

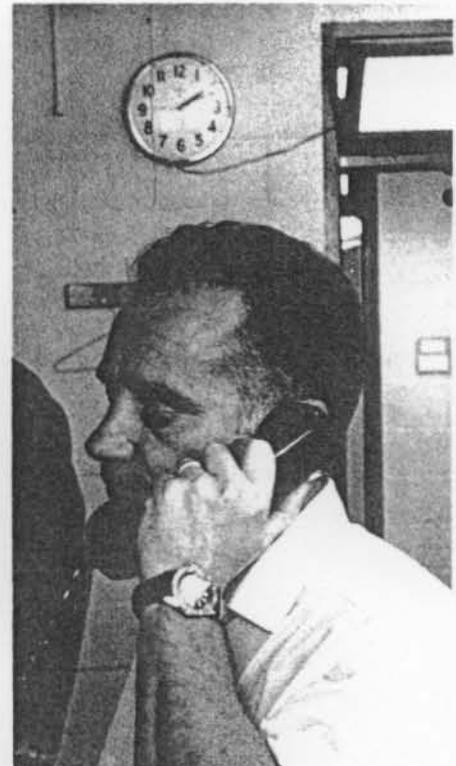
NEWSLETTER

WOODS HOLE OCEANOGRAPHIC INSTITUTION

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RECOVERY PLANNING: Immediately following the sinking of Alvin on Oct. 16, all members of the group began recovery plans. Dr. Scott C. Daubin (upper left), Chairman of the Department of Ocean Engineering, is group leader. Val Wilson, upper right, has been assisting Daubin with the hundreds of administrative details. The temporary salvage office is set up in the Bigelow Building. At left, Bill Rainnie and Dick Edwards are shown going over some of the engineering problems expected to face the group at sea.

NEW MAGAZINE
SEEKING CONTRIBUTIONS

A new magazine will be published on the West Coast entitled *Oceans Magazine*. This new publication is not planned as competition for ones currently being sent through the mail such as *Oceanology International*, *Ocean Industry*, and *Undersea Technology*. The format will be a combination of *Scientific American* and *National Geographic*.

This contributor-written magazine has been designed to attract the interest of the scientist as well as the layman. To encourage contributions, authors of papers printed will be paid \$50 per page. At the same time, they will pay fees for both black-and-white and color pictures that are used in the magazine.

Any member of the Institution staff who is interested in additional information should see John Schilling in P10. *Oceans Magazine* will be sold on a monthly basis at the newstand as well as by subscription.

COPIES OF NATIONAL GEOGRAPHIC
AVAILABLE FROM DR. HOLLISTER

Charley Hollister has just received 1,000 copies of the June 1967 *National Geographic* magazine that included his article on climbing Antarctica's highest peaks. Free copies may be obtained by Institution personnel from the Public Information Office.

AAAS PAPERS REQUESTED

The American Association for the Advancement of Science has asked that copies of papers to be given by WHOI scientists be sent to 5110 West Franklin Street, Richmond, Virginia 23226 by December 1, 1968. Some of our staff members have received notices about these papers, but AAAS has asked for any that may have been overlooked.

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Karen Schnee, Editor.

and the final plunge.

"Another Institution research vessel, the Gosnold, was accompanying the submarine group during the scientific cruise.

"Dr. Paul M. Fye, Director of the Institution, announced earlier this week the appointment of a three-man committee to determine the reason for the equipment failure. The investigators are James H. Wakelin, former Assistant Secretary of the Navy; Dr. Frank Andrews, Director of Ocean Engineering, Catholic University; and Rear Admiral (Ret.) Albert G. Mumma, former Chief of the Bureau of Ships, Navy Department.

"The extent of damage to the Alvin as a result of its 5000ft. drop is unknown. The bottom is firm clay covered by silt. The Gosnold and Lulu remained at the surface for two days following the accident, making a careful survey of the area. By the time the Lulu had returned to its home base three days later, the search area had been narrowed to one square mile.

"The Gosnold remained at the site until relieved by two Coast Guard vessels--the Active and the Vigilant--on Sunday, Oct. 22.

"The Alvin's stern propeller was knocked off during the accident. The extent of impact damage would depend on the angle and speed with which it hit bottom. Depth is not a factor. Alvin has a depth capability of 6,000 feet. Salt water damage to instrumentation in the sphere is expected to be considerable.

"The DOWB, which is being flown to Woods Hole from Santa Barbara, California, has a depth capability of 6,500 feet. It is owned by AC Electronics Division of General Motors. The submersible will be operated by its own crew and supported on the surface by Institution vessels. DOWB will attempt to attach a cable to Alvin so that she can be raised to a level which will enable divers to reach her.

"The recovery operation is under the direction of Dr. Scott C. Daubin, Chairman of the Department of Ocean Engineering for the Woods Hole Oceanographic Institution. Coincidentally, Daubin is the designer of the DOWB and is thoroughly familiar with the sub's capabilities.

"The DOWB weights 20,000 pounds and has a payload of 1,200 pounds. It is powered by four electrically-operated motors. Visibility is provided by a periscope system. It has one mechanical arm. The crew will be able to operate in the pressure sphere as long as 36 hours per dive.

"The Alvin was preparing for her 308th dive when her launching platform failed. She was put into service by the Institution in 1964, and gained international fame in 1966 when she located and helped retrieve the lost hydrogen weapon off the coast of Spain."

ALVIN BULLETIN

The following notice was posted on the Institution bulletin boards Thursday, Nov. 14:

1. We are waiting for a break in the weather. All are aware that as the season continues the probability of good days gets less but the low probability of a sufficiently long period of calm is balanced by the importance to us of locating ALVIN and determining her condition. Although recovery at this time is improbable due to the lateness of the season, we are going to have a recovery capability with us aboard CHAIN and will use it if we can.

2. We have been and are using all available weather information to forecast conditions in the operating area. Daily weather maps and forecasts are received from the Navy, Air Force, and the Weather Bureau. The Fleet Numerical Weather Facility at Monterey is providing long-term forecasts and has predicted a period of calm on Nov. 16 and 17.

3. CGC SASSAFRAS has been recalled and the services of another buoy tender have been requested. Our general schedule is as follows:

Friday, Nov. 15 - Ready for sea. Earliest sailing date.

Saturday, Nov. 16 - Most probable sailing date.

Sunday, Nov. 17 - Predictable good diving day, last chance for the year.

The weather is the controlling factor. It will be re-evaluated on a continuing basis. If the opportunity for another try does not materialize before Monday, Nov. 18, we will probably reluctantly terminate the operation.

Arthur E. Maxwell
Associate Director