

<b>PI:</b> J. Stock, S. Cande, A. Moser <b>Event#:</b> G-071-N		<b>Ph:</b> 626.395.6938  <b>E-mail:</b> jstock@gps.caltech.edu	<b>Cruise #:</b> NBP04-03	<b>MPC:</b> TJ Hurlburt  <b>Date:</b> 5/8/2004
<b>Yes</b>	<b>No</b>	<b>Planning</b>	I am the acting Chief Scientist on board, and am not qualified to answer these questions, as I was not involved in the planning process. However, I found the RSP helpful, and have no reason to believe that there were any problems with either it or the SIP process.	
<input type="checkbox"/>	<input type="checkbox"/>	SIP process adequate?		
<input type="checkbox"/>	<input type="checkbox"/>	RSP helpful and timely?		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POC responsive?		
<b>Yes</b>	<b>No</b>	<b>Medical</b>	NA Cruise NBP04-03 did not travel south of 60 degrees S, and so no PQ was required of participants.	
<input type="checkbox"/>	<input type="checkbox"/>	Kits sent out on time?		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Questions answered?	Chris McGuire answered any and all questions. Overall, he served as a highly knowledgeable, competent and approachable EMT.	

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<b>Yes</b>	<b>No</b>	<b>Travel</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	TRW available and understandable?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ticketing completed easily?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Meet and assist service met requirements?
		<p>There was one point of confusion regarding ticketing and the TRW: the amount of flexibility possible in planning a return itinerary is unclear.</p> <p>Currently, the TRW calls for an approximate return date, even if travel plans are not yet finalized, implying that future changes are acceptable. Tickets with the tentative date given are issued, and a representative calls to verify, saying that this verification time is the last chance to change the return itinerary. Once on board the ship, travellers are asked if they would like to make any changes to their travel itinerary, with any changes incurring a penalty charge.</p> <p>It would be helpful to have the possibility of future changes and any charges involved spelled out from the beginning.</p>
		<b>Equipment Availability</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Requested</b> equipment available?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Damaged?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Late?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>ECW gear in good condition?</b>
		[Editor's Note: No ECW gear was issued d/t planned cruise track.]

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<b>Yes</b>	<b>No</b>	<b>Lab Space</b>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Adequate? (electrical needs, bench space, water, etc.)	We did not utilize any lab facilities, with the exception of a watchstand area in the Dry Lab, and occasional use of computers in the Electronics Lab.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Remote Sensing support needs met? (QFax, Terascan, etc.)	
<b>Yes</b>	<b>No</b>	<b>Quality of Hotel Services</b>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cabins clean and neat?	Cabins were all clean and well maintained. Any problems encountered once underway (plugged drains, etc.) were fixed within minutes of being reported.  The food was very good, and the galley crew did an excellent job of providing vegetarian options with every meal. They were also willing to satisfy specific requests, like a Mexican dinner on Cinco de Mayo!
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Linens clean and in good condition?	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Food quality and variety was good?	

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<b>Yes</b>	<b>No</b>	<b>Personnel Issues</b>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	ECO?
<p>There were no negative issues with any ECO personnel. Captain Robert is easygoing and approachable. The entire crew was very friendly and welcoming.</p>		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	RSPC?
<p>There were no negative issues with any RSPC personnel. The members of the RSPC staff were never anything less than overly supportive. They were well prepared, knowledgeable and willing to help at any hour.</p>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Research Objectives</b>
<p>All accomplished? If not, please explain (weather, ice, equipment, personnel).</p>		<p>Overall research goals were achieved. We completed our proposed track with only slight modifications due to rough weather (see last page).</p> <p>Our XBT deployment was not as regular as the approximate once per day we had planned.</p> <p>Of the 28 XBTs deployed, 14 were usable data.</p> <p>Of the 14 failures, 11 resulted from conditions; either directly, with wind and waves grounding or unplugging the wire, or indirectly, with data discarded due to excessive noise.</p> <p>One or two of the discarded XBT files could possibly have been used once questionable data spikes were removed manually, but had been stopped before a complete file was acquired. This was realized after the fact, and a similar situation never arose in later XBT deployments.</p>

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<b>Yes</b>	<b>No</b>	<b>Surveys Completed?</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	USAP Metrics Survey
<input checked="" type="checkbox"/>	<input type="checkbox"/>	GPRF Facilities Survey
		<b>Future Cruises</b>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	If returning for another cruise, are there any additional equipment or support needs your group anticipates?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Anything you would like to see changed?

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<b>Yes</b> <input type="checkbox"/>	<b>No</b> <input checked="" type="checkbox"/>	<b>Other Issues</b> Diving, Zodiac, E-mail support, interactions with stations, etc.	

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Rough weather forced a change in course on three occasions. This happened on June 18th, June 30th and May 4th/5th. Each of these times we altered the course to avoid travelling directly against winds of a steady 50 kn with gusts in the 90's and waves in the 15-25 ft range. The MPC and Captain provided valuable recommendations and support in making these changes.

TJ Hurlburt has a competence as MPC that belies his relative inexperience in that role. He was extremely helpful in aiding these course change decisions. He provided the information and experience needed to make the decision, without any pressure save that inherent in the situation.

Jim Dolan, the Systems Analyst, was especially helpful and supportive. His familiarity and expertise with the Geophysics data acquisition and computer systems was rivaled only by his patience with us as we learned about them. He was always available for questions or to lend a hand.

In addition to being a great MT and EMT, Chris McGuire tells excellent stories.