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Alpine electric vibrocorer

This memo is to bring you up to date on the status of the vibrocorer. Most important is that the corer still does not work. I attended a field test on 21 August, and I believe that our obligation to purchase it is now past. I expressed an opinion to the Alpine people that there appears to be a basic design problem with the electric corer, and they agreed with this.

We now need to determine how much the U.S.G.S. may owe the Alpine Company for the supplies and services used during the sampling program in Cape Cod Bay. The schedule of events in this program are outlined as follows:

- June 17 M/V Atlantic Twin dockside at Woods Hole to load and rig gear. Tech representative (James Katsalis) and electric vibrocorer and supplies trucked to Woods Hole and loaded aboard.
- June 18 Left Woods Hole for Cape Cod Bay. Repeated attempts to obtain core without success. Ship tied up at eastern end of canal.
- June 19 Air-driven corer head enroute from Norwood, New Jersey. Late afternoon air-driven corer head and rental compressor on board. Electric-driven head returned to Alpine Company.
- June 20 Air-driven corer working. Good core recovery.
to 23
- June 24 M/V Atlantic Twin at Woods Hole. Corer and all unused supplies returned to the Alpine Company. Tech rep dismissed.

A list of services and supplies used by the U.S.G.S. during the sampling cruise is as follows:

1. Technical representative for eight days (June 17-24) @ \$200/day.
2. Truck rental to ship vibrocorer and supplies from Norwood, N.J. to Woods Hole. Rental of an additional truck to transport the

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