302 Jackie and Shannon on shift

1324 Request 300 m shift to the starboard side

1240 on line of 300m shift

1420 Begin line 244

1517 Performed XBT #75

1524 Start line 245

1531 Applied #75 to line 245

1724 Start line 0246 (turn)

1733 Start line 0247 (turn) fill holiday

1736 Start line 0248

1749 Start line 0249 (turn)

1751 Start line 0250

1753 Request 400m north-port shift

1803 Port Angle 75 to 70, starboard 75 to 65

1805 port angle 70 to 65

1811 Change along direction 0 to -1 deg

1814 Change along direction -1 to -2 deg

1816 Change along direction -2 to -3 deg

1826 Change along direction -3 to -4 deg

1828 Change along direction -4 to -5 deg

1830 Change along direction -5 to -6 deg

1830 Change along direction -6 to -7 deg

1831 Change along direction -7 to -8 deg

1832 Change along direction -8 to -9 deg

1841 Change along direction -9 to -10 deg

1900 300m shift north.

2024 conducting XBT # 76

2028 XBT #76 applied to line 0251

2100 Weller and Dahn on watch

2325 XBT#77 applied to line 0252

2346 Begin turn line 0253

2357 Begin line 0254

**March 31, 2015**

0000 Begin line 0255

0000 Changing Along Direction (stepping)

0007 Along Direction set to 0

0157 Seeps on line 0255

0242 Passing submerged wellhead on the port, line 0256

0254 XBT#78 cast- terminated due to spikes

0258 XBT#79 cast

0303 XBT#79 applied to line 0256

0438 Slowing by 0.5 kt for ship traffic for ~20 min

0457 Speed returned to 8.5 kt

0500 Faulkes and Parine on watch

0544 Begin turn line 258; requested 600m shift to north

0554 Begin line 259

0619 Conduct XBT #80

0628 XBT #80 applied to line line #0259

0800 Begin line 260

0915 Adjusted max swath angle to 75-75 degrees

0917 Did not increase coverage, reverted swath to 70-70

0938 Performed cast #81

0941 XBT cast #81 applied to line 260

0955 Shifted N 400m

1000 Begin line 261

1020 Requested shift 200 to south (total shift= 800m)

1136 Begin line 262 (turn)

1147 begine line 263

1152 shifted 800m to north (total shift= 1600m)

1258 Shited 800 m to north (total shift = 1600m)

1258 Requested 300m shift to south portside

1307 300 m shift compete

1346 Start line 0264

1347 conducting XBT # 82

1351 XBT #82 applied to line 0264

1400 Requested 300m shift south (portside)

 Bridge called + ECDIS is going offline for awhile

1434 ECDIS back on track

1500 potentially in water column visible in EK60

1526 change port angle 65 from 75

1547 Start line 265

1659 Conducting XBT #83

1706 XBT #83 applied to line 265

1719 Max angle starboard 70 to 75 deg.

1727 Start line 266 (turn)

1731 Start line 267

1800 Start line 268 (turn)

1803 Start line 269

1806 Change port angle 75 to 65, stbd 75 to 70

1829 200m shift north (port)

1846 Rig requested 2.5 nm radius have to break line 5 min early

1903 Change port angle 70 to 65

1907 Start line 270 (turn)

1911 Start line 271

1915 start line 272 (turn)

1917 start line 273

1924 request 300 m shift port

1852 shift has to slow down because of engine over heating

1948 conducting XBT #84

1957 XBT # 84 applied to line 273

2006 ship speed returned to normal

2039 start line 274

2042 seep on line 274, visible in EK60

2052 start line 275

2052 40m shift to the starboard.

2100 Weller and Dahn on watch

2208 Begin turn line 0276

2300 XBT#85 cast

2307 Potential seeps on 0277

2342 Start turn line 0278

2352 Begin line 0279

**April 1, 2014**

0006 New day line 0280

0119 Turn line 0281

0125 Start transit line 0282

0229 XBT#86 applied to line 0282

0347 Bridge saw seep on line 0283

0428 Possible seep on line 0283

0429 Will divert wellhead at beginning of line by .5 mile

0439 Begin line 0284

0500 Parine and Faulkes take the watch

0522 Conducted XBT #87

0526 XBT# 87 applied to line 0284

0639 begin line 0285

0714 Begin line 0286 (turn)

0724 Begin line 0287

0852 Condut XBT #88

0856 XBT#88 applied to line 287

0923 Begin line 288

0925 Requested 400 m shift to the north

1000 Begin line 289

1004 Shifted another 200m to the north (total 600m)

1029 shifted 200m to S (total 400m)

1152 Shifted 200m to N (total 600m)

1200 Begin line 290

1205 Conduct Cast #89

1207 XBT #89 applied to line 290

1209 Seep on line 290

1255 Jackie and Shannon on watch

1258 Start line 291 (turn)

1304 Start line 292

1308 200 m shift north

1314 200m shift complete

1323 Requested 400 m shift north

1334 shift complete

1424 100 shift south

1443 100m shift south

1511 fish in area on Ek60 and EM302

1533 starboard max angle 75 to 70

1548 Seismic vessels in area shifting to left

1559 Start line 294 transit speed increased to 10 – 10.5 kts

1648 XBT #90 commenced

1656 XBT #90 applied to line 294

1700 Speed slowed to 8.5 to avoid seismic vessles.

1750 requested 200m shift south

1800 Start line 295

2001 200 m shift stbd

2013 100m shift south

2015 200m shift south

2013 conducting XBT #91

2020 XBT #91 applied to line 0296

2038 seeps seen on line 296

2042 seeps on line 29

2045 possible seeps

2049 request 100m shift north

2101 request 300m shift to the North

2111 Request 300m shift to the north

2100 Weller and Dahn on watch

2205 Seep line 0297

2237 200m shift to the north

2337 XBT #92 applied to line 298

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0000 New day line 0299

0203 Seep(s) on line 0300 – EK60

0220 Seep on line 0300-EK60

0227 Start Transit line 0301

0241 XBT# 93 performed and applied to line 301

0500 Faulkes and Parine on watch

0558 XBT #94 applied to line 302

0627 Begin line 303

0827 Begin line 304

0855 Perform XBT #95

0901 Applied XBT #95 to line 304

1027 Begin line 305

1147 Performed XBT #96

1153 Applied XBT #96 to line 305

1227 Begin line 306

1302 Shannon and Jackie on watch—transiting

1515 XBT #97

1519 XBT #97 applied to line 0307

1822 XBT #98

1827 XBT #98 Applied to line 0309

2047 XBT #99

2052 XBT #99 Applied to line 0310

2356 XBT #100 cast

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0000 New day line 0312

0000 applied XBT #100 to line 0312

0207 XBT #101 conducted

0211 XBT #101 applied to line 0313

0458 XBT 102 applied to line 314

0500 Faulkes and Parine take watch

0616 End logging ad pinging sub-bottom at 60.0m elevation

0536 Ceased logging, reached 50m.

1306 Run all bists test and export PU Param