104927

Q-MIPS LOG

SHIP AND CRUISE: Houligan 95-1 (95016)

AREA: Myrtle Beach S. Carolina

DATES: 4-7-95 To

CHIEF SCIENTIST: Paul Gayes / Pat Early

T.

1000

Surfside Pier 803-238-0121

Garden City 803-651-9700

(Northern Reach) Lines *7-2 process as Mosaic 1.

Offshore Lines 1-3 (Southern Reach Lines) process as Mosaic 2.

Southern Reach Lines 2-7 process as Mosaic 3.

Southern Reach Lines 7-2 process as Mosaic 4.

Northern Reach Mosaic

* Processor see Notes Below

QMIPS LOG: Cruise [illegible] Chief Sci [illegible]

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
* 1	093	19:20	L1F1.dat	SOL @ 19:20 500 kHz
		1937	L1F2.dat	WP 79-80-81-82-
		1953	L1F3.dat	
*		20:05		Test-Tune
				Nav Disk 1
7	097		L7F1.dat	SOL #7 @ 11:59 500 kHz
				WP 79-86-154-157
		1216	L7F2.dat	1216 (N-South)
		1232	L7F3.dat	Northern Reach
		1248	L7F4.dat	
		1305	L7F5.dat	
		1322	L7F6.dat	
		1337	L7F7.dat	
		1354	L7F8.dat	
		1410	L7F9.dat	
		1426	L7F10.dat	
		1443	L7F11.dat	
		1459	L7F12.dat	
		1515	L7F13.dat	
		1532	L7F14.dat	
		1548	L7F15.dat	
		1604	L7F16.dat	
		1620	L7F17.dat	
		1628	EOL	To Be Continued on Southern Reach
* 7	Qmips Tape (3)	1245	SOL L7F18	Start Line 7 - Southern Reach
	Nav Disk (4)	1320	SOL L7F18A	Restart Line 7 Southern Reach
				157-221-224-227-230
		1336	L7F19.dat	
		1349	End File F19.dat.	
		221-224		

Exabyte Tape 1

Nav Disk #1

Do not process

Northern Reach Mosaic

* Special Notes to processor.

QMIPS LOG: Cruise Hatteras 95-1 Chief Sci Paul Rogers

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
Tape 1 L6	097	1632	L6F1.dat	Line 6 (S→N) 500kHz
		1648	L6F2.dat	Northern Reach
		1704	L6F3.dat	WP 146-149
		1721	L6F4.dat	NAV Disc 1.
		1737	L4 F5.dat	
		1753	L6 F6.dat	
		1809	L6F7.dat	
		1826	L6F8.dat	
		1842	L6 F9.DAT	
		1858	L6F10.dat	
		1915	L6F11.dat	
*		1931	L6F12.DAT	→ -800 m Down track when changing
		1947	L6F13.DAT	WP #71 to 78. Will cause gap in
		2020	L6 F14.DAT	mosaic.
		2036	L6F15.dat	
		2040	EOL 6	To be continued. End of
				Northern Reach
				START Line 6 Southern Reach.

L4F5
L5F6

D:\Qmips\V6.42

Northern Reach Mosaic

* = Special notes to processor

QMIPS LOG: Cruise Holligan 95-1 Chief Sci Pat Ealy

Start Qmips Tape 2 / Nav DSC 2

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
5North	098	1136	L5F1.dat	Line 5 Northern Reach
		1152	L5F2.dat	500 KHz SOL / N-South
		1208	L5F3.dat	WP 53-60-134-137
*		1225	L5F4.dat	Gap in Mosaic. ~800 m off
*			L5F5.dat	Change WAYPAT # to next Waypat.
*		1258	L5F6.dat	on Hard Drive. will transfer at end of Day
*		1259	L5F6A.dat	Y Drive - Logging
		1318	L5F7.dat	
		1332	L5F8.dat	
		1348	L5F9.dat	Copied to overflow tape
		1405	L5F10.dat	
		1421	L5F11.dat	
		1437	L5F12.dat	
		1454	L5F13.dat	
		1503		EOL 5 Northern Reach
				"To Be Continued on Southern Reach
* Copied	File	D:L4F5	To To	~~End of~~ Tape #3 Overflow
				Start Line 5 Southern Reach

Northern Mosaic

Processor → * See Note Below

QMIPS LOG: Cruise ~~Halligan~~ 951 Chief Sci PAT Ealy

Qmips Tape 2

Nav Disc 2

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
4	098	1505	L4F1.dat	SOL 4 WP 126-129-45-52
*				Need 300m Line up on
				Line 4 S Reach!
				(S-North) - North Reach
		15[illegible]	[illegible]	~~on D:~~
		[illegible]	[illegible]	~~on D:~~
				~~on D:~~
*		1611	L4F5.dat	on D: Copied to overflow Tape
		1620	L4F5A.dat	on Y:
		1636	L4F6.dat	
		1653	L4F7.dat	
		[illegible]	[illegible]	
		[illegible]	L4F9.dat	
		1741	L4F10.dat	Ship Wake on Record
				EOL 4 S-North - To be
		1755		Continued on Southern Reach
				Line 4 START of Southern Reach

Northern Reach Mosaic

QMIPS LOG: Cruise Hodgson 95-1 Chief Sci Pat Eaby

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
3	098	1800	L3F1.dat	SOL #3 N to South
		1816	L3F2.dat	North Reach 500 KHZ
		1832	L3F3.dat	WP 27-34
		1849	L3F4.dat	EOL #3 - To Be continued 9-9-95
WP #34		1902		
3	099	1202	L3F5.dat	Continuation of Line 3
		1202		WP 34-114-117
		1219	L3F6.dat	
		1235	L3F7.DAT	
		1251	L3F8.DAT	
		1307	L3F9.DAT	
		1324	L3F10.DAT	
		1340	L3F11.DAT	
		1356	L3F12.dat	
		1413	L3F13.dat	
		1425		EOL3 N-S 4-9-95
				To Be Continued on Southern Reach
				Start Line 3 Southern Reach

Continue Qmips Tape 2 Nav Disc 3

106-109

* Processor See Notes Below
Northern Road Mosaic

QMIPS LOG: Cruise Hodgson 95-1 Chief Sci Paul Gayes

Line #	JD	Start / End	Filename	Comments: *(Nav system, observed features, problems, etc.)*
2	099	1432	L2F1.dat	SOL #2 S - North
				WP 106-109-19
		1449	L2F2.dat	
		1505	L2F3.dat	
		1521	L2F4.dat	
		1538	L2F5.dat	
		1554	L2F6.dat	
		1610	L2F7.dat	
		1627	L2F8.dat	
		1642	L2F9.dat	
		1659	L2F10.dat	
		1715	L2F11.dat	
*		1728		Adjusting Course to Avoid
				Cherry Grove Southern Pier
		1732	L2F12.dat	
		1748	L2F13.dat	
		1750	EOL 2	#2 EOL
				~~Start Line 2 Southern Road~~

End of Mosaic Area

Southern Reach - Separate Mosaic
Start offshore grid.

QMIPS LOG: Cruise _____ Chief Sci _____

Qmips Tape (3)

Nav Dsk (4)

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
1 South	100	1425	L1SF1.dat	OFFshore (N-S) WP 1-2
				L1SF1.dat
		1441	L1SF2.dat	
		1457	L1SF3.dat	
		1514	L1SF4.DAT	
		1530	L1SF5.DAT	
		1548	L1SF6.DAT	
		1603	L1SF7.dat	
		1619	L1SF8.DAT	
		1635	L1SF9.dat	
		1648		EOL 1 South
2 South		1651	L2SF1.dat	SOL 2 South (S-N)
		1707	L2SF2.dat	WP 3-4
		1723	L2F3.dat	
		1740	L2F4.dat	
		1756	L2SF5.DAT	
		1812	L2SF6.DAT	
		1829	L2SF7.dat	
		1845	L2SF8.dat	
				EOL 2 South
3 South		1858	L3SF1.dat	SOL 3 South (N-S)
		1859		WP 5-6
		1915	L3SF2.dat	
		1932	L3SF3.dat	
		1948	L3SF4.dat	
		2004	L3SF5.dat	
		2037	L3SF7.dat	

2054 L3SF8.dat
2109 L3SF9.dat
2128 L3SF10.dat

Offshore grid

* Processor See notes

Garden City - Surfside

QMIPS LOG: Cruise ~~Holiday 95-1~~ Chief Sci Paul Gayes

START of Southern Beach Mosaic #3 ~~[illegible]~~

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
7	103	1438	L7F1.dat	Line 7 (S-N) 500 kHz
				Southern Most Mosaic Area
		1456	L7F22.dat	Starting Mosaic Area on offshore.
		1510	L7F3.dat	most lines working inshore to
		1527	L7F4.dat	take advantage of weather & tides.
		1535		End Line 7 Avg speed 5.8
6		1537	L6F1.dat	(N-S) SOL 6
		1554	L6F2.dat	
		1609	L6F3.dat	
		1626	L6F4.dat	
		1640	~~[illegible]~~	EOL 6 Avg. speed 5.5
5		1641	L5F1.dat	SOL 5 (S-N)
		1656	L5F2.dat	
		1713	L5F3.dat	
		1729	L5F4.dat	EOL 5 Avg. speed 6.3
		1729		Hard Bottom
4		1731	L4F1.dat	SOL 4 (N-S)
		1747	L4F2.dat	Line 4 Hard to Maintain Steerage
		1804	L4F3.dat	Winds Gusting to 25 kts.
		1820	L4F4.dat	
		1836		EOL 4
3		1837	L3F1.dat	SOL 3 (S-N) Running with wind
		1853	L3F2.dat	AVG speed 6 knots
		1909	L3F3.dat	
		1925	L3F4.dat	
		1929		EOL 3
2		1930	L2F1.dat	SOL 2 (N→S)
		1946	L2F2.dat	Avoiding Crab pots on this
		2003	L2F3.dat	line.
		2019	L2F4.dat	
				EOL 2

	Start	End
Line 1	20 30	
	33 33.06	33 38.06
	79 01.03	78 56.54

QMIPS LOG: Cruise Hodigan 95-1 Chief Sci Paul Gayes

Mosaic Grid 4 Surfside To Myrtle Beach

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
				(Rough) - Winds NW@20 knts
7	104	1425	L7F1.dat	Line 7 (S-N)
		1441	L7F2.dat	Running Against Seas & wind
		1457	L7F3.dat	
		1514	L7F4.dat	
		1530	L7F5.dat	
		1535		EOL 7
6		1536	L6F1.dat	SOL 6 (N-S)
		1551	L6F2.dat	Running with Seas & Wind
		1608	L6F3.dat	
		1624	L6F4.dat	
		1640	L6F5.dat	EOL 5
5		1646	L5F1.dat	SOL5 (S-N)
		1702	L5F2.dat	
		1719	L5F3.dat	
		1734	L5F4.dat	
		1749		EOL5
4		1750	L4F1.dat	SOL4 (N-S)
		1806	L4F2.dat	
		1808		Turning to Avoid Pier.
		1822	L4F3.dat	
		1834		Turning to Avoid Pier
		1839	L4F4.dat	
		1855	L4F5.dat	
		1856		EOL4
3		1857	L3F1.dat	SOL 3 (S-N)
		1914	L3F2.dat	1915 Turning to Avoid Pier
		1930	L3F3.dat	193x Turn to Avoid pier
		1946	L3F4.dat	
		1955		EOL #3

(Last Mosaic Area)

OVER

Line (1)	(WP1) Start	(WP2) End
	33 38.06	33 42.08
	78 56.54	78 51.99

QMIPS LOG: Cruise Hodgan 95-1 Chief Sci Paul Gayes

Line #	JD	Start / End	Filename	Comments: (Nav system, observed features, problems, etc.)
2	104	1957	L2F1.dat	SOL 2 (N-5)
		2012		Turn to avoid Beach + pier
		2013	L2F2.dat	
		2015		Turn off line
		2020		Back on line
		2030	L2F3.dat	
		2039		Turn to avoid pier
		2042		Back on line
		2046	L2F4.dat	
		2050		Turn to avoid pier
		2101	L2F5.dat	
				EOL 2

May 24, 1995

MYRTLE BEACH RENOURISHMENT PROJECT

General notes:

The boat we used a (1959 40' steel hull)" HOOLIGAN" was very old and had manual steerage. As the weeks went on it developed hydrallic problems which desensitized the steering greatly. Combined with trying to avoid offshore piers and crab pots I'm sure there will be some frustrating time spent trying to match up the lines. However, perhaps the first priority should be to get a good navigation file and look at the lines and see where we can edit the data. Processing should start with mosiac area 4 and work backwards to area 1. All grids were run shore parallel and odd lines were run in the same direction and even lines were run in the same direction for each respective grid. We used the 500 khz on a 50 meter scale and the bottom tracker did not work. I have experienced this problem before when using the 500 khz so I just fudged the thing and put the tracker just below the bottom trace. There is little or no topography in this area so the bottom was extremely flat. We did have rollers in the surf zone due to the fact that we started the survey areas approximately 450 meters offshore and worked inshore where we could see spots on the records which represented bodies. All the problems experienced in shallow water geophysics apply to these areas. Surface reflections, ship noise, steering problems,obstructions, to list just a few. If you have any questions please feel free to call or use my name in vane if you wish.

Twig

May 24, 1995

NOTES TO PROCESSOR ON THE MYRTLE BEACH RENOURISHMENT PROGRAM

Due to the severe curvature of the coastline in the Myrtle Beach area there were 4 seperate transects or (grids) surveyed on this project. It was an impossible task to try and survey 28 nautical miles shore parallel while keeping constant offsets on straight lines. Therefore, the 4 seperate grids are as follows:

MOSIAC AREA 1 Julian Day 093 097 098 099 NORTHERN REACH
Little River (northern most point) to North Myrtle Beach (southern most point)

Lines 7-2 All even lines were run in the same direction and all odd lines were run in the same direction. This mosiac area was surveyed running shore parallel starting offshore and working inshore. Line 1 was omitted due to shallow water and tide constraints. See bottom of page (1) in qmips log for special notes.

MOSIAC AREA 2 Julian Day 100 OFFSHORE SOUTHERN REACH
North Myrtle Beach (northern most point) to Murrells Inlet (southern point)

Lines 1-3 All even lines were run in the same direction. This mosiac area was surveyed running shore parallel lines starting offshore and working inshore. Only 3 lines were run in this area due to the severe curvature of the coastline. If work had continued on this transect too many lines would have to have been added to complete the grid from the farther most point offshore. Therefore, several smaller grids were added in the southern area which proved to be more efficient.

MOSIAC AREA 3 Julian Day 103 NEARSHORE SOUTHERN MOST REACH
Surfside Beach(northern most point) to Garden City (southern most point)

Lines 7-2 All even lines were run in the same direction. All odd lines were run in the same direction. This mosiac area was surveyed running shore parallel starting offshore working inshore. This area had many crab pots and severe winds made steerage a problem. We did the best the old boat would allow but expect data gaps and severe curvatures in the lines in this area. See qmips log for notes.

MOSIAC AREA 4 Julian Day 104 NEARSHORE MID-SOUTHERN REACH
Myrtle Beach(northern most point) to Surfside Beach (southern most point)

HIGHEST PRIORITY AREA !!!!!!!

Lines 7-2 All even lines were run in the same direction. All odd lines were run in the same direction. Many piers and pots in this area. Expect many turns in the lines. See qmips log for notes. Steerage problems heightened on this transect area. Winds and seas worked against us during this entire period. We got so close to the beach