

## M/V Green II finishes tests two days early

By MARILYN McCORD AND SCOTT BUFKIN

Start with careful planning, add a fine crew on the M/V Cecil H. Green II and throw in a reasonable amount of good luck.

These elements spelled success for GSI's Onboard Binning sea trials off California, which were completed two full days ahead of schedule.

The mobilization began on Monday after Super Bowl Sunday in San Diego for tests involving onboard binning, TIGER\*\* II airgun controller statistics plots, optical tow fixture and the 120-trace streamer.

The Dallas-based mobilization crew (Alan Cockle, Greg Clark and Frank Polaski) arrived first, and by the time Scott Bufkin, the sea test director, found the Green about 11 a.m. Monday, the hardware installation was already well underway.

Advance planning by Alan Cockle allowed us to do most of the electrical work and welding required for the Trace Sequential Recorder (TSR) tests scheduled to take place on the Green soon after the current tests.

*Marilyn McCord, onboard binning sea test supervisor: "I'm gonna make it work."*



When the Marine Engineering software Mafia (Marilyn McCord, Todd Nordby, Brian Spraez, and Ralph Rollans) got there, the doghouse was nearly complete in its transformation. With the help of the

Dallas folks and systems engineers Bill Roche and Joe Woodruff, the CMS\*\* instruments were reassembled powered up and checked out by 7 p.m. Wednesday. As a result, we were able to sail 18 hours ahead of schedule.

The mobilization went so smoothly that we weren't sure whether to celebrate early or to brace ourselves for saved-up trouble. We were also remembering recent storms along the California coast, and the weather was still "iffy."

There was a lot of curiosity about onboard binning (OBB). The "on-board" part reflects that the process takes place on board the ship. Binning is a way of analyzing the data collected by assigning traces to discrete boxes, or "bins," on a prospect grid.

*Continued, next page*

## Arctic season in full swing



*Greg Forschen mans doghouse on Party 1183, one of several GSI crews now operating in Alaska. For more about Arctic winter work, see page 3.*



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## General News

### M/V Green II

Continued

GSI positions bins according to the position of the near-trace reflection point, producing "dynamic" bins. This guarantees better trace assemblage in the bins but is trickier to do than the "fixed" bins of our competitors.

Onboard binning is an enhancement to the streamer tracking system (STS) and provides quality assurance/control features at the completion of each line. Although the online portions of STS will look much the same to anyone who has worked with recent STS III versions, there have been a lot of changes made.

The hard disks provide additional data storage and allow use of the DX10 operating system. This means no more floppies are necessary, and no more six-minute load time for the TIGER/STS combo! Just "halt, reset, load" — initialize the system with Greenwich Mean Time, and the STS and TIGER systems are both up and ready for parameter inputs.

The new operating system — with an improved file management package — is a necessity for the large amount of file handling required. In addition to everything STS did before, it now writes a record at each shotpoint. The resulting file for the line is used to create a graphical plot of compass values, a plot of depth values, and to write averages of selected parameters for each "bin" of the line into a file for the entire prospect.

Rex Porter, Tony Canepa, Bill Roche and Ralph Rollans watching plotter.



The TIGER II statistical package does four plots which give information on the airguns. Self-fires, no-fires, volume, firing times, and other data are shown. The operator may select any of the plots to be done

automatically at the completion of a line, and may further select the output device as the plotter or the 810 G printer. Plots may also be done or redone on request.

Continued next month

## TI announces new U.S. benefit programs

TI has announced changes in U.S. profit sharing plans to permit voluntary employee contributions (VEC) to the TI Employees Universal Profit Sharing Plan and liberalized investment choices, withdrawal provisions, and loan provisions for participants in both the Universal plan and the (old plan) TI Employees Profit Sharing Trust.

Also announced were:

1. A new cash or deferred compensation arrangement (CODA) plan that will enable eligible employees to take advantage of new tax legislation permitting employees to defer a portion of their pay for retirement savings and escape federal income tax and Social Security tax on the amounts deferred,

2. A similar plan that will permit payment of the employee's portion of group insurance premiums with pre-

tax dollars, and

3. A new employee stock ownership plan under which TI will get a credit on its income tax returns for making contributions to be converted into shares of the company's stock for the accounts of eligible employees.

Implementation of the new plans and profit sharing plan changes (anticipated to begin in July) is dependent on Internal Revenue Service approval of the provisions set forth in plan documents and on successful installation of new computer software programs to handle the increased number and kinds of transactions that will be made in employees' accounts under the plans.

Department managers will hold special meetings in May to provide employees with full explanation of the new benefit plans and plan changes.

## Ca\$h for photo\$ payment method changed

Beginning immediately, payment for photos accompanying articles in *Shotpoints*, *Safety Valve* and *The Grapevine* will be made as follows:

1. GSIs based in Dallas will receive an already-approved Petty Cash Voucher sent to their mail station. They can take this form to Nina Hoover at the cashier's window on the second floor at Park Central and receive immediate payment.

2. Those GSIs headquartered in the U.S. outside Dallas will receive payment by check which will be mailed to them.

3. GSIs outside the continental U.S. will be paid by the area controller in their area by whatever method

is deemed best by the area controller. Disbursements will be made in the local currency at the current exchange rate.

GSIs contributing photos running in *Shotpoints*, *Safety Valve* and *The Grapevine* currently receive \$15 (U.S.) per article with photos that run on inside pages. *Shotpoints* and *Safety Valve* pay \$25 (U.S.) for photos used with articles that run on the cover. *The Grapevine* pays \$35 (U.S.) for its cover photo.

So the correct person will receive payment, please identify the photographer whenever submitting photos to any of the publications.

### Shotpoints

Dot Adler	Editor in Chief
Kelly Long	Land Editor
Sue Hood	Processing Editor
Dot Adler	Marine Editor
Pat Patterson	Staff Editor

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# LAND NEWS

## Despite downturn, Alaska season goes well

By **GEORGE BUZAN**

Alaska is always an exciting place to work and the 1983 winter season is no different. The recession has affected us as witnessed by the decreased number of crews compared to last year, but the mix of work we're doing is turning to the right proportions.

Some crews are doing 3D development work, others are doing detailed exploration work and still others are involved in non-exclusive reconnaissance work.

The finer definition of the reservoirs the 3D crews will obtain will result in better reserves estimates and fairer sharing of the production. All 3D crews are using 240 channel DFS\* V, FT I instruments and the new X-3 vibrators with Mod IIIA instruments. The crews are happy with the new vibrator instruments as they reduce the time it takes to get similarities and increase the amount

of time actually spent vibrating.

The crews doing exclusive work this year are using 120 or 96 channel instruments and are engaged in detailed work on tracts of land obtained in the last OCS lease sale. They are also doing fill-in work complementing some of the non-exclusive work GSI has done in the past.

The excellent logistics operation is headquartered this year in Deadhorse. Our new facility is adjacent to the Deadhorse airport and is providing better service this year than any year before. Also housed in the Deadhorse facility is the TIMAP\* operation that has formerly been located at Umiat.

March and April are the high points of our season for the field crews. The long daylight hours will yield the field crews all the overtime they want to work and will yield the client all the miles of data he wants shot. Early May will find all the crews demobilizing

and going home for a well-deserved rest.

Those same two months mean the beginning of the 1984 season for the supervisors and managers. Our sales and marketing efforts begin then for the next season. The marketing efforts will not end until late December, when mobilization actually begins. The mobilization and people planning will begin in July and August with the major subcontracts let in October.

We are very proud of the field crews here in Alaska. They do an excellent job. The people manning the crews come from all areas of GSI and the teamwork shown by the different GSI areas and by the individuals doing their jobs is a good example of GSI responding to its clients' needs. In an area with only a four-month season, "doing it right the first time" is the only way to work. Our teamwork is getting it done right the first time, and letting us work both smarter and harder.

## Doodlebugging done dirty

## Land conditions pose challenges for Party 1603

By **PAT TRAINOR**

The Phoenix has once again risen, not from the ashes, but from the prehistoric ooze of Bubyuan Island, in the form of Party 1603. All men, machines and electronic equipment are tinctured with the dirty grey of the netherworld through which 1603 has been passing for the last three months.

The northern end of this Kuwait prospect is like something out of a horror story. Here, Bubyuan Island changes from being a homogenous lump of silt into a maze of inlets and tributaries separated by coral banks and tidal mud flats where there is a variation of up to four meters of tidal water in a few hours. A three-kilometer stretch of sea water can gallop into the distance leaving nothing but waist deep mud, now the depository for several shoes and socks.

*Continued, page 4*



Steve Harrison, geological explorationist, Larry Behrens, assistant instrument engineer.

## Land News

### Kuwait

*Continued*

This is the terrain through which, (you can't say across), the lads struggle with cables, geophones, buggies and a considerable vocabulary of original four-letter words.

Instrument engineers John Pritchett and Alan Stevenson, assisted by assistant instrument engineers Bill Christie, Jim Clarke and Larry Behrens have decided that someone up there loves them after all, with the arrival of the two four-man Hovercraft at the end of November. They now manage to lay out the cables and geophones in one fifth the previous time with only the occasional dunking.

Surveyors Les Williams, Steve Chow and Gary Pullen are trying to sequester one of these up-side-down whirlybirds for their own continuous use, claiming that they have grown web-footed trying to accommodate their jobs.

Duncan Gibb, our sometime underwater expert, has taken on the responsibility of the hovercraft with a fleet of zodiacs, pontoons and seacouriers and threats to all and sundry should anything happen to his charges.

Spike camp has been set up on the Island, near the Filipino camp, for the recording crew and mechanics and has of course created a new set of problems for party manager, Leo "the Lion" Ralston. Organizing the transportation of food, water, fuel and spare parts to coincide with the tides has just about removed what remains of Leo's hair.

Ted Masniew, assistant party manager/head mechanic and Les Mee, mechanic, have invented a new language for the repair and maintenance of the wheeled and tracked equipment. These intrepid heroes maintain that the surveyors won't lay out a line unless it runs through the deepest mud traps in the area just to see if the tracked amphib (better known as "Double Trouble") can be completely buried.

John Horn, area equipment field service, spent many hours assisting our mechanics modify and repair equipment damaged in the mud traps. John seemed unusually anxious to leave Kuwait this last time he visited.

Ivan Pericic, driller, loves Bubyen so much that he is, with great gusto and malicious intent, trying to sink the Island with dozens of up-holes. He insists that the client ordered these holes but won't explain why,



*Lead instrument engineer, John Pritchett, sitting, assistant instrument engineer, Bill Christie.*



*Nalin Perera, controller.*

after each is completed, he and his crew jump up and down for half an hour all the while casting surreptitious glances toward the distant coastline.

Steve Harrison and Pat Trainor, geological explorationists, are hoping that Ivan succeeds in his efforts as they say he is keeping them far too busy to enjoy the tourist-like atmosphere around the base camp and most certainly interferes with their bird watching. (There's a camp up the road with several nurses).

Henry Demarco is the only Maltese cook in leg irons. It seems nobody wants Henry to go on leave, but little do they know out in camp that Henry bribed our project manager, John Micallef and administrator, Hugh Morely, with some of his delectable meat pasties to supply him with a file.

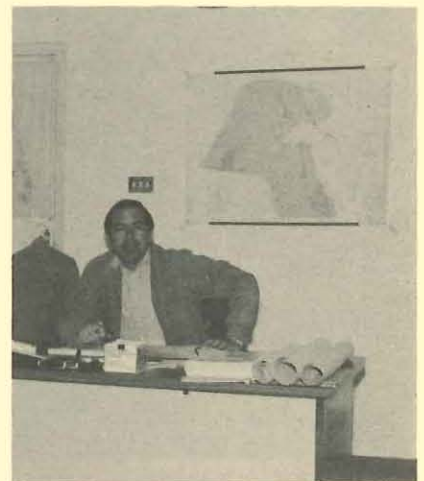
Oh well! No one wanted to eat much over Christmas anyway.

Last but not least, Nalin Perera, controller, the Terror of the Cash Box, has but a short time to live, his life expectancy being brought short by his proclivity towards entering all and everything on everybody's 1260 A/C. Nalin maintains that his books always balance, but driving to work in a Rolls? Now I ask you!

Too late to wish everyone a Merry Christmas, but to all the members of GSI throughout the world, Party 1603 Kuwait wishes you a bright, happy and prosperous new year.



*John Pritchett supervising repairs on cables.*



*John Micallef, project manager.*

## Jakarta center works well through many moves, changes



Wong Chee Hoong and Gustaf, hardware maintenance.



Nasya Aditya and Rachman Arnas.



Finny Yunita and Yance Cumentas.

### By ROSS BEATTIE

Jakarta, December 1978. Steamy monsoons, flashes of lightning and crashes of thunder or cars; great seafood restaurants in places nobody has heard of. Those, our first impressions, were exciting ones which buoyed us through the initial hectic months of setting up GSI's Jakarta TIMAP Centre.

Jakarta is the centre of operations for Indonesia's booming oil industry which, with rubber and timber for exports, forms the basis of an expanding economy. Those were heady days setting up the centre. The local staff was recruited, of whom only one, Swantiningsih, had any processing experience. She worked for GSI in 1972-1975 in our previous Jakarta operation.

Our nationals were quickly taught the mechanics of processing, and we were underway on a two-shift/five-day operation as a dedicated service centre. Work was enlivened by Jakarta's occasional floods and earth tremors (ever watched tape racks walk?), technicians patiently grounding the TIMAP I to the lightning conductor and the early loss of

a drum after recurrent power failures.

Since then there have been changes in personnel, location and operations. Centre party chief, John Thornton, left Jakarta in August 1982 leaving Ross Beattie, assistant party chief, to run the shop. Phuan Koh Ming, seismologist Philip Lo, computer operations supervisor; Chan Pock Hau and Chen Su Kiowng, maintenance engineers; have also gone and Rejendran Pillai, Mark Bunyan, Andrew Wolski, seismologists; Stu Adler, assistant party chief; and Wong Chee Hoong, maintenance engineer; have arrived. Technical supervisor, John Shaw, is now a land crew supervisor at GSI's other Jakarta Office. Peter Owens transferred in January 1983 to become the new Party Chief. Local staff numbers have increased from six to 17, including seismologists, seismologist trainees, operators and an engineer trainee.

Pete Marxen is Indonesia's Land Manager based in Jakarta and reports to Dionel Fuselier (Far East Land Manager) in Singapore.

The centre's average employees' experience is about two and one half

years. Our first site move was in July 1980, when we moved eight kilometers south to become the first tenants in the new Ratu Plaza development. Power failures increased with the move. The views were great and would have been better if the swimming pool had been finished, but the occasional walk up to the 10th floor office soon became tedious.

In July 1981 we changed to the three-shift/five-day operations and in January 1982 we moved from our lookout to the lower ground floor in the shopping complex underneath the not-quite-finished pool area. The move coincided with upgrading from TIMAP I to a full TIMAP II systems, and the installation of a Power Management Centre (PMC) to protect the machine.

Improved facilities in our latest office have given new impetus to formal training programs. Regular video-training sessions are well underway for input and maintenance personnel. TIMAP mechanics and input geophysics videos are being run as parallel series, supported by manuals and exercises. This series should be finished in early 1983, and will be followed by the geophysics course.

In February 1982, Linus Lim, Far East Training and P&AE coordinator, presented an enthusiastically received work simplification course to all our staff plus local control personnel from GSI's other Jakarta Office — a total of 35 participants. Bob Clarke was present to award certificates to 18 participants, while John Thornton gave certificates to the others. Linus returned in August to conduct the Management Fundamentals Phase II school to a class of 15, personally awarding the certificates afterwards.

One thing is for sure — the combination of the Jakarta environment and a GSI TIMAP Centre promises lots more surprises.



Jakarta TIMAP operations staff.

## Peruvian jungle site for GSI work proves no deterrent to good production

By MARIANA RAMSEY

For those who have never visited our country, Peru is located just south of the equator, between 0 and 20 degrees south, and 70 and 80 degrees east. Among its principal attractions are Lima, the capital, with its museums, archaeological sites, historic churches and houses; Arequipa, a colonial jewel set in a green valley in the southern coastal desert; Cuzco, the archaeological capital of South America, where a visit to Machu Picchu is a must; Nazca, famous for the legendary "pampa" whose tracings of figures and lines on the desert have been studied by experts from all over the world; and Iquitos, Peru's tropical gateway to the mysterious Amazon River and jungle.

The Peruvian jungle covers approximately 60 million hectares (404,700 acres) and is the place where our doodlebuggers have lived and worked. During the 1970s the jungle was divided, for exploratory purposes, into blocks of 1 million hectares each. From 1971 to 1975 one of the greatest exploratory efforts in South America took place when 17 foreign oil companies explored and drilled 132 wells. In 1973, GSI had 10 crews working in the jungle.

One of the first GSI crews to work outside the United States came to Peru. We were working in the jungle before the boom, but during the boom we accomplished 21,200 kilometers for various clients and had a

processing center for the state-owned client. Our latest campaign started during mid-1980 with three crews working in the jungle. The prospect was finished at the end of 1982.

Jungle doodlebugging is not an easy task. Air support is restricted because of weather and limited number of helicopters and airplanes available. The crews depended on logistical support from the rivers and "trochas" opened to work the seismic lines. A typical jungle crew has around 450 men distributed in trocha groups that open trails in the jungle. Then follow the surveyors who locate the stakes that set the intervals between groups. After the surveyors come the hand-drillers who drill the shotholes. Finally the recording crew comes in. All the equipment is designed to be carried by man through the trochas that cross rivers, swamps, lakes, hill, etc. Each day the groups develop, through their skills and cleverness, ways to solve the problems they find.

Other crew members, such as the party manager, instrument engineers and drill supervisors spend their time at the fly camp, which is moved almost daily. Crew members communicate between themselves and the base camp located on a large river by radio. This is a way for them to feel safer and calmer among the incredible sea of trees that makes the jungle.

Our main office is in Lima in an area where all the oil companies have their headquarters.

## P&AE: program cuts turnaround

By ROGER CROCKER

Editing 7000 120-channel records per month from one client with a severe noise/spike problem is time consuming. Input is prone to syntax error which causes delays in turnaround with the associated cost and inefficiency problems. Improvements to the Distributed Input System (DIS) were required to maintain and improve our good turnaround in Singapore Land Processing.

Goh Gek Poh has written a

770 DIS program for Land edit that checks for ascending trace and shotpoint order, inputs all syntax (slashes, brackets and commas) and orders the screen neatly for ease of checking. Input errors are greeted by a loud beep.

The program has saved us, on average, one turnaround per line and made it easier to achieve 25-day turnaround to final migration. Anyone interested in the program, please contact Goh Gek Poh on terminal SLDP.

### LAND NEWS

Kelly Long — Editor  
Harry Lake — Dallas Coordinator

#### Local Coordinators

Al Wynn	Personnel
Bill Grego	Bedford
Bill Pailthorpe	Sydney
Rosita Lacorte	Mexico
Jasper Hart	Alaska
Dorothy Roy	Rocky Mts.
Cap Heath	U.S. Support
Shafik Zaynoun	Cairo
Terry Smith	Tunisia
Will Rountree	Houston
Chas Lednický	New Orleans
Steve Thomas	Singapore
Roberto Esparza	Lima
Hank Guttormson	Oman

## Keep mailings updated, send changes to editors

Notice to all GSI offices and people to whom *Shotpoints* is delivered: If your address, mail station or addressee has changed, please let us know so that we can keep our mailing list current. Also, if an addressee receives too many or too few newsletters, please let us know. We need your help to keep the newsletter effective. Thanks.

## New assignments

Shorty Osborn moved from the Oklahoma City office to Midland as a supervisor.

Carlos Uruttia returned from Brazil to Midland as party chief.

Mike Thompson transferred from Croydon to Denver as Data Processing Manager.

## Field service bulletins

83-1 Transfer case/transmission shifting procedure

83-2 Dirty air filter on vibrator electronics

83-3 Pad geophones for hardwired similarities

83-4 Circuit breaker conversion kit for TR 2 and TR 3 vibrators.

83-5 Possible assembly error on the VCS IIIA phase compensator (A8) cards.

# PROCESSING NEWS

## Hurwich, German, Peterson, change jobs



Bernie Hurwich



Donn German



Bob Peterson

By **BECKIE McCLEERY**

Bernie Hurwich is now area manager for Canada and EAME and is continuing to be responsible for the Austin Systems and Services organization. Donn German is manager of Austin Systems and Services. Bob Peterson is ASC\* Services manager in Austin.

Bernie has been with TI since 1968 when he hired on in Dallas working on ASC software programming. He has had a variety of assignments in the ASC world including supervising software groups and system-wide marketing. He was manager of the external ASC program and took over management of both internal and external ASC operations in 1978. (For more on Bernie, see *Shotpoints*, May 1982.)

Donn joined TI in Dallas in October 1967 working in the Advanced Design branch on the ASC program. He moved to Austin in 1970 and has worked on various aspects of the ASC program including development, design, installation, support and supervisory positions.

He was in Holland in 1972-73 on the ASC 2 project. Since returning to

Austin in August 1973 he has been hardware checkout supervisor for the ASC 5 system, ASC Engineering Support supervisor, Seismic Hardware support manager for ASC 5 and 6 systems, Austin Seismic Center manager, ASC 1A system manager and ASC Services manager.

He managed the team that added hardware and software upgrades to double ASC 5 processing capacity. These included the addition of synchronous MCU, CP speedup, 2 million word memory, dual CP, ACC tape and PAD and PPU memory. During 1982 he led the TIMAP Tape Task Force and was heavily involved in the quality training program.

Donn is a graduate of Texas A&M with a bachelor of science degree in electrical engineering.

Bob joined TI Apparatus division in June 1961 as an electronics design engineer. He joined the Small Government Products group in Austin in 1967 and worked on some of the early speech processing ventures involving vocoders. He explored data communications business opportunities for TI and then concentrated on implementing the data communication system for the ASC program. He eventually became part of the ASC Development program.

During his 10-year involvement in the ASC program, he was involved in assignments in systems engineering, marketing and management as project engineer, sustaining supervisor and cost center manager.

In 1977 Bob became manager of a Division 1 Software Engineering group. He returned to the hardware group in 1979 managing the engineering and manufacturing team that resurrected, and in some cases, recreated, the ASC Build recipes that had not been used in five years in order to build the last ASC central processor unit and 2MW of central memory for installation on ASC 5 to boost its capacity.

Bob transferred to GSI at the end of 1980 to manage the software support group which upgraded the OS software to fully utilize the new ASC 5 configuration.

He is a graduate of Washington University in St. Louis with a bachelor of science degree in electrical engineering and received his master of science in electrical engineering from Southern Methodist University.

Photos of Donn and Bob are by Sue Spicer, editor, *AusTNews*.

## Bye-bye, Bobby

Bobby Ray was bid farewell by Processing Services at a cake party Friday, Jan. 28. He was with GSI 17 years and was most recently area manager for Canada and EAME.

John Brockett, Processing Services manager, was in charge of the event, reviewing light and serious highlights of Bobby's career and thanking him for his many contributions.

Bobby is joining a land development firm in Plano.



**TIMAP IV Operator School participants** — Carlos Rankin, Russell Miles (instructors), George Chrisman (Systems and Support manager), Bob Hill, Tony Gill, Roderick Scott, Patrick Brewer, Reid Callaway (instructor), Ben Golafshan, Mike Ellerbrock. The school was held Jan. 3-28 at Park Central.



Old friends, Bobby Ray and John Brockett, say, "So long."

## Denver manager, Bill Oliver, likes a challenge

By LEE WHITE

Bill Oliver, Denver computer center manager, started with TI in 1966 in Dallas working in a multi-layer circuit board shop. In about 1½ years he worked in all areas of this operation, eventually progressing to group leader over computerized digital drills.

Bill came to GSI in 1968 as a tape librarian. He worked in the tape library for a little over a year before moving into the display department, which consisted of an O.P.S. system that produced paper displays on 8 in. paper and film displays on 2-3/16 in. strip film. During this time he took operations/programming courses and after a couple of years moved into computer operations on the 870 and 827 computers. He wrote the first operations manuals for these two systems.

In 1977, he was part of Bill Hunzeker's "assault troops" that were sent to Calgary to assist in the ramp-on of the TIMAP systems. "I'm unsure why, either I did a good job in Canada or Dallas didn't want me back, but I was transferred to Calgary as a shift supervisor in mid-1977," Bill said. While working in Canada, an opening became available in New Orleans, and as he put it, "Since they couldn't find anyone else, I transferred to New Orleans as center manager in early 1978."

Arriving in New Orleans, Bill inherited two operators, a librarian, and an RJE that had just been converted to a TIMAP system. New Orleans prospered and grew during the 2½ years he was there and so did Bill, after becoming immensely fond of the Cajun food. Bill adds, "I feel extremely good about the people I hired while in Louisiana because most are still there and growing with GSI."

In the third quarter of 1980, Bill transferred to Denver as center manager. While he was staying at a local hotel, thieves broke into his car and took some of his personal possessions. Bill didn't get real upset until he realized his cowboy hats were taken, too. Rumor has it that Bill never replaced those cowboy hats and is still looking for the thieves that took them.

Denver Processing Services has more than doubled in personnel and the computer center has expanded four times since he arrived. He also has the responsibility for the Oklahoma City center.

Bill claims to be a Texan, but actually he was born in Sulphur, Oklahoma, "a long, long time ago." He attended school in Oklahoma and Texas and in 1969 he married Linda Baker. Bill and Linda have four children, Tracy Dawn, 11; Bill, Jr., 8; Robert Scott, 4; and Lori Lynn, 8 months. His hobbies include his children, race cars (he used to drive



Bill Oliver

them), water skiing, fishing, hunting, and, he adds, "Anything I haven't done is a challenge."

One of Bill's accomplishments that stands out is putting together the Oklahoma City center. "I feel fortunate to have been part of the team that designed and built the center from scratch," he said. His biggest challenge in his current job is working out the "bugs" in the TIMAP IV system, stabilizing the hardware, establishing procedures and aiding in the operations training for other U.S. centers.

"GSI has been good to me over the past 16½ years and I try to put as much into my job and the company as I can. I have made a lot of friends at GSI over the years and the memories will last forever," he said.

## Processing Services MIR of the Month

Perth's Ian Mockford named P&AE Contributor of the Month for January

By BOB CLARKE

During a discussion with his vendors on problems in recent months concerning inconsistent quality of Gould paper, Frank Rossi, Processing Services manager in Adelaide, remembered the statement that the voltage on the toner head determines the clarity of the background. While a true statement, in reality, variances in the electric coating during the paper manufacturing process were causing variances in the background of Gould plots produced by the Adelaide center. The resultant bad plots contributed to a significant waste factor in the Adelaide center. Discussing this with Ian Mockford, visiting Perth engineer, Ian said, "We should be able to fix

that." Well, fix it he did, resulting in a worldwide MIR with potential cost savings of \$101K.

Ian installed a 10K potentiometer to control the bias voltage on the toner head.

The bias on the toner head determines, in the absence of electrostatic writing on the dielectric of the paper, whether the toner particles between the toner head and the paper want to drift toward the paper, or the toning head, or stay in suspension.

Depending on the dielectric material, a voltage generally between 0 and -6 volts applied between the toning head and the back of the paper will be required to prevent degrading the unimaged areas.

For unknown paper, the operators can now adjust the bias voltage for minimum toner head imprint and background density, thereby ensuring minimal wastage due to variations in dielectric coatings.

Another MIR Ian has in progress is a Geospace camera-position indicator which will show how far across the drum the camera has traveled. We'll be hearing more about this in the near future.

Both P&AE efforts are designed to not only eliminate waste, but improve people productivity. Results of efforts of this kind when fanned out on a worldwide basis generate significant annualized cost savings.



# Movin' up with mile-high Denver computer center



**Third shift operations — Tim Mosley, Doug Bach, Pat Hickey, Shella Kinker, George Neuber, Cynthia Gray, Carl Doane, Roger Long, Tom Graves (shift supervisor). Not pictured — Barbara Hall, Jennifer Jones.**

**Second shift operations — Dan Strickland, Liz Brugger, Gary Rakowsky, Alex Jiminez, Marvin Abeyta, David Lamb, Jim Bradney, Pat Beazley. Not pictured — Wayne Gibson, Stephen Konsella.**



**Office personnel — Floyd Carter, software support; Kathy Bruns, secretary; Chesla Whitfield, accounting; Bill Oliver, center manager; Valerie Fortenberry, software support; Jerry Dahlgard, lead engineer; Lee White, operations supervisor.**



**Support Group — Lloyd Booth, display; Rosalyn Harris, librarian; Tim Muhr, PP&C; Lorene Myers, display; Carol Wilson, PP&C; Jim Gillespie, PP&C; Clarke Baker, librarian; Tom Marr, support supervisor.**



**First shift operations — Seated: Bruce Ackertley, Lorrie Flowers. Standing: Debbie Lucy, Dan Offenhauer, Kathy Weinholdt, Kathy Lee, Scott Ploughman, Sue Ammons. Not pictured — Bruce Myers (shift supervisor), Barbara Petrosky, Cheryl Schneider.**



**Hardware technicians — Jerry Dahlgard, Jeff Johnson, David Frank, Jim Nichols, Terry Rintala, John Benyo.**

Young man on his way

## Meet Roger Long

If someone is playing a trick on you, it's probably Roger Long.

He's a cheerful young man who has come a long way in the short time he's been at the Denver computer center. He's been studying engineering and programming and would like to get his degree in computer science as soon as possible.

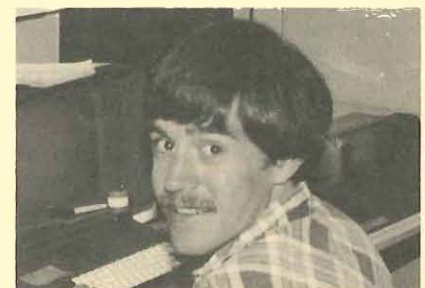
Roger stopped going to school for awhile so he could pursue other interests. One interest was Carol, whom he fell in love with and married this last August. They spent their

By DAN STRICKLAND

honeymoon enjoying the islands and waters of the Caribbean on one of American's "fun ships."

His hobbies are enjoying the out-of-doors. With his Ski-Americanard he's set for the winters in Colorado skiing the slopes. When it's warmer, he's around the lakes and oceans with his scuba-diving equipment.

Last October, Roger spent five weeks in Dallas for TIMAP IV operations training. Since his return, he's been busy teaching the other operators on his shift the wonders of



Roger Long

TIMAP IV. He would like to continue to develop his abilities at GSI and hopefully be promoted to a software position with TIMAP IV in the future.

Good luck, Roger!

# Austin PP&C achieves 1982 P&AE goal



Second shift, Austin PP&C "worker bees" (both supervisors are missing) — Brad Cone, John Owings, second shift; Jerrie Hirsch, Joe Oliden, third shift. Not pictured Alan Hamblett, second shift supervisor; Don Williams, third shift supervisor; Marvin Toun-gate, third shift worker bee.

By BRAD CONE

Austin's Production Planning and Control group (PP&C) has achieved its P&AE goal of \$92K with 100% participation.

PP&C serves as both a communications and customer service center, providing many opportunities to participate in P&AE activities through team and individual activities. These improvements enable Austin PP&C to assist worldwide customers more efficiently.

John Matthews heads Austin PP&C. His skill at allocating system loading and keeping the data flowing has been a benefit to the Austin center's productivity.



First shift, Austin PP&C — Trisha Richards, Joe Olvera, Rick Alexander, Mary Collins, Nat Norman.

John is supported by three shift supervisors, eight PP&C representatives and one secretary. PP&C is a twenty-four-hour-a-day, seven-day-a-week operation. Austin Operations and PP&C cooperate on a successful cross-training program. Many of the PP&C reps are swapped in and out on a regular basis. This cross-training enables both Operations and PP&C to identify areas in need of improvement.

Joe Olvera is first shift supervisor. Joe was with Austin Operations for seven years before moving to Calgary in 1981. He is just recently back in Austin. First shift is the main communications interface between Austin and the "prime time" operations of the Western Hemisphere terminals.

Alan Hamblett, second shift supervisor, has been an integral part of Austin PP&C for the last three years, having moved from Houston Opera-

tions and PP&C in 1978. Second shift maintains the weekly allocations and forecasting tables, assists with unresolved problems and undertakes special projects.

Don Williams is third shift supervisor. Like Joe and Alan, Don came from Operations to PP&C. Third shift acts as Austin's primary communication interface with Bedford and Croydon, and is also responsible for seeing that the daily overhead jobs are out and copies are distributed.

Austin PP&C has enjoyed a busy 1982 meeting customer needs, and is looking forward to continuing to serve customer requests in 1983. To contact Austin PP&C telex AOCC or telephone 250-7730.

## Singapore 1982 P&AE program is big success

By ANTHONY CHOO

Singapore's 1982 P&AE program has been a resounding success. Participation from exempts and non-exempts was 100%.

A total of 37 MIRs were implemented and actual cost savings from these totaled \$484K. Another \$172K in savings included MIRs with worldwide impact.

In our computer center expansion began early in the year. Instead of scrapping an old revolving door for the darkroom, it was sent to Sydney and resulted in a cost savings for the Sydney center. Used computer floor boards and carpet not needed in the new computer center were released to other TI divisions in Singapore resulting in a savings in capital costs for them and TI as a whole.

Other MIRs resulting in simplification of work methods are harder to quantify but had an impact on morale and attitudes. Since the majority of MIRs originate from the people directly involved in the job, these changes are readily accepted.

A total of 87 "I recommends" were acknowledged and where implementation was not possible, the reasons were communicated to the originator.

Recognition of P&AE contributors took the form of certificate and award presentations by Bob Clarke and Tommy Tan.

## Adelaide is 'Center of the Month'

By JOHN BROCKETT

For the month of January 1983, the Adelaide processing center, located in Elizabeth, South Australia, has been selected as Processing Services Center of the Month. The major criteria used in selecting the center of the month continue to be based on Processing Services Performance Standards Goals file.

In January, Adelaide topped all centers with 80 percent of goals being met or exceeded with only non-exempt vacation accrual and Gould reruns marring a near perfect score.

TIMAP productivity exceeded the 90 percent goal at 97 percent wall-clock availability, tied for second place with Sydney and was exceeded only by the Croydon center at 98 percent. Adelaide job stream availa-

bility was 98 percent, third place behind Croydon at 98.3 percent and Midland at 98.4 percent.

Adelaide also did an excellent job during the months of December and January reducing exempt vacation accrual.

Other centers enjoying good months in January and deserving of honorable mention included Austin, Dallas, Midland, Bedford and Calgary.

Congratulations, Adelaide, for a job well done in January.

The race is on for the "Center of the Year" award and you have the lead going into the first quarter turn. The challenge is for all centers to stay in the pack by matching or exceeding your 80 percent achievement.

# MARINE NEWS

## M/V *Black Seal* shoots Ghana spec program

By DAVEY DALE

During the last week of November 1982, the M/V *Black Seal* moved its location from a position off the Congo to Ghana to commence shooting 7300 km of non-exclusive spec data.

The securing of this contract was something of a feat within itself, inasmuch that Henry Brown and "Super Swede" Hans Ergardt spent so much time in Ghana going through negotiations that their favorite food is now anything that is served with rice and yams.

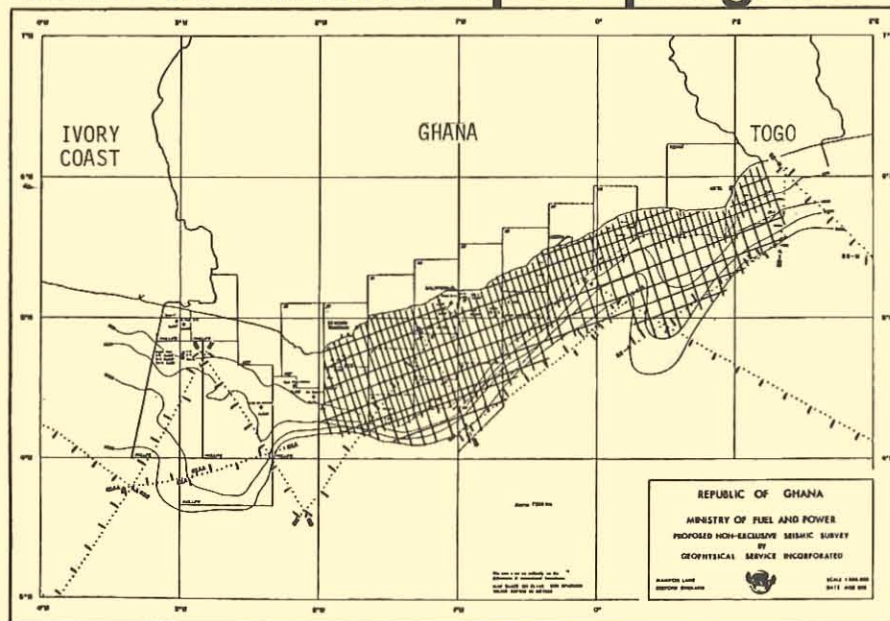
The battle for this contract went on right up until the day that Henry put his name to the documents which gave GSI the work and Henry instant stardom. This (Henry's stardom) came about with television coverage and a photograph on the front page of every newspaper in Ghana.

"Here's your preplots. Get after it," said John Stanton, the boat manager, as he in turn was being prodded in the back with a very sharp stick by John K. Lovelock, Europe-Africa-Middle East Marine data collection manager. (I understand it is the same stick which he used at forecast meetings.)

The first of several problems which arose when the boat got on the prospect was the wheels on the bottom sticking in the sand at the inshore ends of all the lines. Henry and his mob had, with great foresight, plotted some of the lines up onto the beach — obviously (which we did not realize initially) to tie in with any land job which we may get there.

The second hiccup that occurred was caused by the 300 or so fishing boats on the end of every line. (Ghana is reputed to have the largest inshore fishing fleet in the world.) These same boats, for reason best known to themselves, persisted in trying to net our airgun strings, and most of the time they succeeded.

The navigation people ashore are really the people who have made the operation tick. With at least 20 station moves and local supplies non-existent, their only food supply has been from the vessel. Usually by the time the boat has gone in to give them vittles, they have ignored the



Map shows area of GSI spec survey offshore Ghana.

gangplank and swung aboard using a rope hanging from a dockside crane, muttering weird sounds that sound something like "banana, banana." So far they have survived a revolution, a curfew which is still in force and a house breakin. One of their biggest headaches is going out to fix stations and finding that the batteries have been stolen again.

One of the items which was stolen from them was the spectrum analyzer, which was no doubt mistaken for a TV but a little more difficult to tune and slightly more expensive.

After some 6000 km had been shot, the vessel was diverted to Togo, which is the country bordering Ghana to the east, to shoot a program for a client. This project went pretty smoothly, so much so that the onboard client reps bought eight cases of suds for the boys on return to port to wash out the Sahara dust which covers everything on this coast in the months of January and February.

JKL very astutely utilized this project to get a couple of his free-loaders out of his hair and put Pete Jenkins and Colin Singer onboard. But after strong representations were made by both cooks as to the rapid decline of the grocery inventory

since their arrival, both had to be put ashore in Lome.

As of mid-February we are nearing completion of the spec program. There has been a concerted effort by all who have been involved to make this a good job, and hopefully it will augur well for in the not too distant future we may have the opportunity to do some detailed work over the area.

**Present seismic crew:** Adam Lowcock, Dave Andrews, Andy Craven, Steve Austin, Alex Kasperczak, Bob Davies, Simon Moseley, Paul Martin, Bob Warnes, Bob Gibson, Mick Fascia, Jon Lewis, Dave Mineham, Col Robson, George Percival, John Buoy Williams, and Mike Brundson.

**Seal Fleet ship's crew:** Capt. Lelov, Mate Tim Buck and Chief Engineer Gayle Suddith.

**People on time off:** Dale Carpenter, Adrian Hall, Paul Spencely, George Yuen, and Clive Evans.

**On the beach:** John Stanton, boat manager; Laurie Woodage, administrator.

**Navigation crew:** Lennie Stanley, Guy Atkinson and Dominic Inerra. Previously, Andy Kuckelheim and Shorty Shipp, plus Jack Keeling of Dallas navigation.

## If helium doesn't get the job done, suggest you try hot air!

Dick Miles, Marine people and assets effectiveness coordinator, recently received a P&AE suggestion via Eric Pickstone of the M/V *Dunlap* on the subject of helium-filled Norwegian buoys, to wit:

**Old way** — Fill with air. Very heavy and difficult to store.

**New way** — Fill with helium. Light weight, easy to store and handle. Greater buoyancy so less buoys needed to support airgun string, with consequent benefits from reduced drag.

Dick mulled over the matter and fired off a reply thanking Eric for his contribution to the state of the art of back deck operations. He added:

"Proof in these matters is always necessary — a bit like proving the M/V *Banksia* is now painted red even though it's still blue.

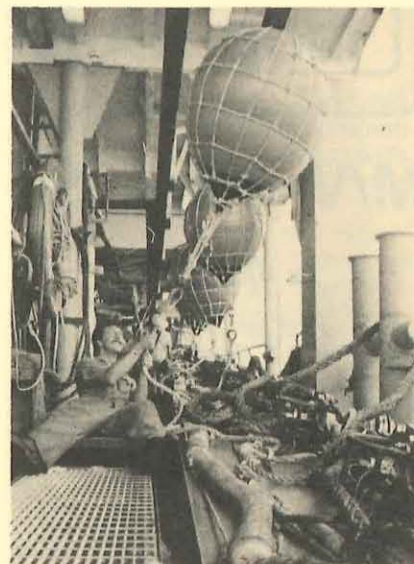
"The senior research technician who reviewed your suggestion has the following comments to make: 'A 110-in. Norwegian buoy (volume

13.00676 cu ft) will generate approximately 1.014523 pounds of lift when filled with hydrogen at sea level, slightly less with helium. The pictures from the *Dunlap* are clear proof that the crew has discovered some kind of anti-gravity device. The buoy weighs 7.3568 lb, and the picture suggests tremendous additional available lift. This is an earth-shaking discovery. Albert Einstein spent the last half of his life attempting to describe gravity and its relationship to magnetism and electro static forces.'

"This gentleman's comments should not be taken lightly. He is an inventor of some note (i.e. Kludge MK III).

"It has been suggested that the buoys would get more lift from the hot air being generated in your office."

"I hope you are not discouraged," Dick concluded. "Your ideas and suggestions are always appreciated. Maybe the *Dunlap* will come up with another innovation while swinging



Steve Layton is ecstatic at concept of helium-filled buoys.

on the hook in Singapore."

(To the reader: If you have read this far, you are probably wondering what the objective of all this is. The point is that, in these rather grim times, we thought everybody would enjoy a good April Fool's joke.)

## M/V *Bering Seal* shows off new Cat engines

By DAVE RIDYARD

After a busy weekend working in the Bedford office, I was really looking forward to getting a breath of fresh air. So as soon as I heard the M/V *Bering Seal* would be coming out of dry dock on Wednesday, with her brand new engines running for the first time, I decided to take the day off and pay her a visit.

Andy Eyre was also in Bedford, and as an old boy of the *Bering Seal*, he was keen to come along too. Then Tracey Eglinton of Shipping and

Paula Sandy of 3D group BJE said they would like the chance to see a boat.

I've never been able to say "no" to a lady, so immediately after work on Tuesday we set off for Newport in Gwent, Wales. The journey down was quite uneventful, apart from getting lost in the fog, sliding sideways on the ice and nearly writing off a Porsche on a hairpin bend.

The next morning, we turned up at the docks, where we were met by Paul Jones, the boat manager, and Doug McConnachie, the party man-

ager. They gave us a tour of the boat and proudly showed off their new Cat diesels. We also took a look at the old Alco engines, still sitting on the dockside awaiting collection by their new owners.

The galley was full of workmen welding and cutting, with wood and wires everywhere. Even so, the cook produced an excellent meal with a choice of either chicken or locally caught baked trout.

We had hoped to ride the boat out and return with the pilot, but insurance problems rendered this impossible. However, standing on the quay, it was impossible not to be nervous as the new engines were fired up. With a rumble and a roar, the ship shook for a moment. Then there was just the quiet purring of the engines deep in the bowels of the ship.

A few minutes later, under orders from Noble McCluskey, the skipper, we cast off the ropes, and the *Bering Seal* pulled slowly away into the setting sun. After a two or three-day passage to Hartlepool, she will receive a new lick of paint, and her instrument room will be refitted, ready to resume production in the North Sea this summer.



Doug McConnachie poses for last photo with old Alco engines.



Dave Ridyard, Paula Sandy and Andy Eyre on *Bering Seal* helideck.

# Rocky coast is challenge for GSI Explorer

By MIKE GAY-CUMING  
Part 2 of a series

The North Sea summer season came to an undesired end for the M/V *GSI Explorer* due to two weeks of atrocious weather in the middle of August. Our first job for an outside client was postponed with only one line shot during a brief lull between the storms. The rest of the time was spent sheltering behind Texel Island off the coast of Holland.

After another brief drydock in Rotterdam, to replace propeller shaft seals, the vessel left the North Sea for northern Spain, where the next client wanted previous deep water lines extended right up to the coast. This coast, between Bilbao and the French border, is just towering cliffs, with masses of rocks at the base, to discourage anyone from going near in a rowing boat, let alone a new multimillion dollar investment with a large part of its assets trailing behind in the water! Clive Berry, captain of the *J. E. Jonsson*, was brought in to help Captain John Baxendale and Mate Simon Clegg in this dangerous area. A really cool team!

Most of the lines were only a couple of kilometers long, and so close to the cliffs that to get satisfactory navigation coverage close inshore with the "Trisponder" system, we used over 40 base stations in 3 weeks to record seismic data on over 60 lines!

For this job, Georg Mangold was our navigation supervisor, looking after the team of navigation contractors. One of our systems operators, Ed Parker-Jervis, was loaned to the

## The EFR reporter:

## More streamer improvements

By BOB SOLTYSIK

For a long time now, we have seen evidence that the black rubber boots covering the bands on 96 and 120-trace streamer sections were not providing the protection needed.

In fact, it was rumored that some crews had to cut them off. The returned sections and equipment failure reports show they don't usually last long.

Junior Rodrigue and Silver Robinson of the Dallas cable factory spent considerable effort finding a suitable replacement for the boot, and we think we may have it. New sections leaving the cable factory will have a

*Captain John Baxendale on bridge during GSI Explorer dedication.*



navigation team ashore, to help them keep up with our progress along the coast by assisting with base station moves. Most of the time the team managed to keep ahead of us, but when two of the eight beacons failed, they were hard pressed!

Our administrator at that time, David "Flasher" Evans, earned his nickname by using his car's "removable" interior mirror as a heliograph to signal to us from a cliff top as we were approaching the coast. This caused a minor panic as we thought a base station operator was in trouble, or stranded.

Another systems operator, Graham Grierson, was put aboard the scouting boat, a local fishing vessel, with a Trisponder navigation system and an echo-sounder, to check the depths of line, and the type of seabed, before we followed on with the airguns and streamer. Luckily, one of the local fishing ports, Bermeo, had a fiesta while we were working in the area, so most of the fishing boats

stayed in port for several days.

At the end of the job, a crew change was done in Bilbao, before the ship went into the Mediterranean Sea for a job off Tunisia. The day after the crew change, having spent the best part of a day handing over to Johnny McWhorter again, I followed the crew back to the UK with Georg Mangold and his "navigation box," full of tools, spares, radios, calculators and, judging from the weight of it, Pandora herself, too! We combined our baggage when checking in for the flight, as I did not have much, but we still had 106 kg between us!

I have just rejoined the *GSI Explorer* while it was on standby in Malta, after the Tunisia job, and we are now on our way to the Suez Canal and the Gulf of Suez for a few jobs there.

Recently, the *GSI Explorer* crew has consisted of: Rick Foster, boat manager; Don Stuart, relief boat manager; David Evans, administrator; Mike Gay-Cuming and Johnny McWhorter, boat managers; John Baxendale and Albert Reeve, captains; Martin Swaffield and Simon Clegg, mates; Mac Brunton, Darren Reeve and Trevor Thomas, seamen; Mick Minns and Steve Carson, cooks; John Close and Craig Smith, messmen; Tony Hanley, oiler; Calvern Brett, Ted Fox and John Leach, ship's engineers; Paul May and Barry Williams, vessel controllers; Matthew Brown, technical coordinator; Robert Hargreaves, Colin Roffe and Paul Whitley, systems engineers; Graham Grierson, Ed Parker-Jervis, John Parker, Richard Garbutt, Mike Baldwin, Chris Scarrott, Tony Gavaghan and Brent Spooner, systems operators; and Jim Walker, Pertti Karhu, Mick Pitt, Dave McDonagh, Gerry Saleh, Steve Lovering, Derek Rand, and Andy Dukes, mechanics.

piece of plastic tubing much like the skin over the bands.

It seems to fit very tightly and should offer the needed protection by staying in place. This could save quite a bit of time and Bulldog tape.

I'd appreciate hearing your comments and experience with these sections so we can continue to try to improve the products you use. Send your comments to Bob Soltysik, MS 3967, Dallas, MSG terminal MANU.

## Family album

Greg Glanville, Marine systems, Dallas, is passing out cigars to announce the birth of a son, Adam Gregory Glanville, Feb. 5.

## Ken's career: A capsule history of GSI nav

"What I really like about my job is the challenge. There's no way it's ever going to be boring," says Ken Larson, operations manager of GSI navigation systems.

Ken's group is responsible for ensuring that GSI's fleet has cost-effective navigation when they need it, which involves the operation of TRANSIT satellite receivers and SYLEDIS<sup>1</sup> and ARGO<sup>2</sup> radio positioning networks.

He supervises both GSI and contract navigation personnel, negotiating basic contracts with contractors, bird-dogging contractors and doing daily problem solving.

Since Ken joined GSI as a navigation crew chief October 16, 1971, his career has been — in essence — a capsule history of GSI worldwide navigation survey operations.

The story begins a few months earlier that year when Ace Forgay and Bill Blakeley negotiated the purchase of some Shoran equipment from LABNAV, a Falls Church, Virginia, company where Ken was a project supervisor. As part of the deal, GSI hired several LABNAV people, including Ken, Shorty Shipp and Jim Sheridan. This was the beginning of the GSI navigation department.

Actually, Ken earlier had worked as a contract nav man on GSI jobs in West Africa and with the M/V



Ken Larson in Alaska in 1976.

*Midnight Sun* in Argentina.

During his first few months as a GSler, Ken was based in Africa (Dakar and Nigeria). Then he was assigned to Brazil from mid-1972 through the end of 1975, except for a few months in the Caribbean area.

In 1976 Ken did satellite positioning for an ice crew operating off the Alaska North Slope. He ran a Greenland operation for two years and subsequently did a little more work in Brazil before coming to central Marine in 1978.

From 1975 on, Ken has seen real growth in navigation technology, with systems becoming lighter, more accurate, more stable, and more cost-effective.

"In the early days we had Shoran, DECCA<sup>3</sup> and RAYDIST<sup>4</sup> radio positioning systems, which have now been replaced by the high resolution ARGO and SYLEDIS systems," he explains. "The Navy's TRANSIT satellite system soon will be replaced by the new Global Positioning System (GPS).

Ken, who is noted for his fine sense of humor, is highly regarded by the people he works for, with, and supervises.

Jack Lane, Marine systems manager, says he has known Ken for at least 12 years, having first worked with him in Brazil. "At that time, he was drinking copious quantities of gin and tonic to keep malaria away," says Jack. "Since he has been in Dallas, Ken has moderated considerably on the tonic. You don't need as much of that here as in the tropics."

Ken spent quite a few years in the U.S. Army (1950-65), particularly in a special security branch responsible for highly sensitive work like bomb disposal and transporting hazardous materials. "However, there's no truth in the rumor that Ken's teeth were blown out by a nuclear warhead," Jack says.

George Ott, manager of Marine training and field documentation, knew Ken in Brazil, Colombia and Greenland. "Ken always looks out for the welfare of the people who work for him," says George. "When he came out to visit a navigation base station, he expected you to have a pot of coffee on, and he always brought you mail, fresh meat and pastry.

"When Ken had his lovely wife, Moon, with him, no one on the crew ever went hungry," George added. "She would cook for whoever was in town."

Ken and Moon's daughter, Sukie Young, is also a GSler, working as a secretary at the Northaven facility.

Nancy Lee, a navigation processing party chief, said that "If we have any problems relative to the field crews or boat crews, Ken is a good troubleshooter and can usually straighten everything out. He is very helpful in answering questions if you have problems.

Everybody seems to like Ken. On his 50th birthday, navigation people sent out a telex that they were having a party for Ken, and he got congratulatory messages from all over the world. — *Dot Adler*

### January Marine performance

By DAVEY EINARSSON

Congratulations to the crew and support staff of the M/V *Black Seal* for winning vessel of the month for January. Houston was the data processing center of the month.

January was a terrible month performance-wise, mainly due to weather. We've got a lot of ground to catch up. Get after it, keep safe, think quality and produce!

### New Marine spec data center opens in Dallas

The Marine Exploration Division is setting up a spec data center on the fifth floor of Park Central VI in Dallas.

All non-exclusive GSI Marine data collected and processed outside the U.S. "Lower 48," Canada and the U.K. will be stored, printed and shipped from this facility unless there is some legal or tax credit reason not to do this.

Roger Geiger, who is in charge of the spec area, explained that GSI gains a significant tax credit if spec data is stored in and distributed from

the United States. He said GSI's 1982 Alaska spec surveys, including land data, will be the first data to go under the system.

GSI's Calgary office will continue to store Canadian spec data, Bedford will keep spec from United Kingdom waters, and Houston will house all U.S./L.A. (except Alaska) spec data.

Genie McCamy will be administrator of the spec data area, with support from Jay Brooks. For additional information, contact Roger Geiger at (214) 995-7773.

# STAFF NEWS

## Testpoints

### Haste makes waste when doing DFS V tests

By **BERNIE HUBER**

**Question:** *The results from my FILTER PULSE tests seem to be erratic lately. Sometimes the P905 listing shows the channels duplicating well within tolerance. Other times the channels vary widely and far exceed acceptable limits.*

*Also, on rare occasions my HARMONIC DISTORTION test results show something strange happening. A large group of consecutive channels produce a certain failure pattern, followed by a group of good channels, then some channels with a different failure pattern. This really looks bad. What do you think is happening? Is it me, my instruments, or the computer?*

**Answer:** From what you describe, I believe we are seeing the results of two problems: working too fast and occasionally violating the system 131-second delay period. When making instrument tests, the DFS V

must always be given time to "settle down" to a stable condition. Whenever switch settings are changed, transients occur that often take a long time to settle out. If the instrument engineer (IE) makes test recordings as fast as he can flip switches and hit the START button, chances are a number of tests will fail.

The FILTER PULSE TEST is one of several tests very vulnerable to this problem. Switching filters in and out creates large transients that require many seconds to settle out due to long time-constants in the analog circuits. If the recording is made before the system stabilizes, the results will fall outside specs. Wait at least 15 seconds between recordings to minimize this problem.

The second problem is caused by violating a basic DFS V rule: make no recording until the system 131-SECOND DELAY has expired. Reason? The DFS V may produce

invalid data for some period while the 131-second delay is continuing. Since the data may be erroneous, results from test procedures requiring high precision may fall well outside specs or be totally invalid.

The 131-second delay rule seems to be violated far too often these days. Systems used in marine and vibrator data collection operations have been appropriately modified to bypass the recording interlock for this necessary delay and have in effect downgraded its status from a primary to a secondary fault condition that can easily be overridden. The modifications may inhibit the OFFSET warning and possibly even the DELAY warning, depriving the IE of vital system status warnings. But remember, the need for satisfying the 131-SECOND DELAY before recording data is as great as ever, whether recording tests or production.

## Secretaries focus on quality effort

A session on Quality Improvement Team efforts at the secretarial/clerical level was a highlight of the Corporate Secretarial/Clerical Council meeting held recently at the GSI Park Central site in Dallas.

The corporate council will meet at

different sites this year to enable site councils an opportunity to attend and participate. The Corporate group holds its meetings at the TI main site, limiting the number of site representatives in attendance.



Linda Chapman, Corporate Secretarial/Clerical Council chairman; Nancy Nance, corporate vice chairman-secretary; Ray Newby, GSI council advisor; Madelyn Foley, GSI Secretarial/Clerical Council chairman; and Pat Bear, GSI council vice chairman.

## McBride named quality manager for processing



Bill McBride

Bill McBride recently assumed responsibilities as Processing Quality assurance manager in Dallas.

Before coming to Dallas, Bill was Processing Site manager in Perth for 3½ years and worked for GSI in Singapore before going to Perth.

Bill is a native-born Texan. "So I'm home," he said.

## Vibrator mechanic school covers full range of vehicles

By **BUCK LAMANCE**

The GSI vibrator mechanic school has one objective: to teach basic operations and troubleshooting on the entire range of GSI vibrator trucks.

The two week course begins with basic electricity and hydraulics. Specific topics include: TR-3 DMT transmission, vibrator electrical systems, air conditioning, Detroit diesel engine basics, vibrator hydraulics, TR-4 Clark transmission, drive-line vibrators, axles, suspension, brakes and basic Mod III vibrator electronics.

The class is divided between lecture, video tapes and "hands-on"



*Recent participants in a Vibrator Mechanic School: Martyn Palmer, Ray Barnes, James Sladek, Graham Stark, Greg Kelshner, Scott Netzer, James Burke, Phil Cobby, Derek Chilton, Bruce Barsby and Robert Hill (instructor).*

troubleshooting. The troubleshooting phase usually takes approximately two to three days which allows students to test their understanding of the class material.

Special emphasis is placed on electrical and hydraulic problems which could occur in the field.

Last year, 19 schools were held including one in Alaska during summer maintenance.

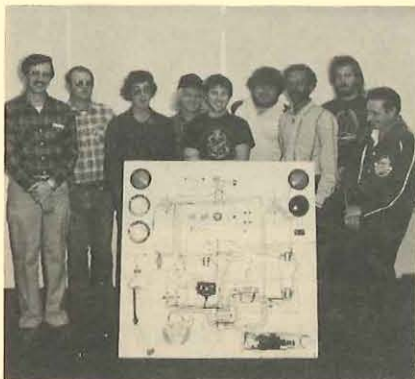
This course is intended for mechanics in the field with a minimum of experience or operators who are planning to become mechanics.



*Greg Kelchner, James Sladek and Bruce Barsby desperately looking for the cause of an electrical malfunction.*



*Ray Barnes to Phil Cobby: "What do you mean, this is the wrong schematic?"*



*Vibrator mechanic students studying an electrical board: Buck Lamance and Robert Hill (instructors), Mick Wood, James Claborn, Steve Foster, Steve Bohman, Ray Hall, Ed Foster, Rod Gordon.*

## **Ca\$h for photo\$**

Our thanks to all the generous GSlers who sent in photos which were published in the March issue of *Shotpoints*.

Contributors were: Land — Norm Harding, Steve Terry, Bob Corner, Rob Richardson, Bill Grego, Javier Nunez. Processing — Barney Milner (cover), Guy-John Daley, Larry Hubenak. Marine — Brian Spraez, Rod Cotton. Staff — Stuart Bell, Linus Lim.

We appreciate your creativity and enthusiasm. So, do us a favor: As soon as you get your photo payment checks, buy more film!

## **Dial 850 to place LD phone calls with Gerty**

Beginning immediately GSlers *must* dial 850 instead of 840 to reach Gerty from all Texas plant site phones.

"Gerty" is a computerized system owned by TI for placing long distance calls by authorized employees.

For further information on the use of Gerty, see instructions in TI's internal telephone directory.