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MC REPORT 011
Volume 8

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AD910343

ACOUSTIC ENVIRONMENTAL SCENARIOS
AND
PREDICTIONS FOR PASSIVE SONAR

VOLUME 8
AREA 3B, WINTER
PREDICTIONS FOR PASSIVE SONAR

October 1972

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LONG RANGE ACOUSTIC PROPAGATION PROJECT



DDC
JUN 5 1973
ILLUSTRATED
C

OCEAN SCIENCE PROGRAM
MAURY CENTER FOR OCEAN SCIENCE
Department of the Navy
Washington, D.C.

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Director, Long Range Acoustic Propagation Project (ONR Code 102-08)

Arlington, Va. 22217

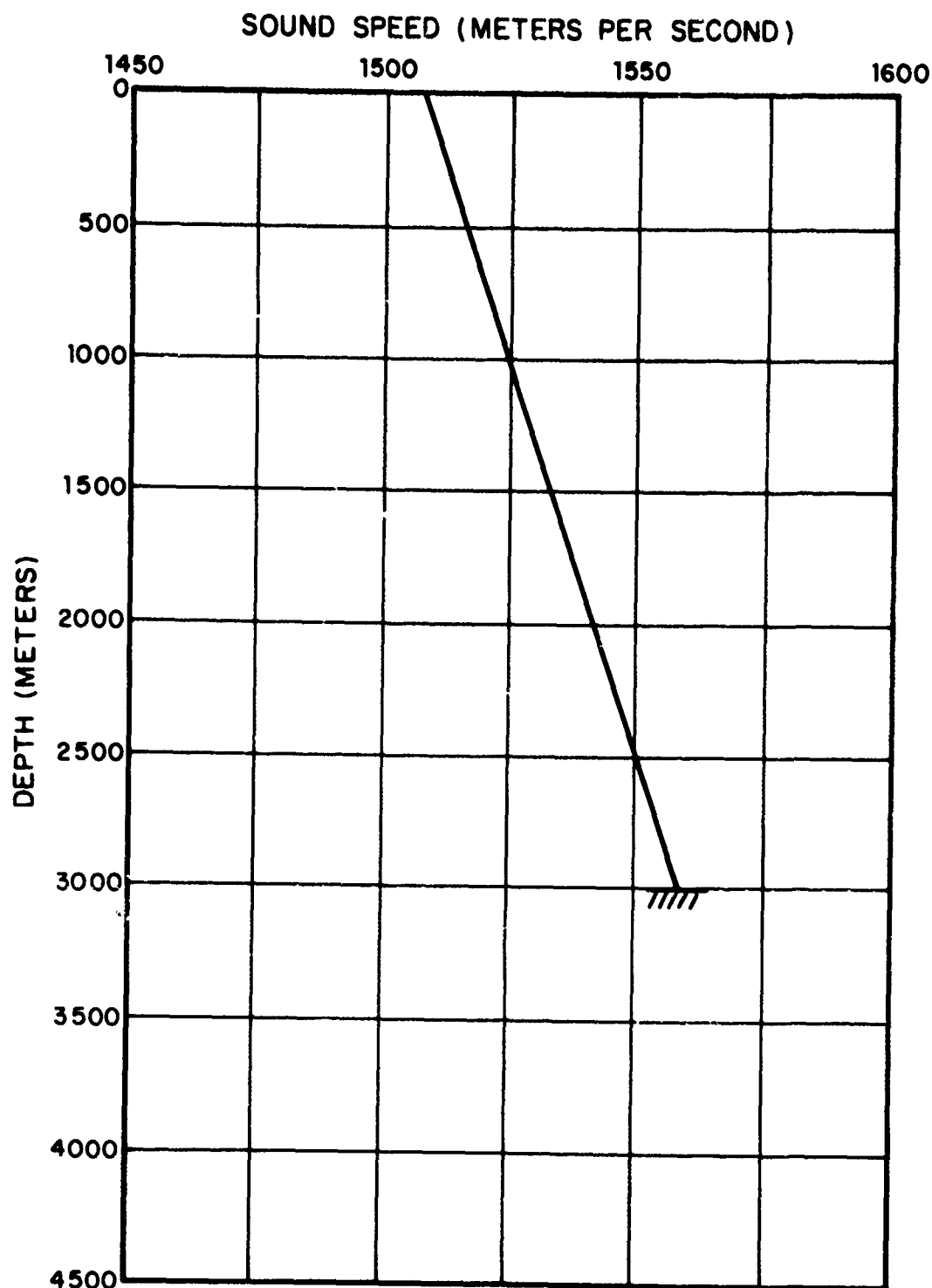
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ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS

FOR ASW

Volume VIII: AREA 3B WINTER
PREDICTIONS FOR PASSIVE SONAR

Refer to Volume I of this report for an explanation of the
plot format and descriptions of models and ocean areas.



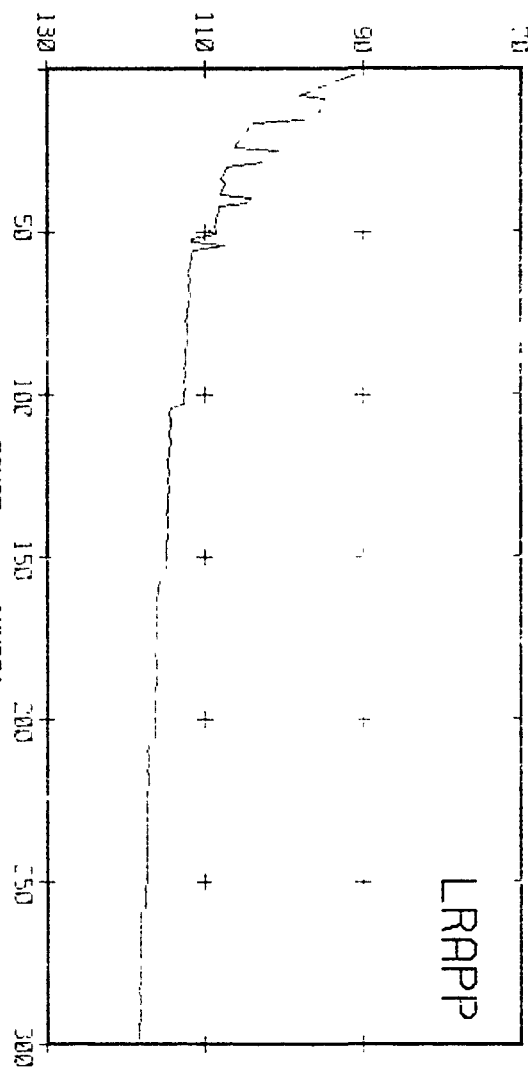
SOUND SPEED PROFILE
AREA 3B, WINTER

AREA 3B WINTER

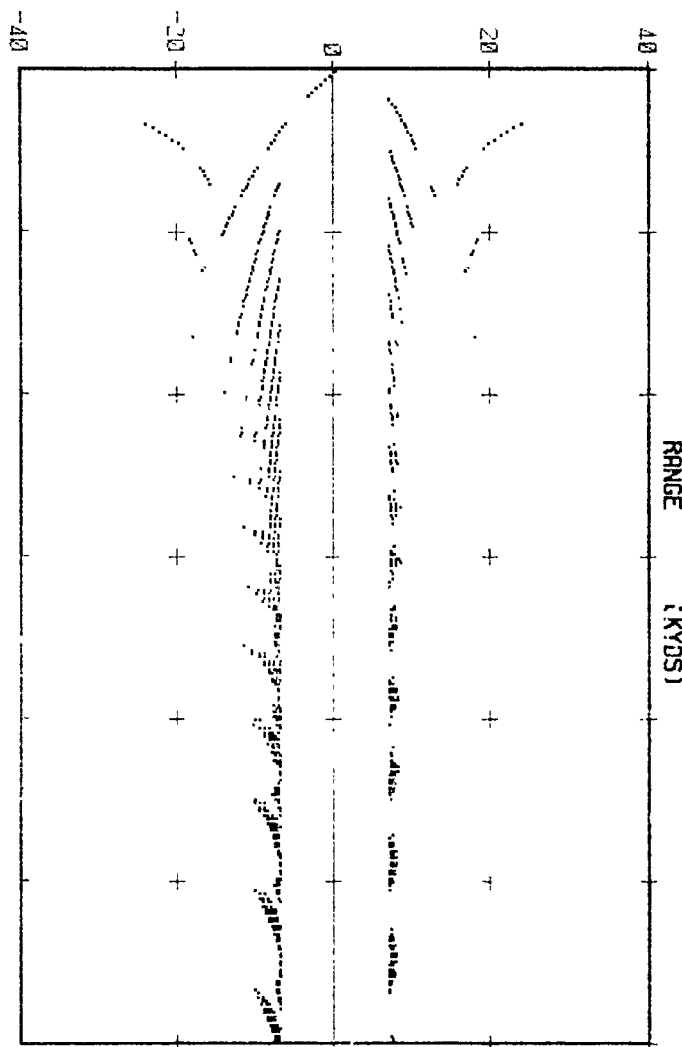
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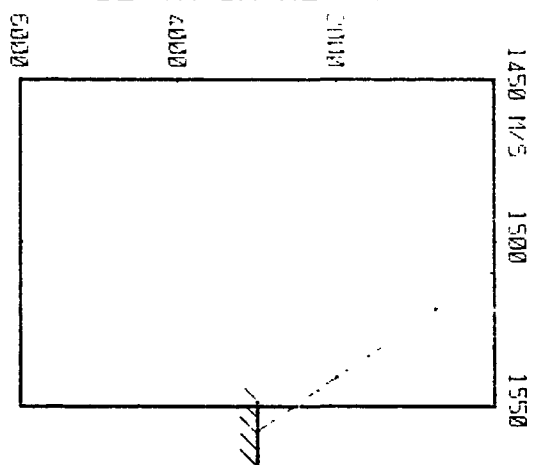
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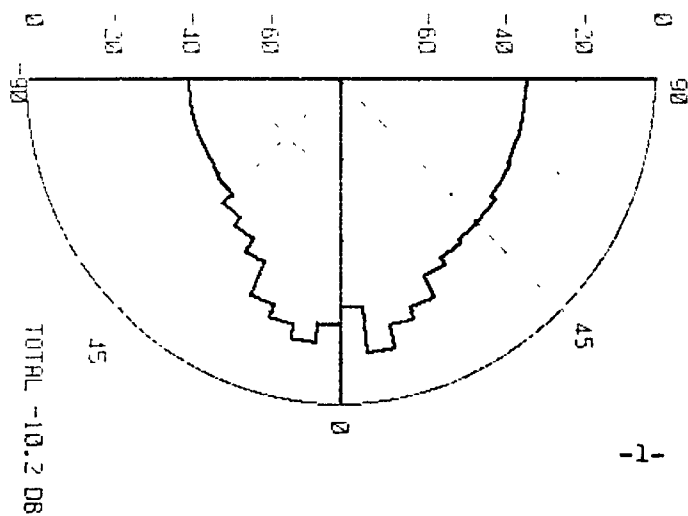
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



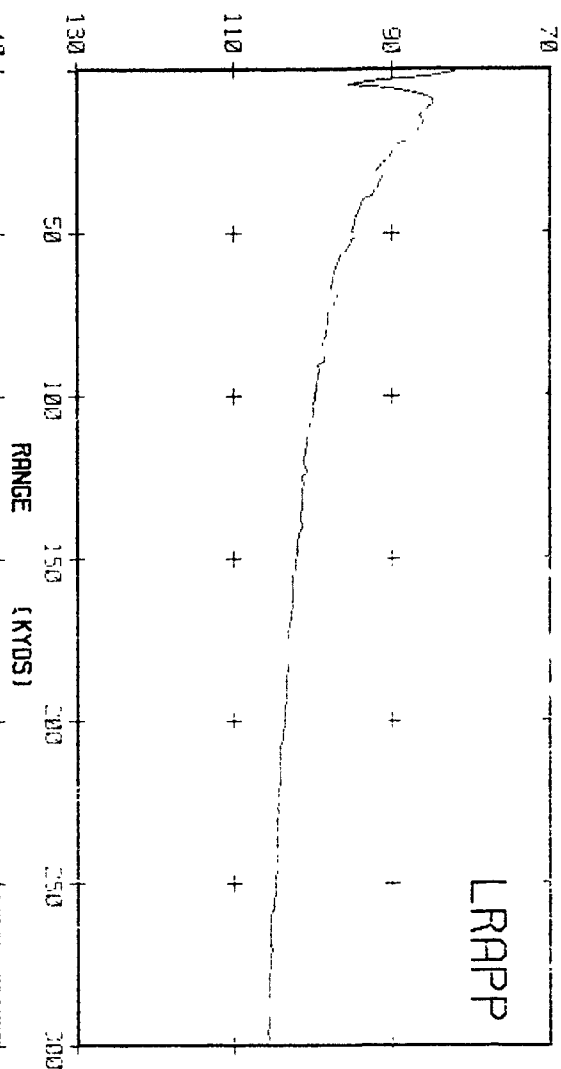
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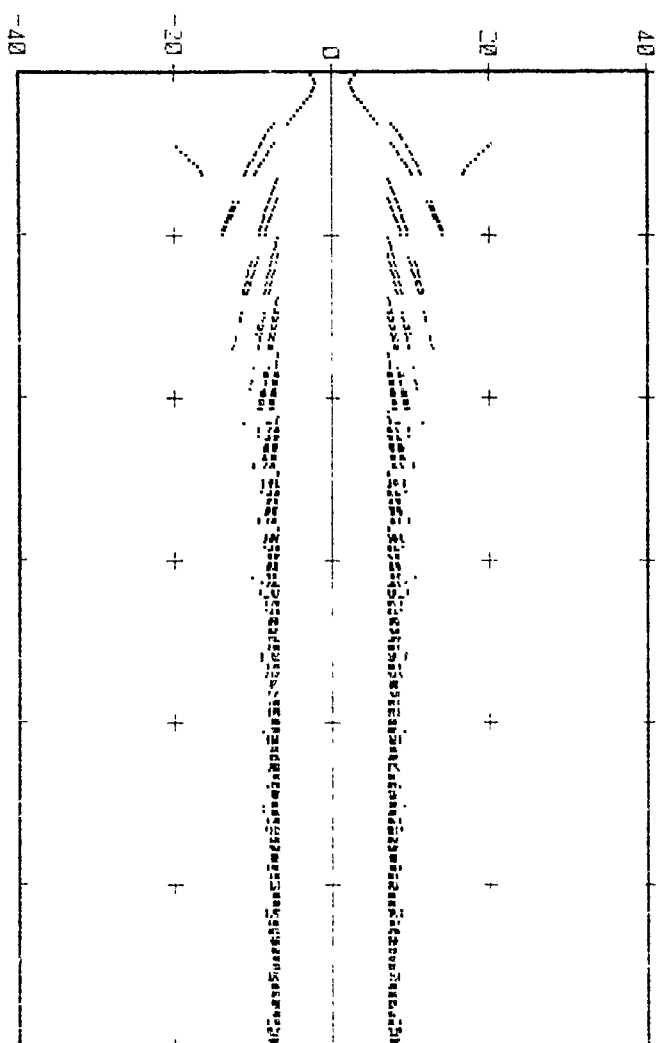
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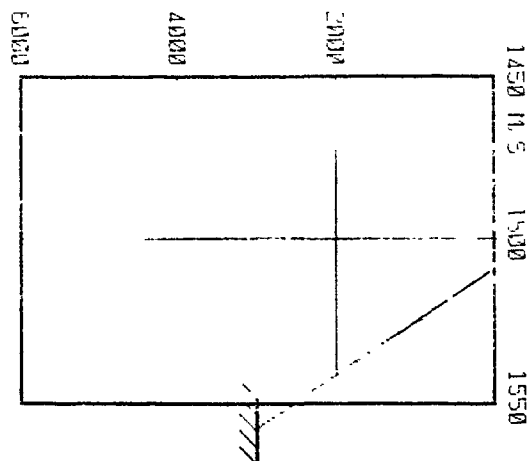
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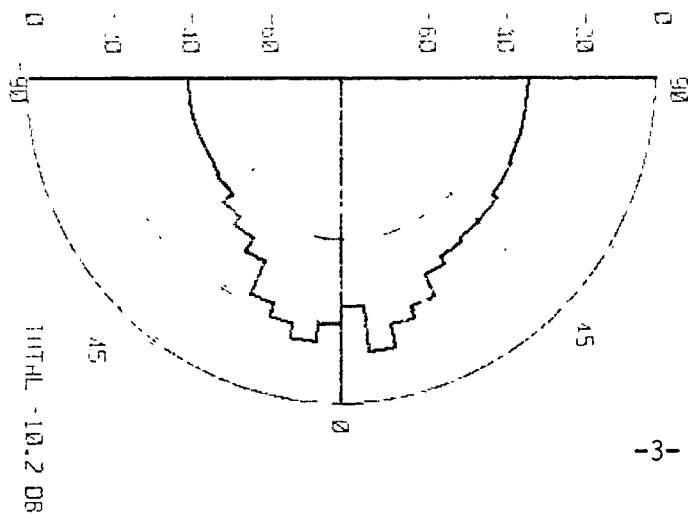
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DEPTH IN METERS



NOISE (DB)

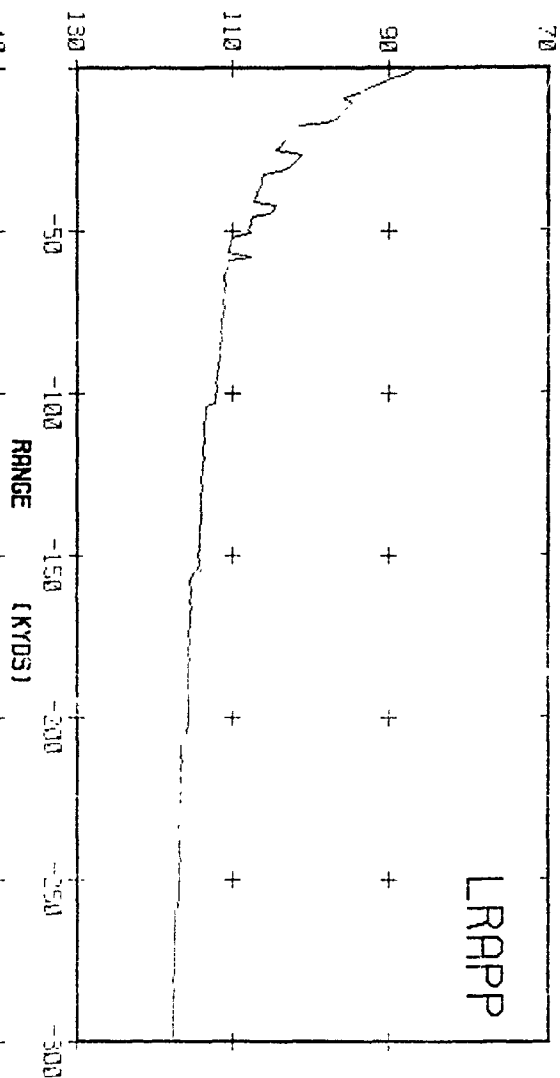


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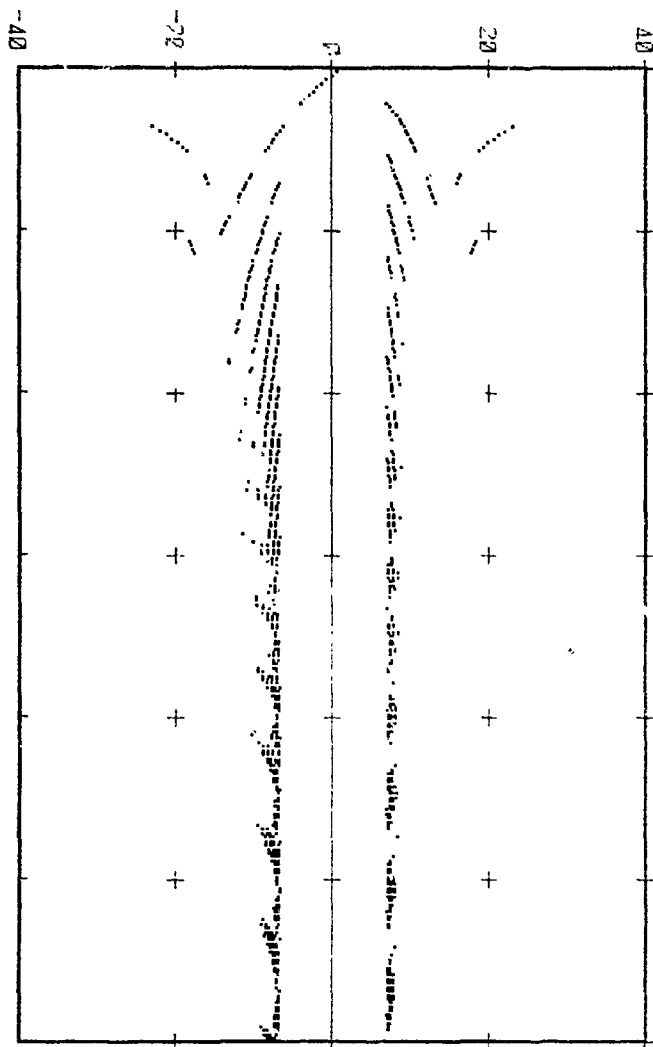
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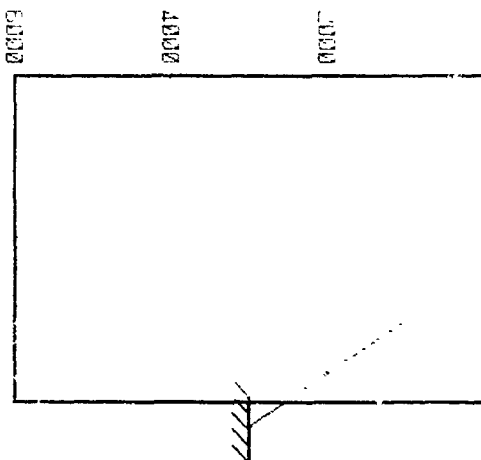
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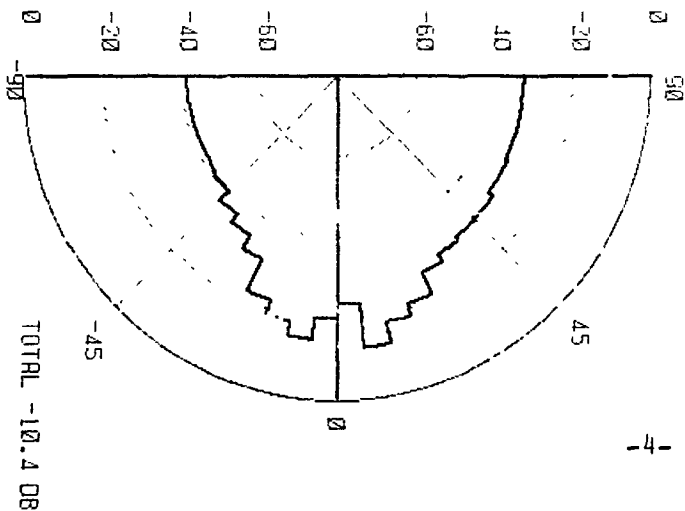
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DEPTH IN METERS



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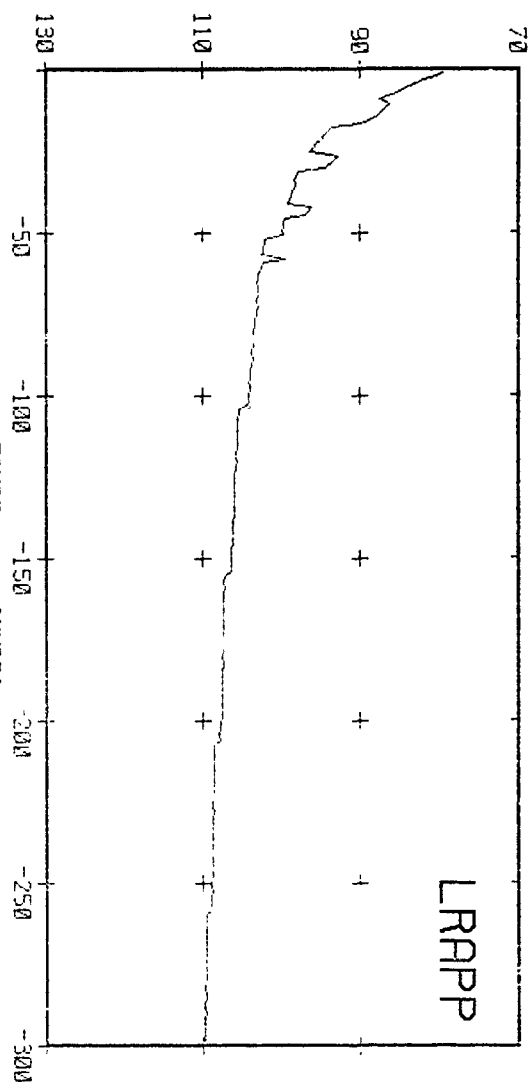


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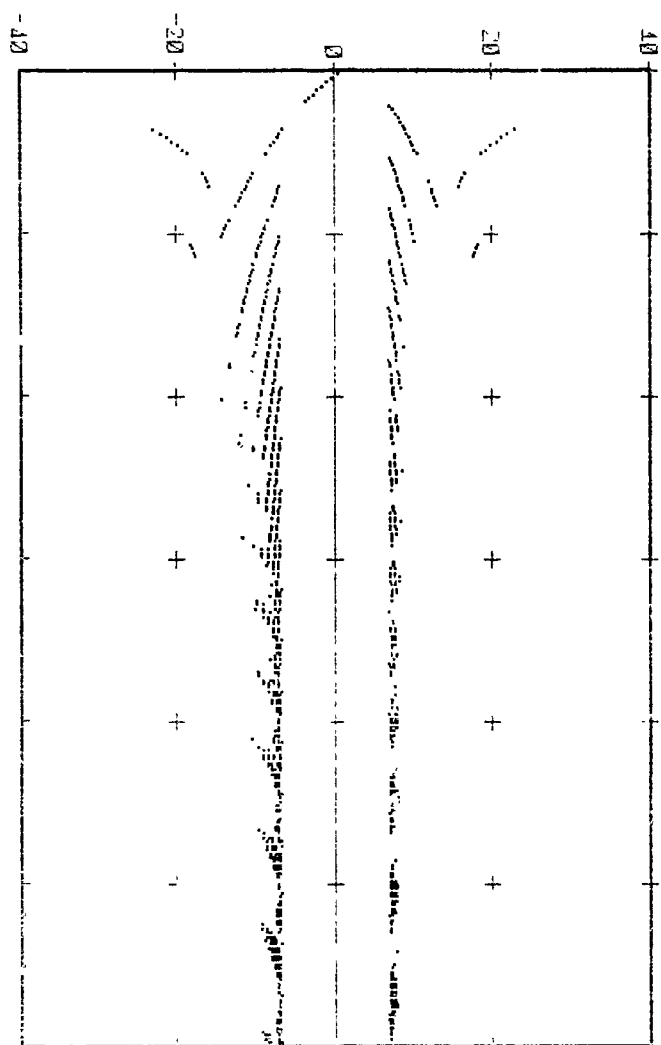
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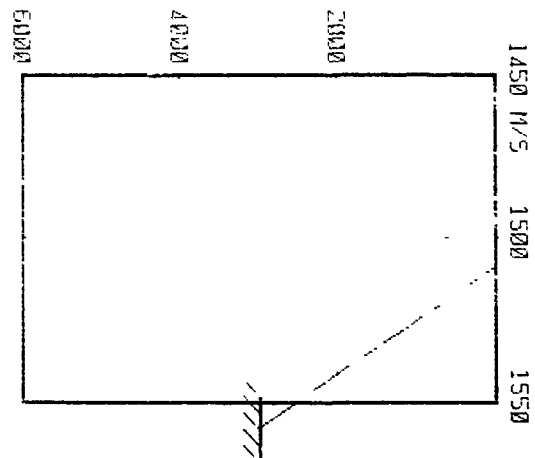
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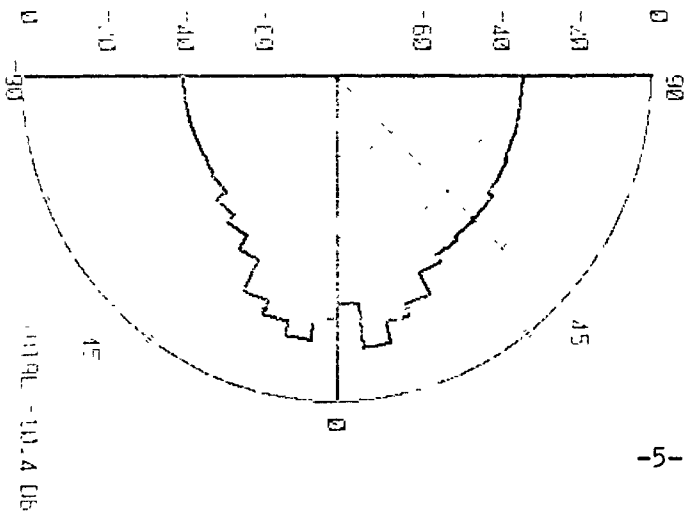
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DEPTH IN METERS



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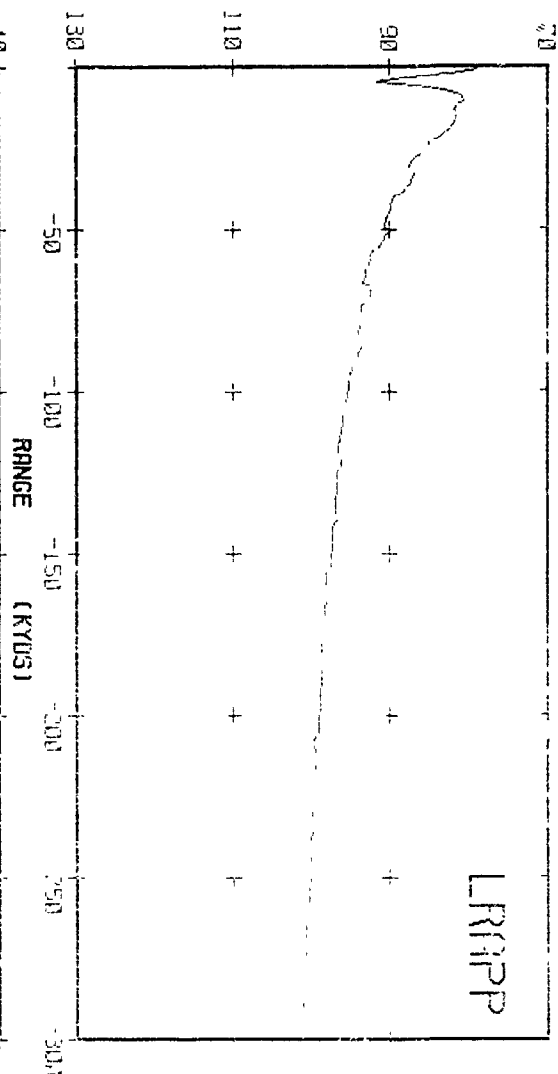


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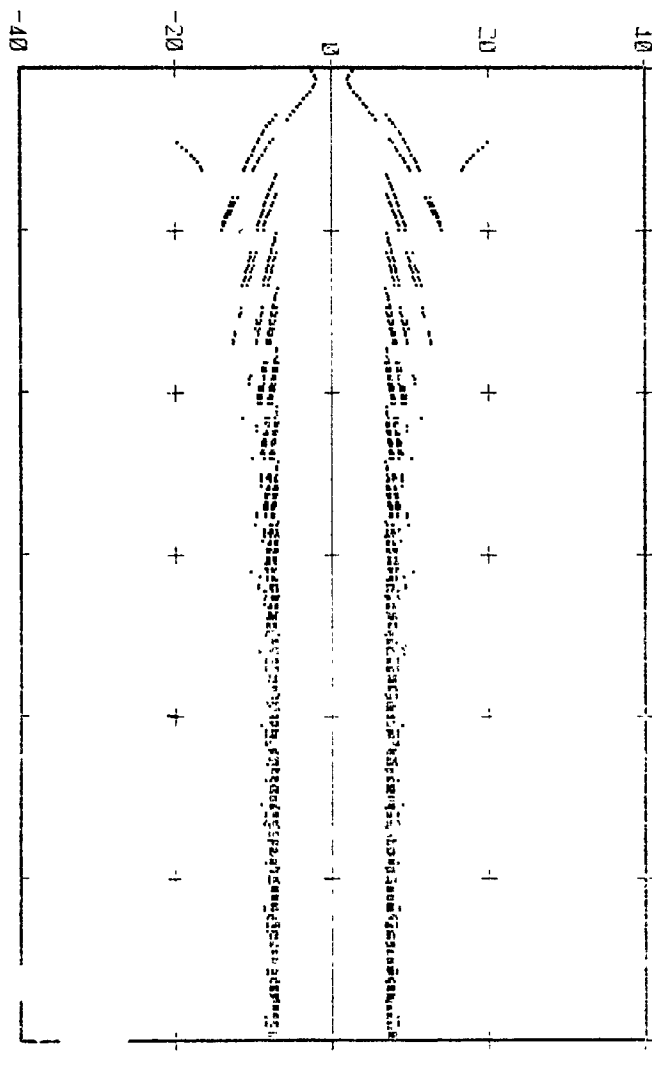
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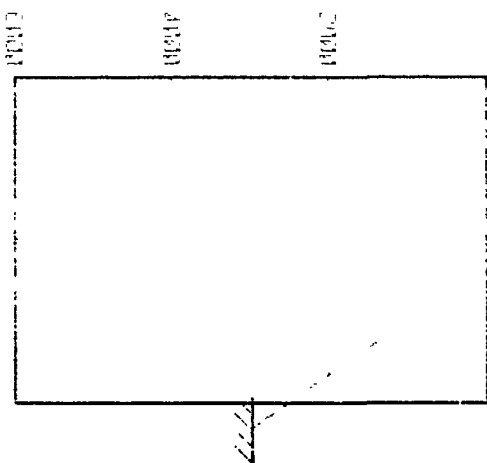
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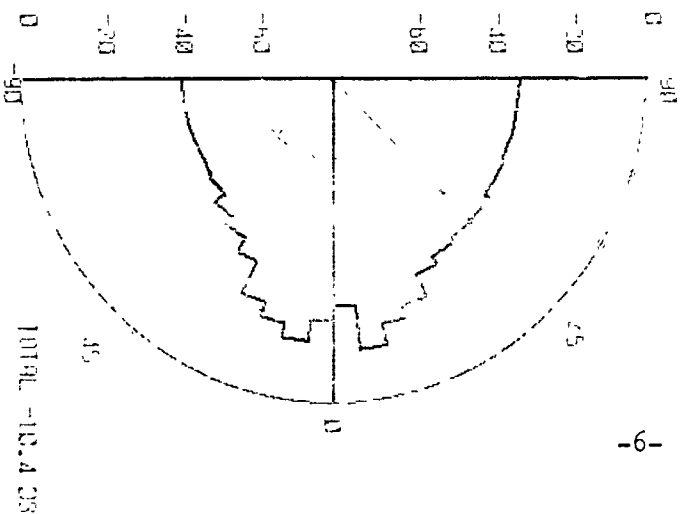
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DEPTH IN METERS



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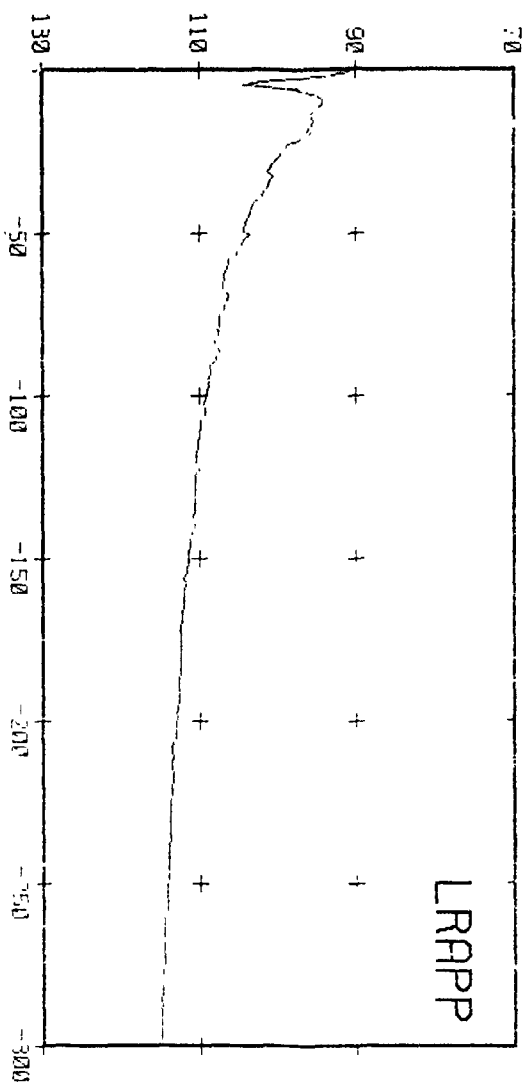


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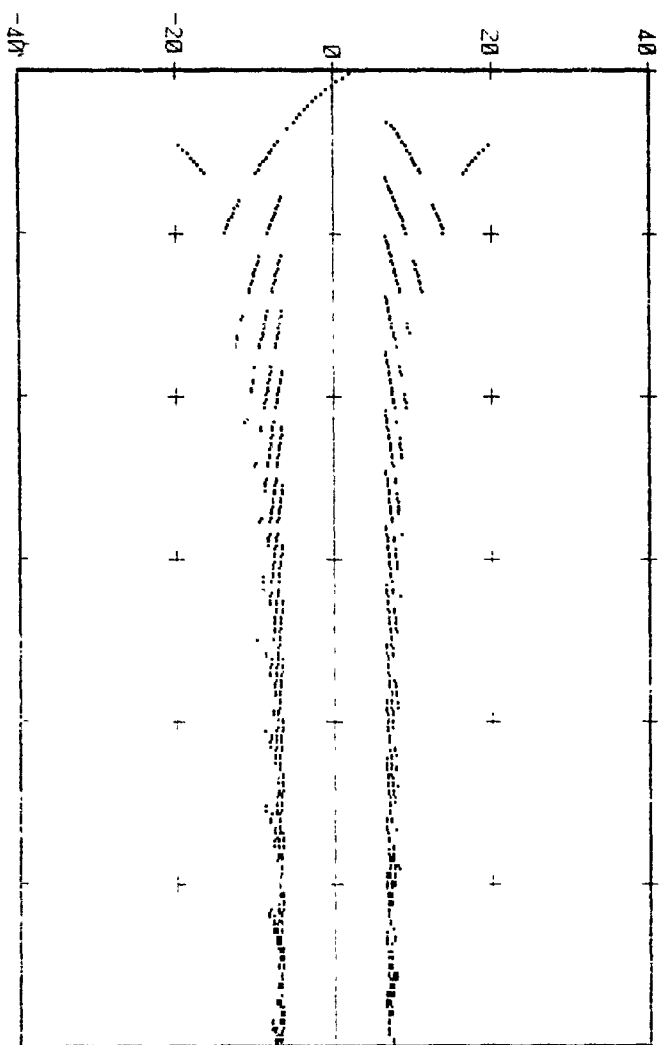
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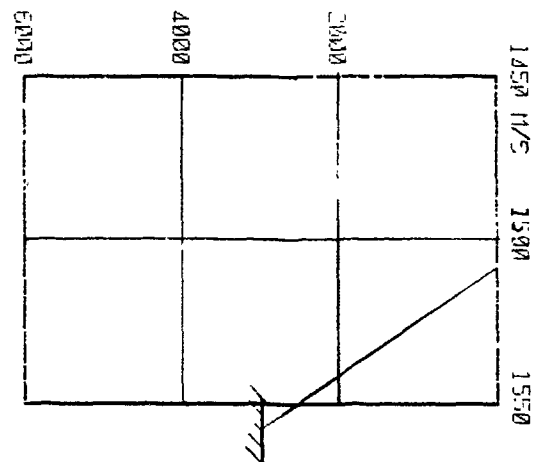
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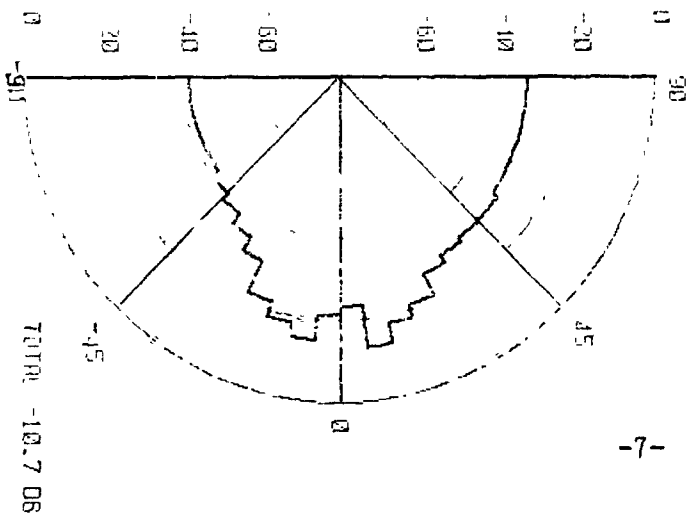
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DEPTH IN METERS



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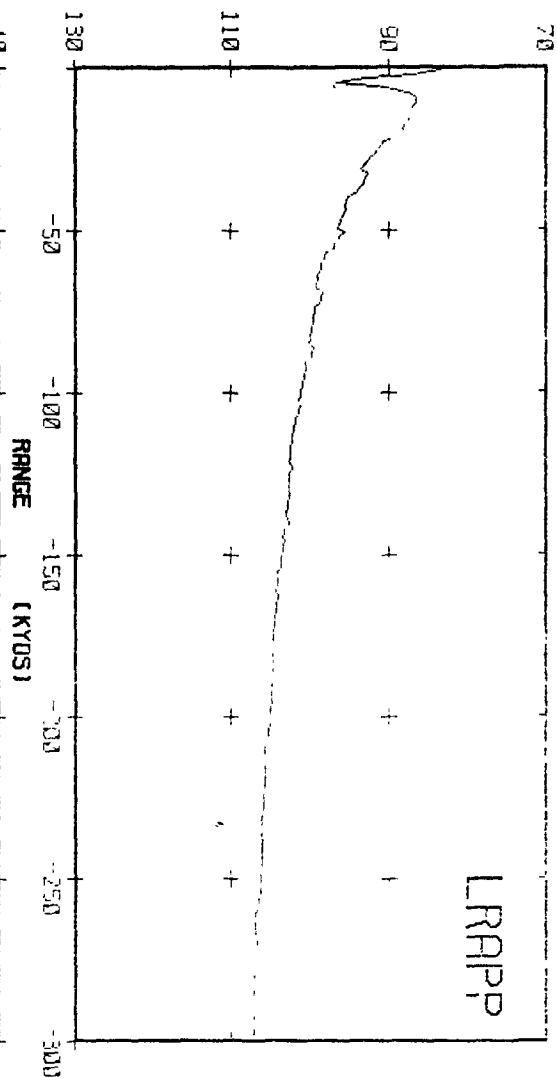


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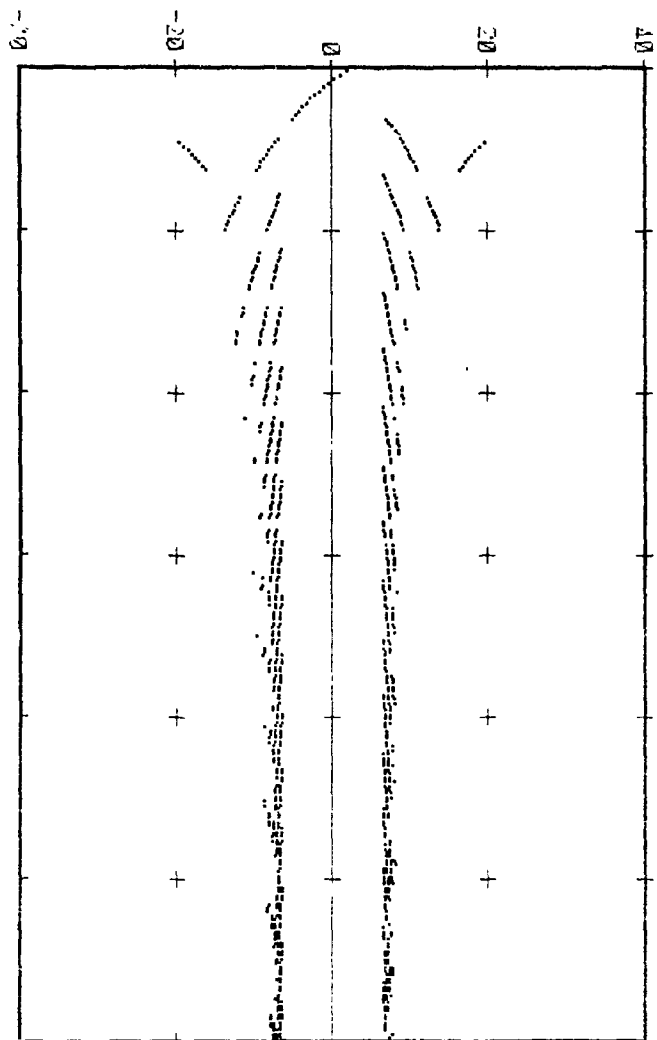
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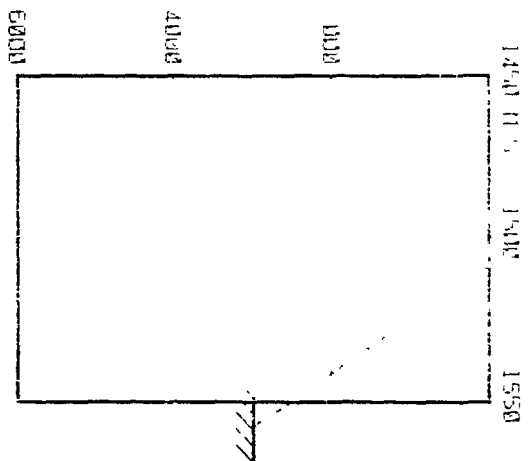
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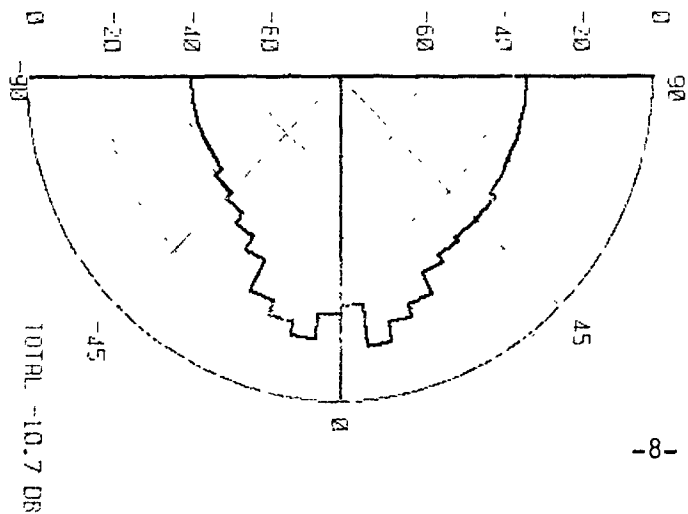
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DEPTH IN METERS



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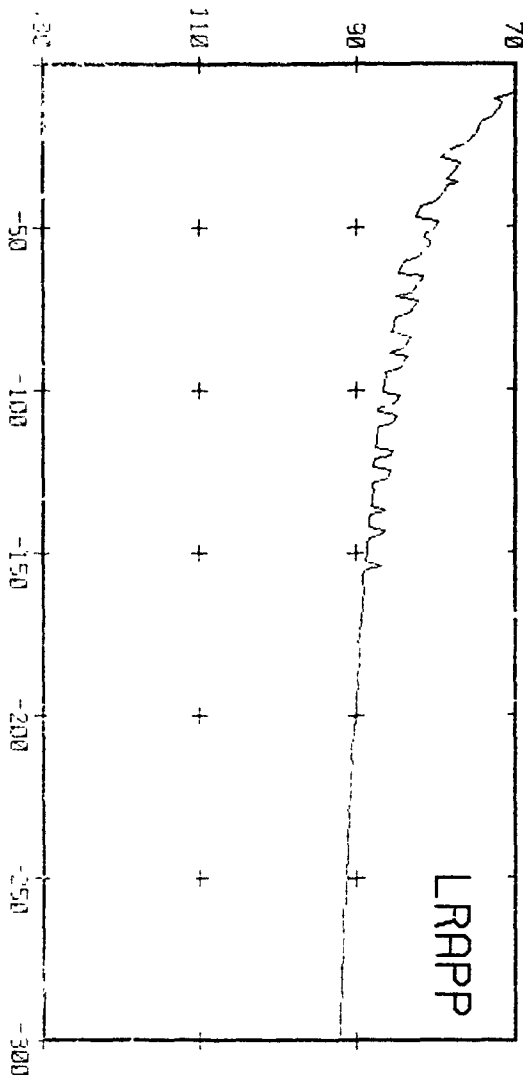


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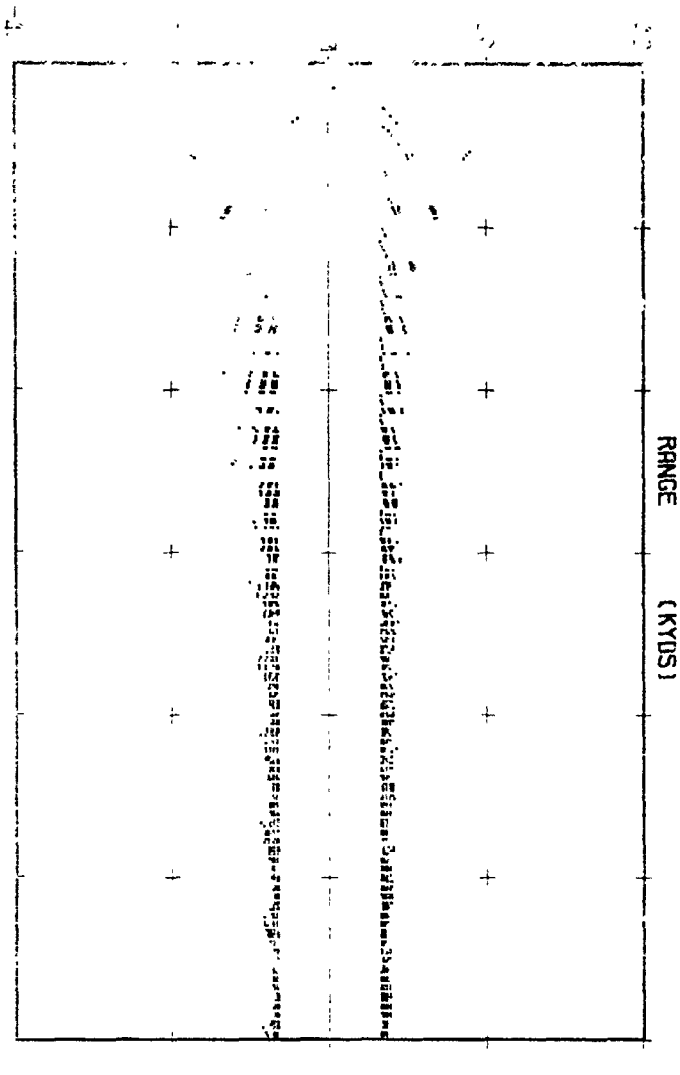
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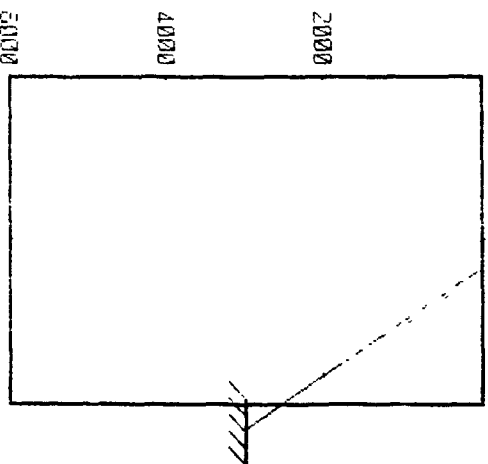
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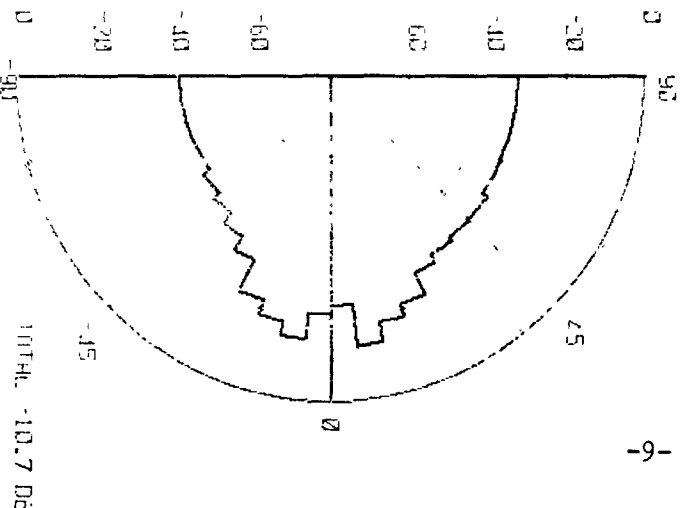
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DEPTH IN METERS



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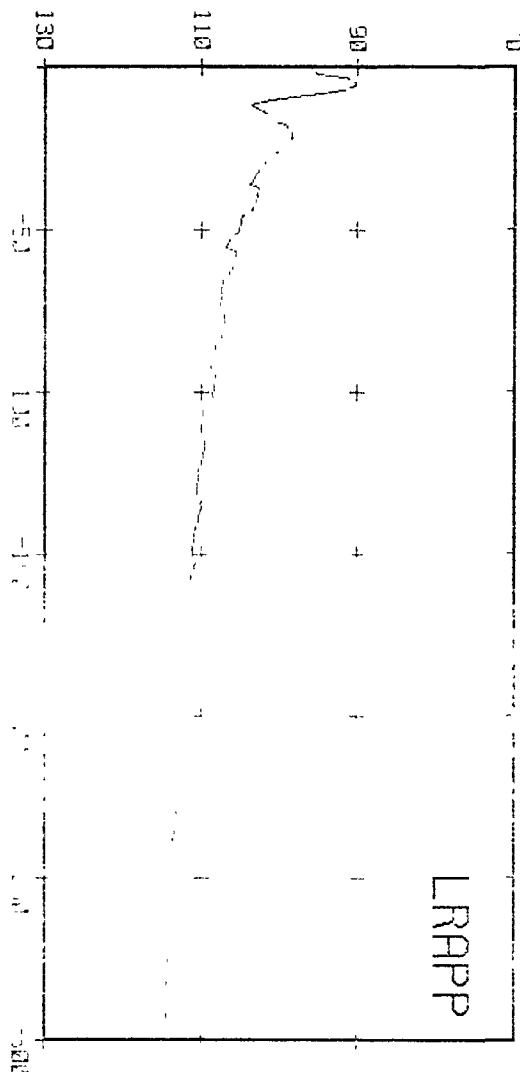


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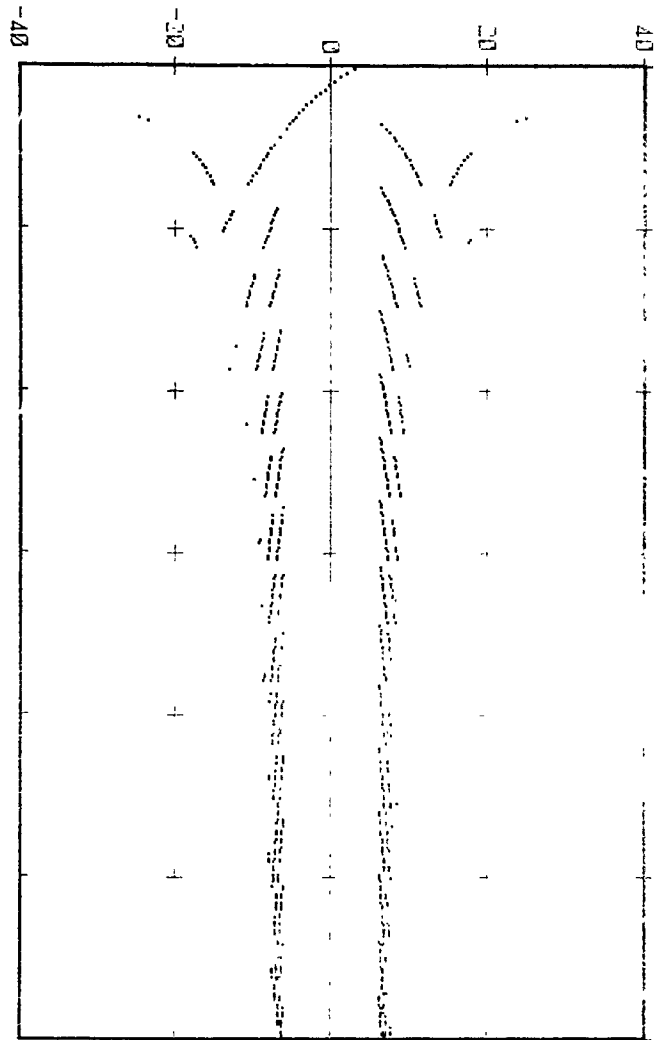
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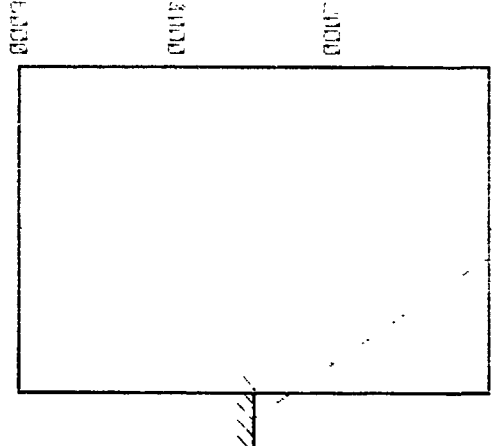
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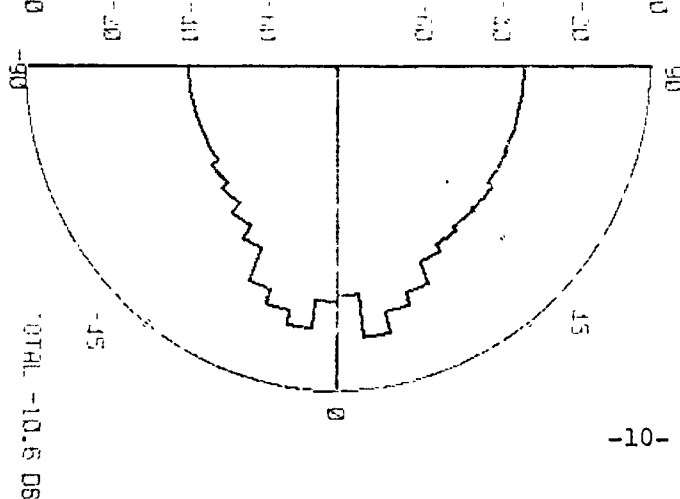
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DEPTH IN METERS



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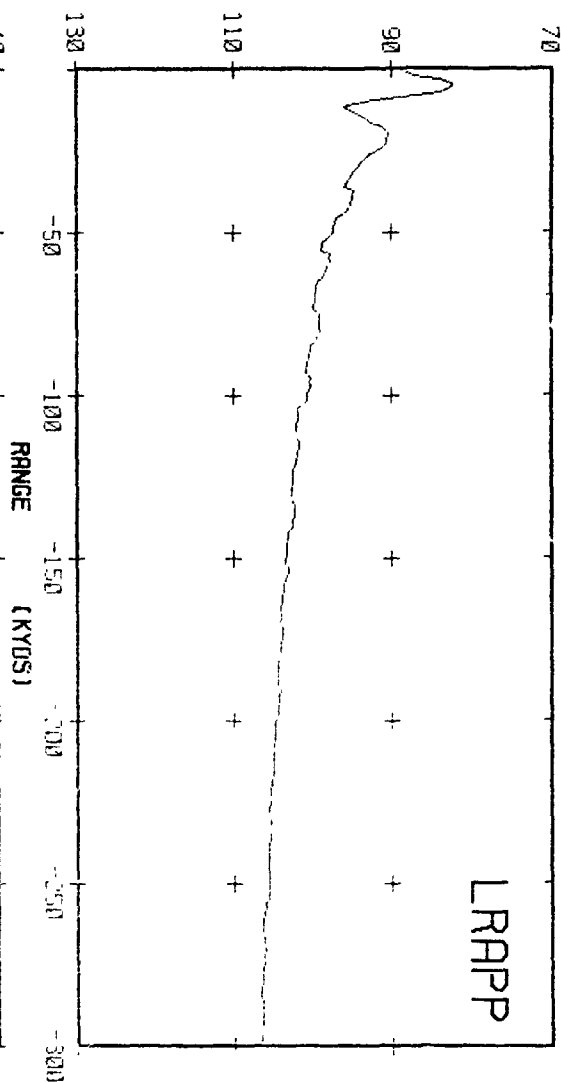


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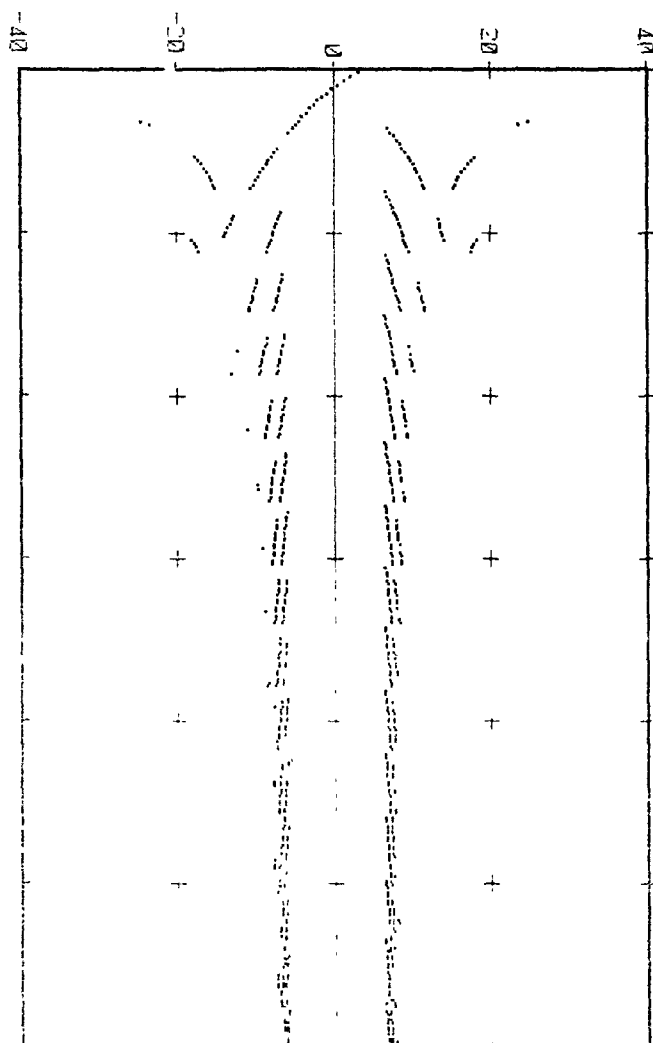
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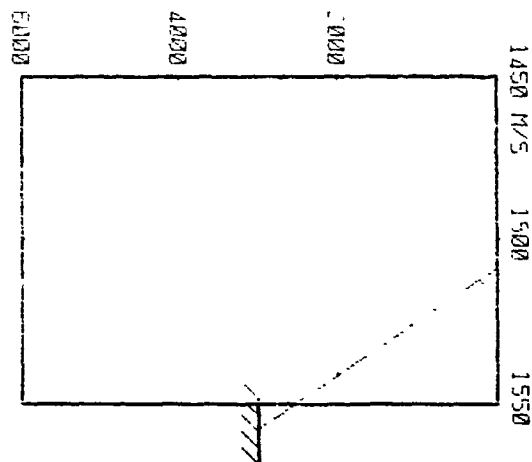
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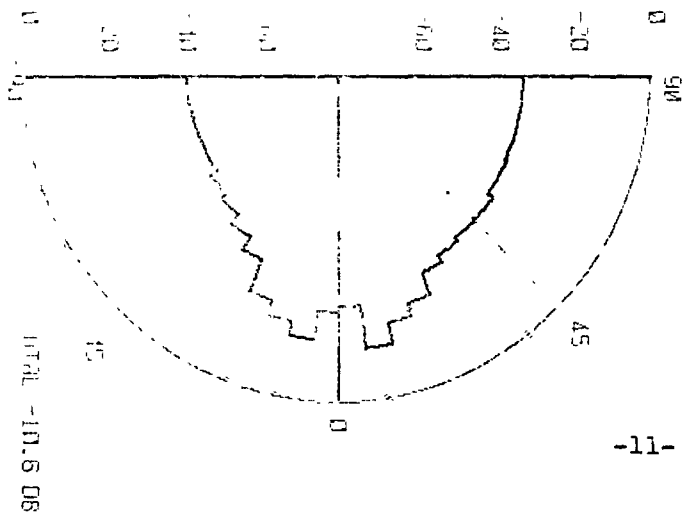
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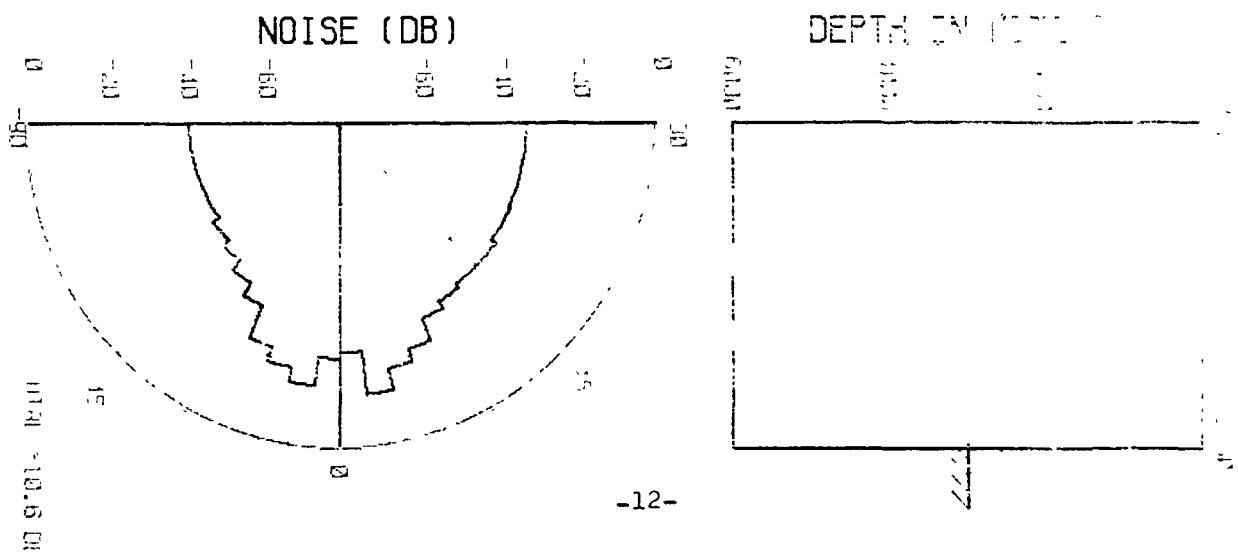
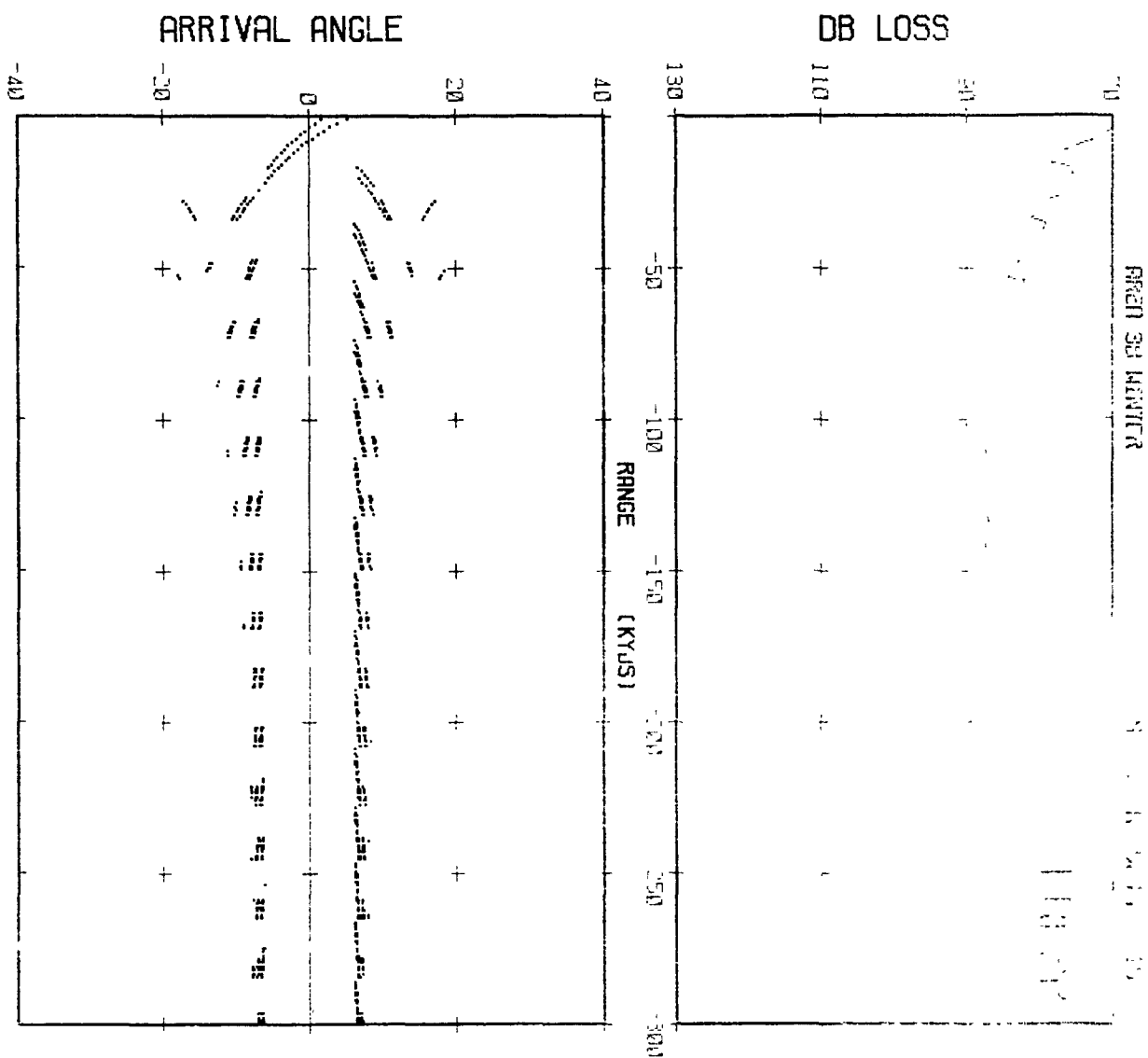


DEPTH IN METERS



NOISE (DB)



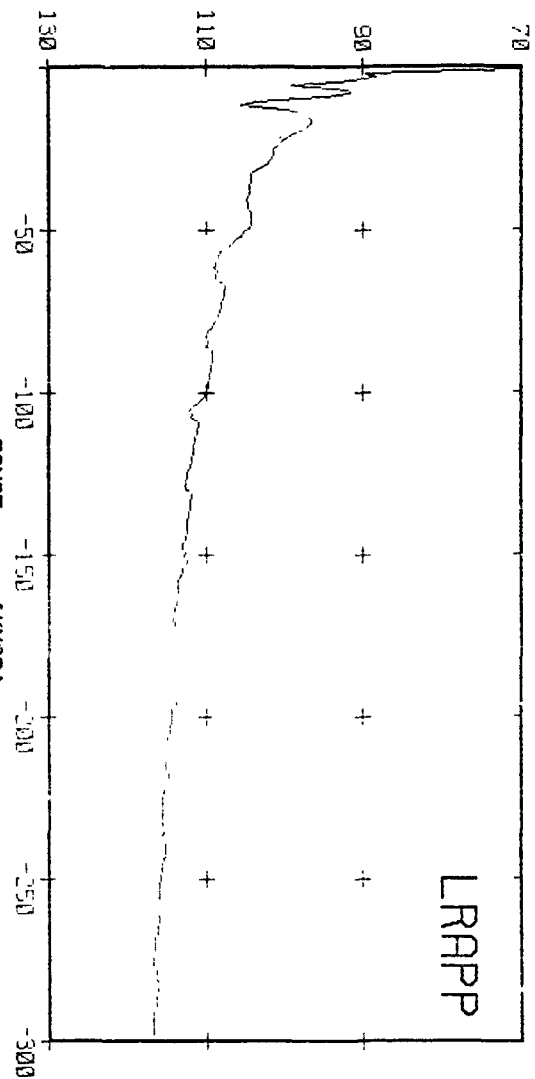


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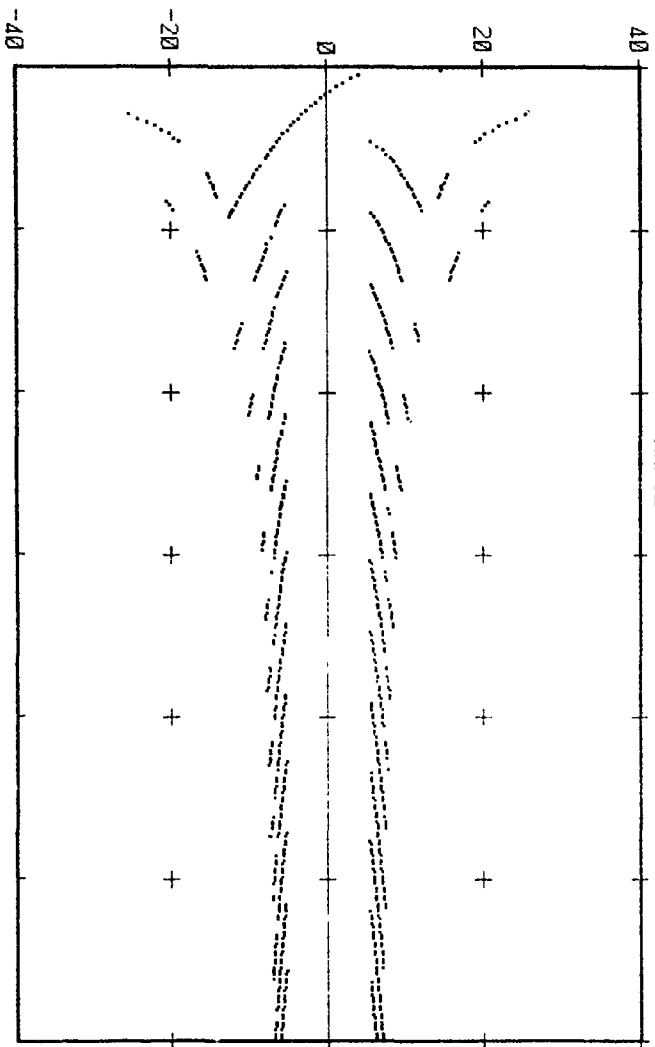
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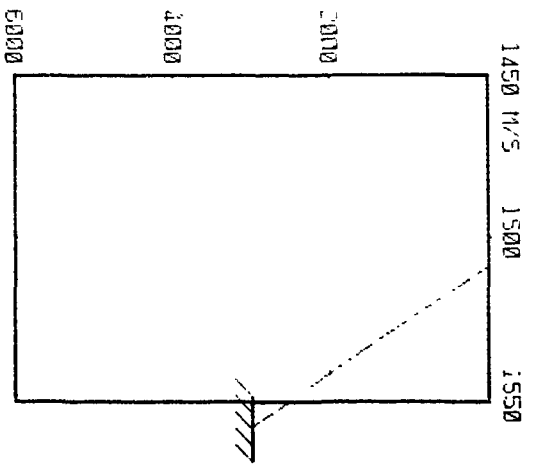
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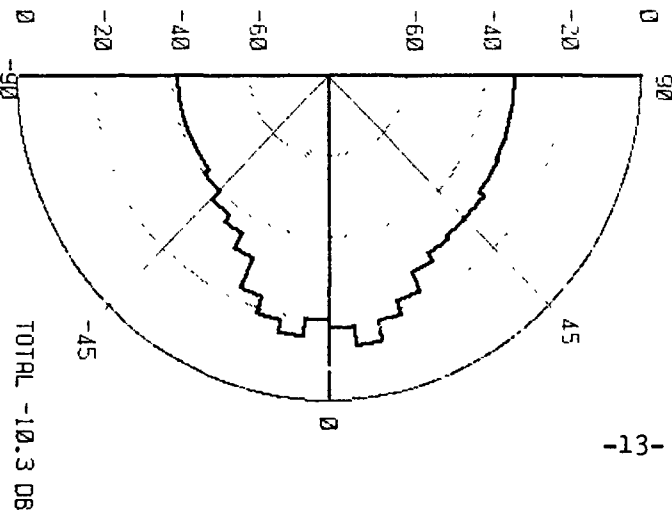
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DEPTH IN METERS



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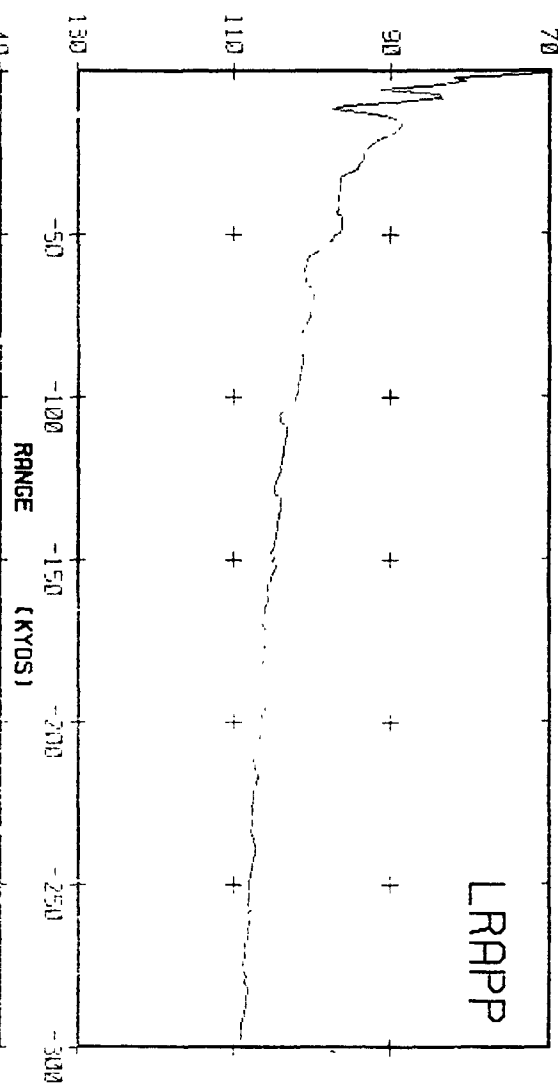


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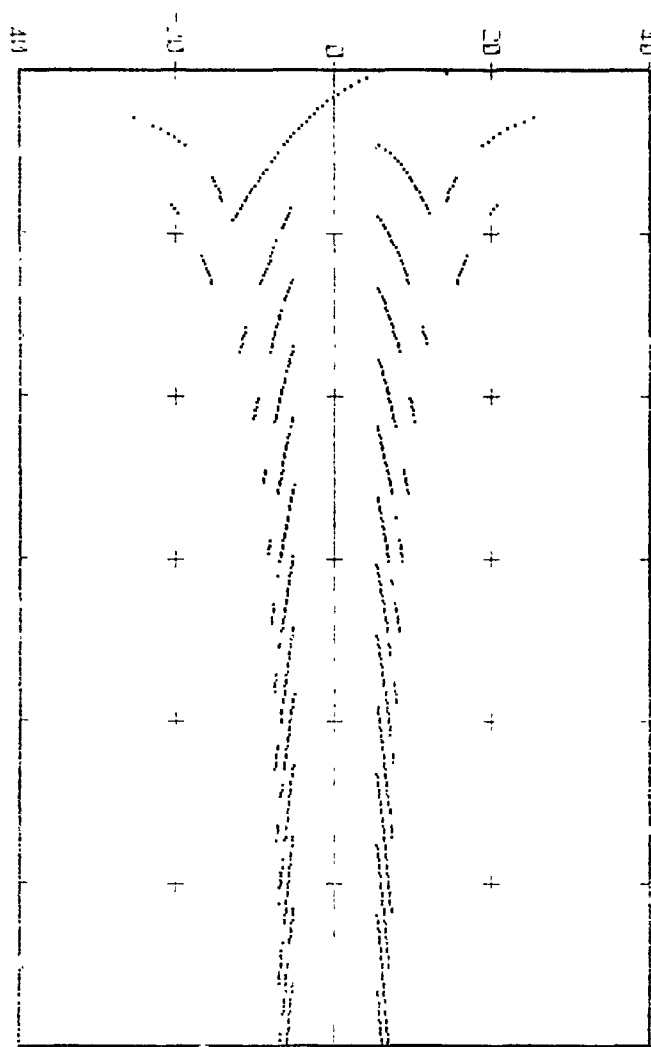
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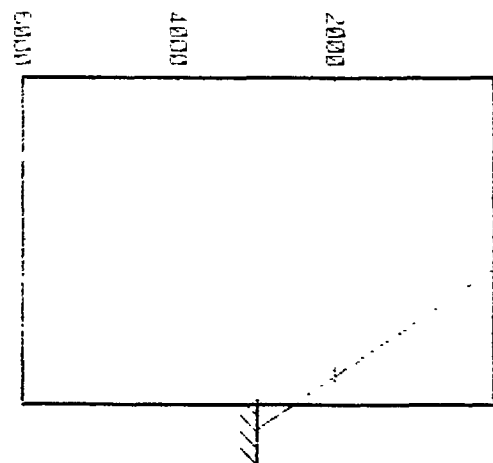
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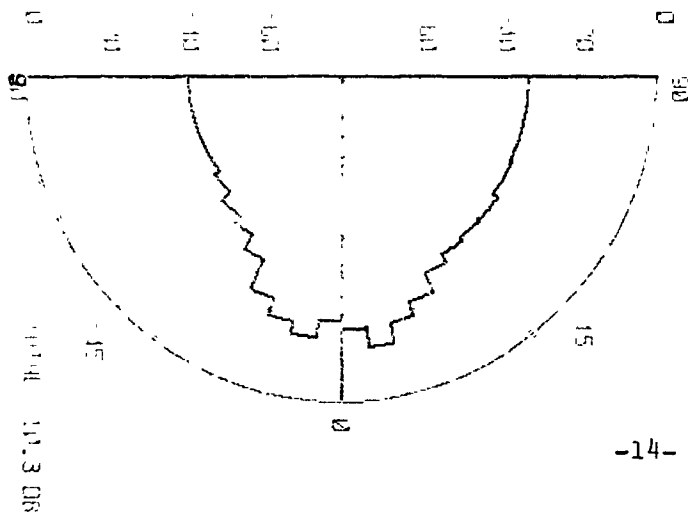
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DEPTH IN METERS



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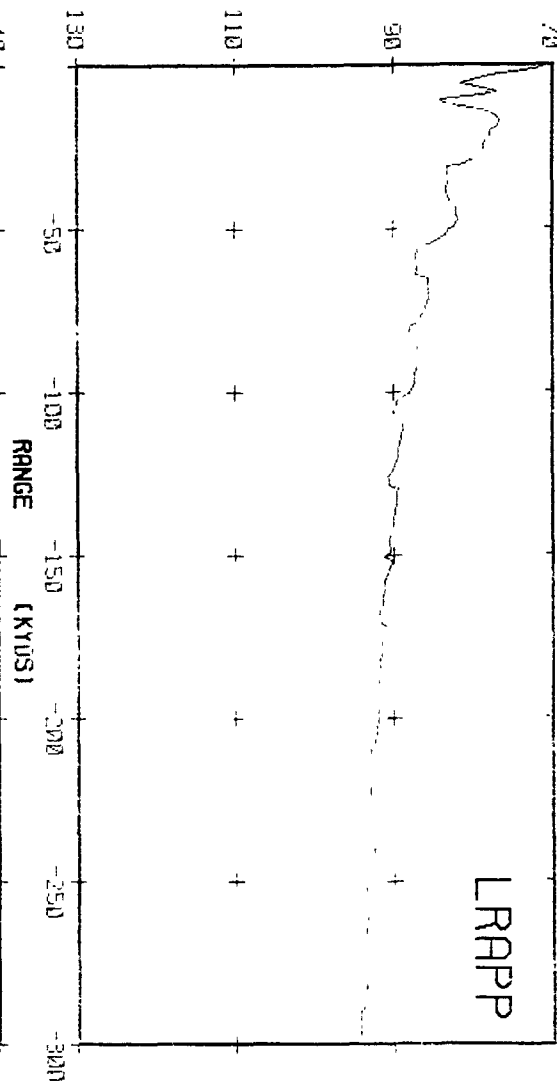


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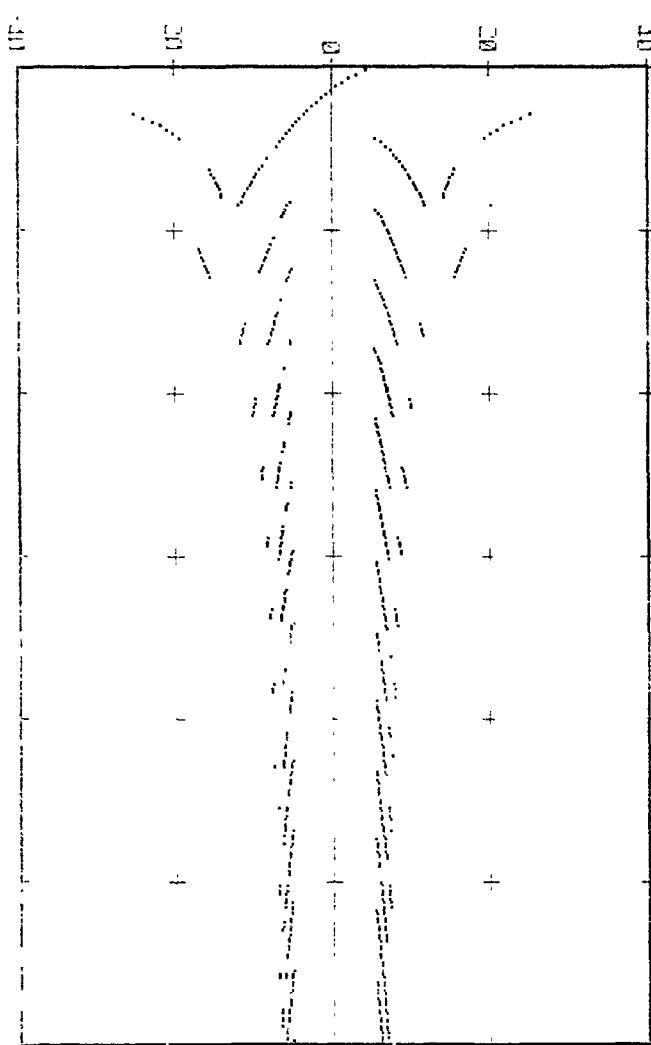
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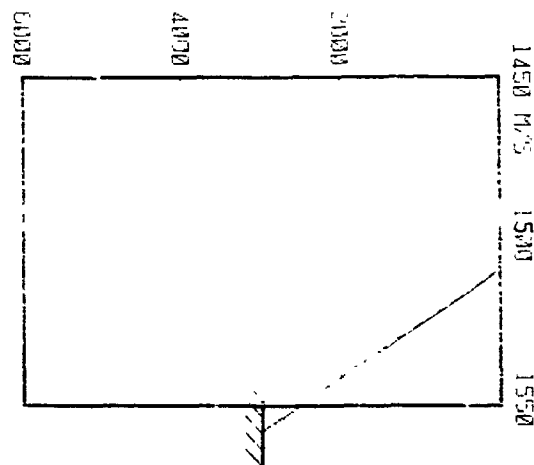
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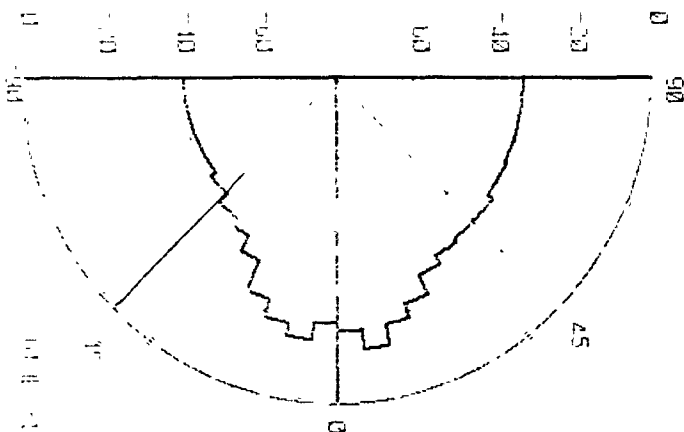
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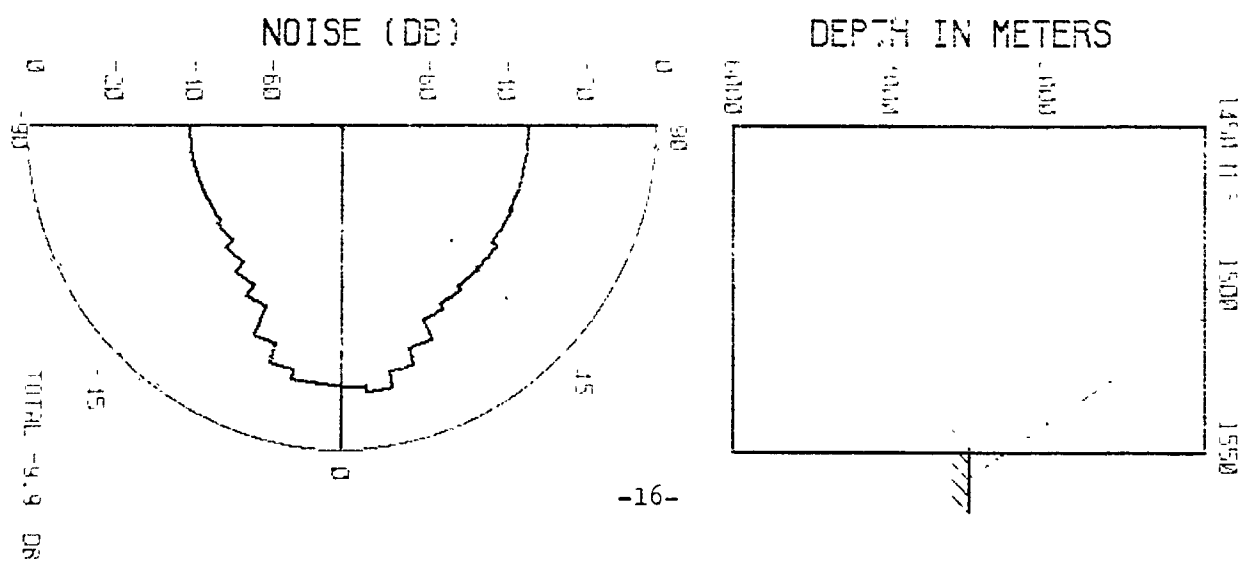
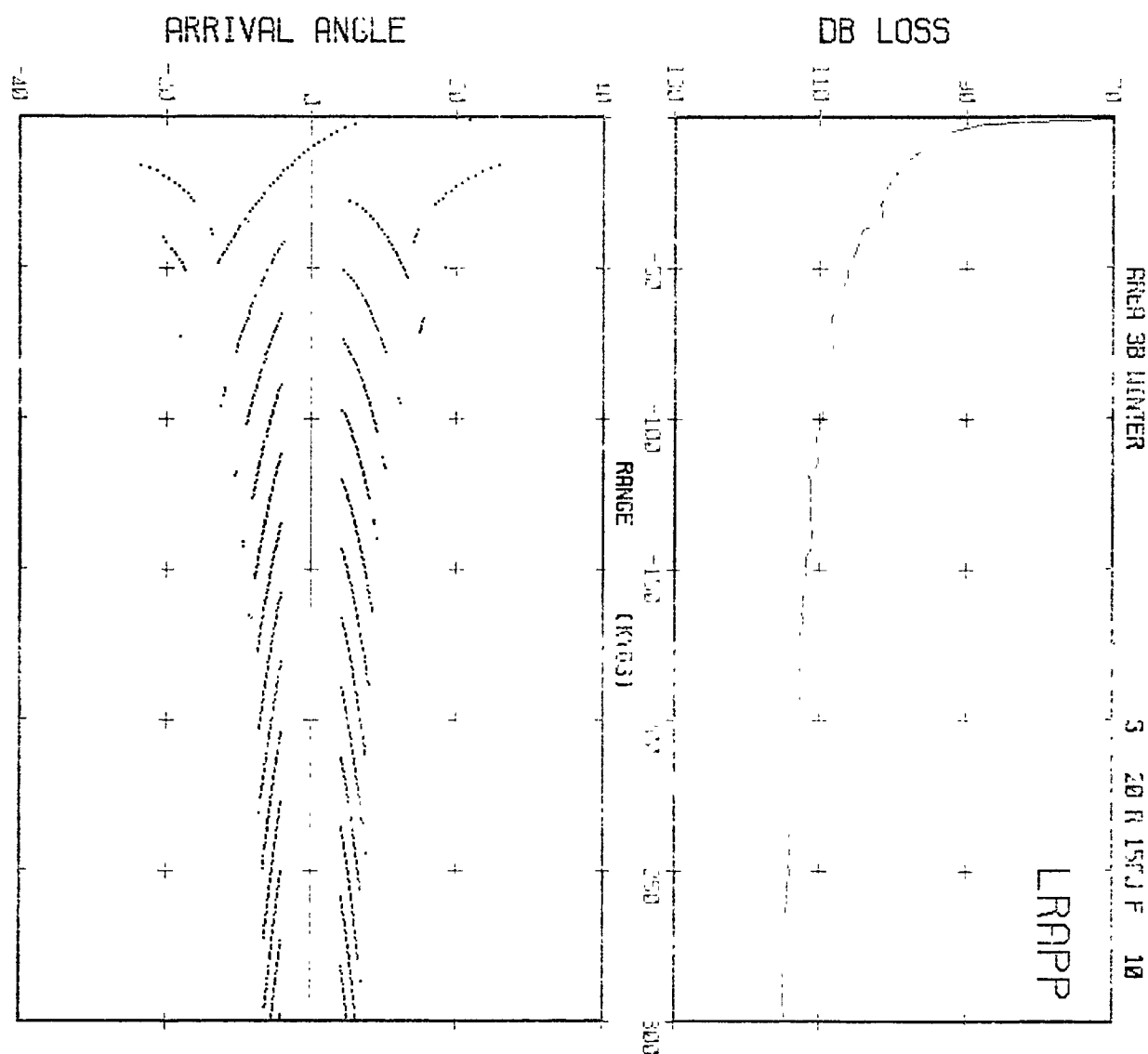


DEPTH IN METERS



NOISE (DB)



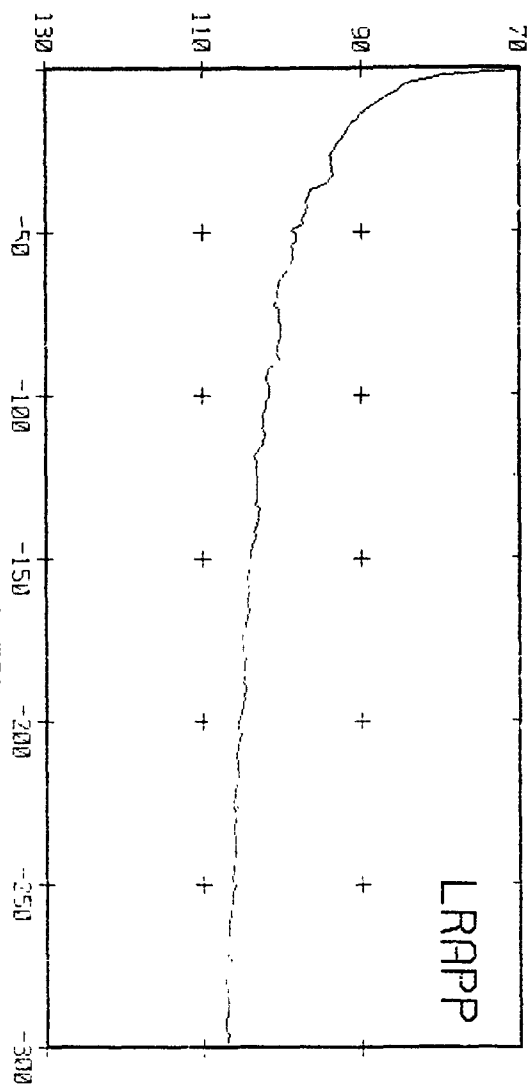


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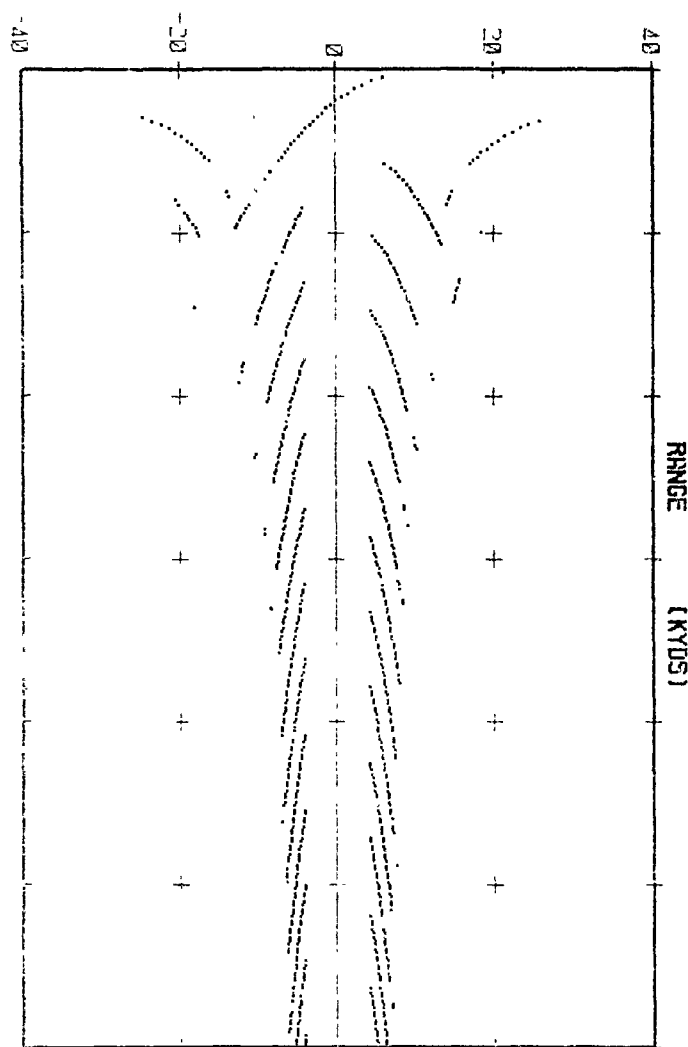
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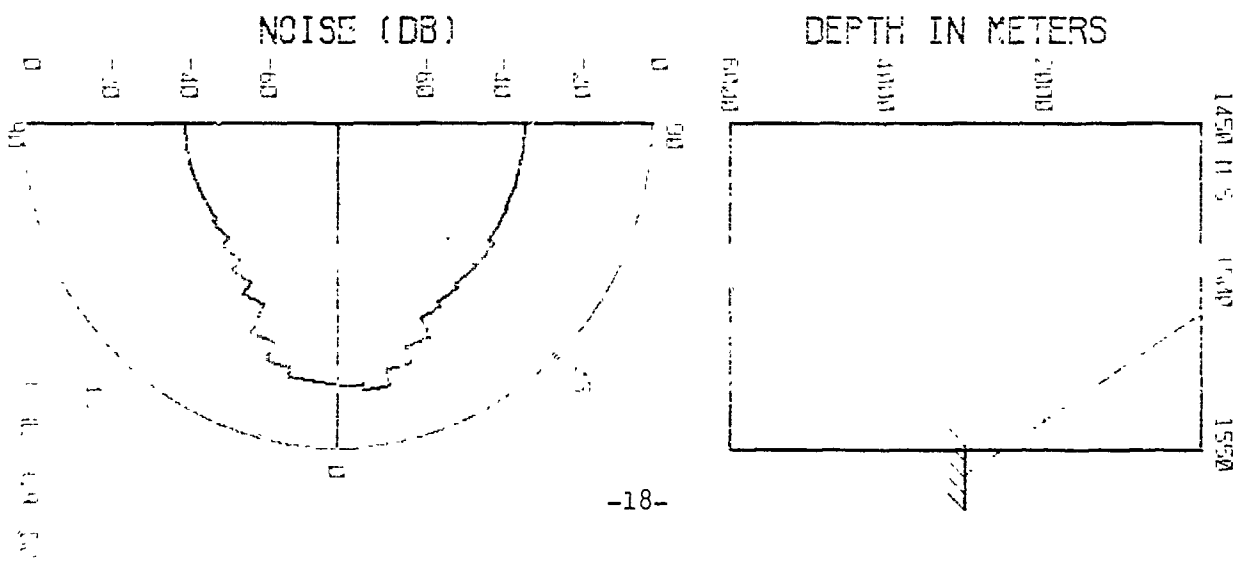
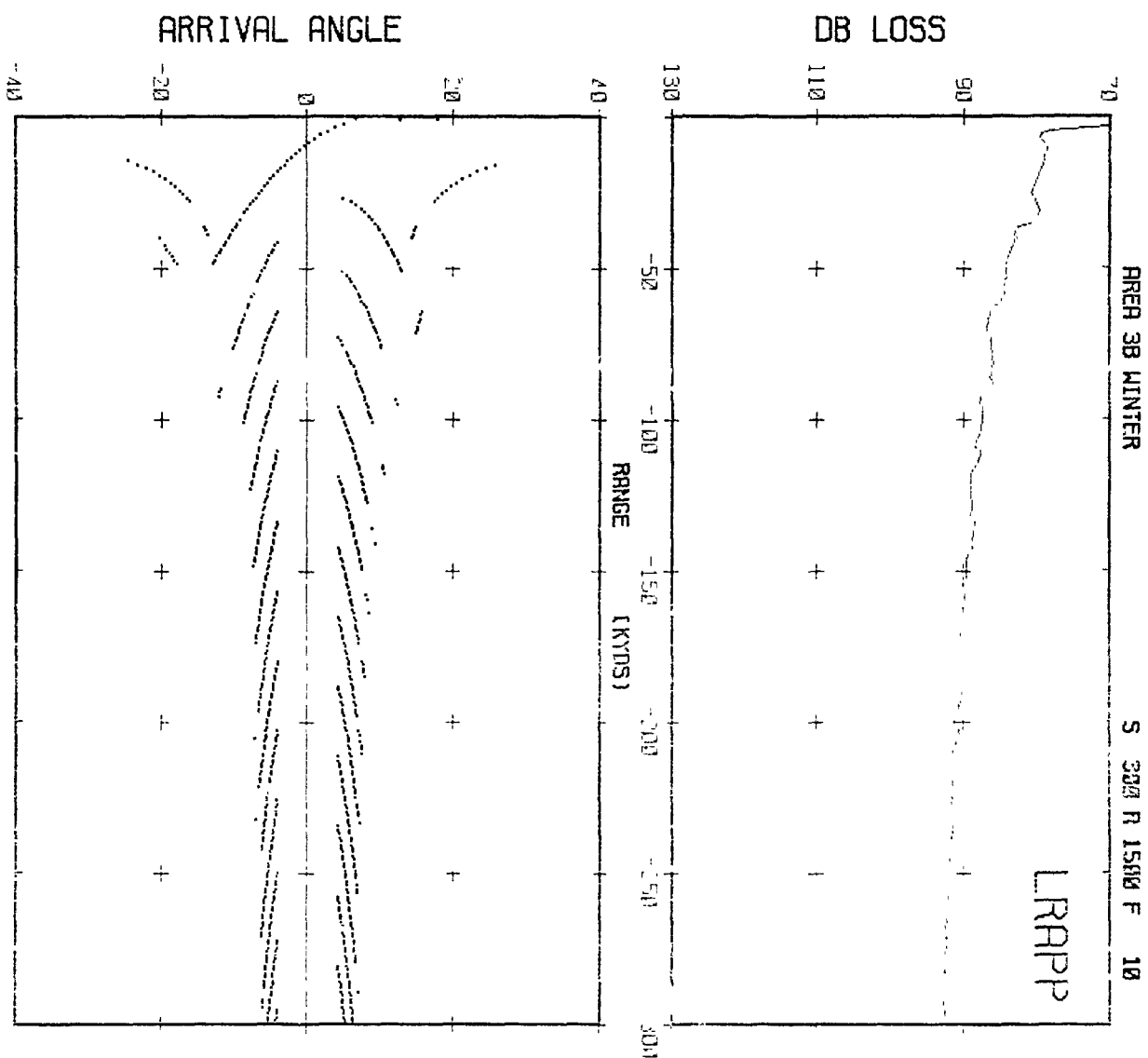
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ARRIVAL ANGLE



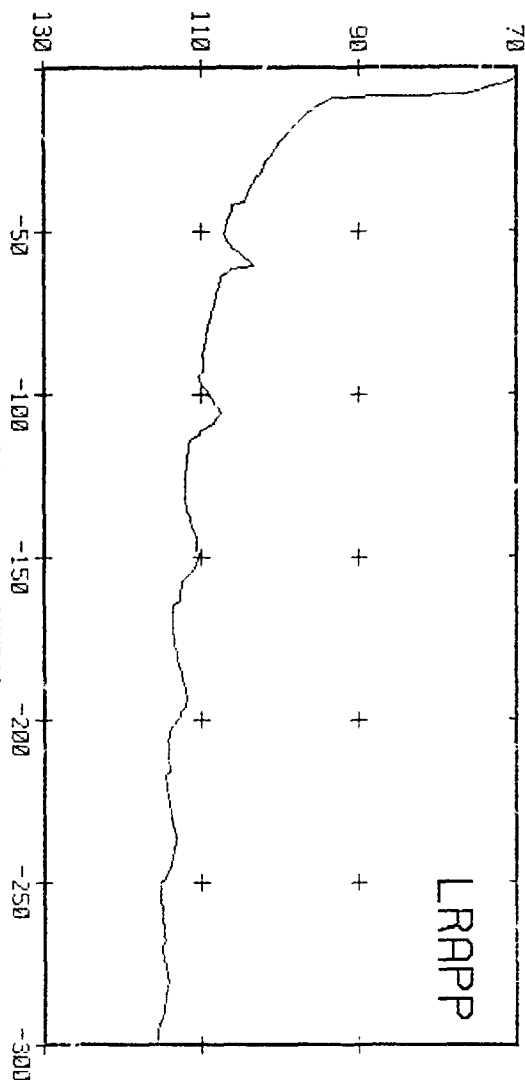


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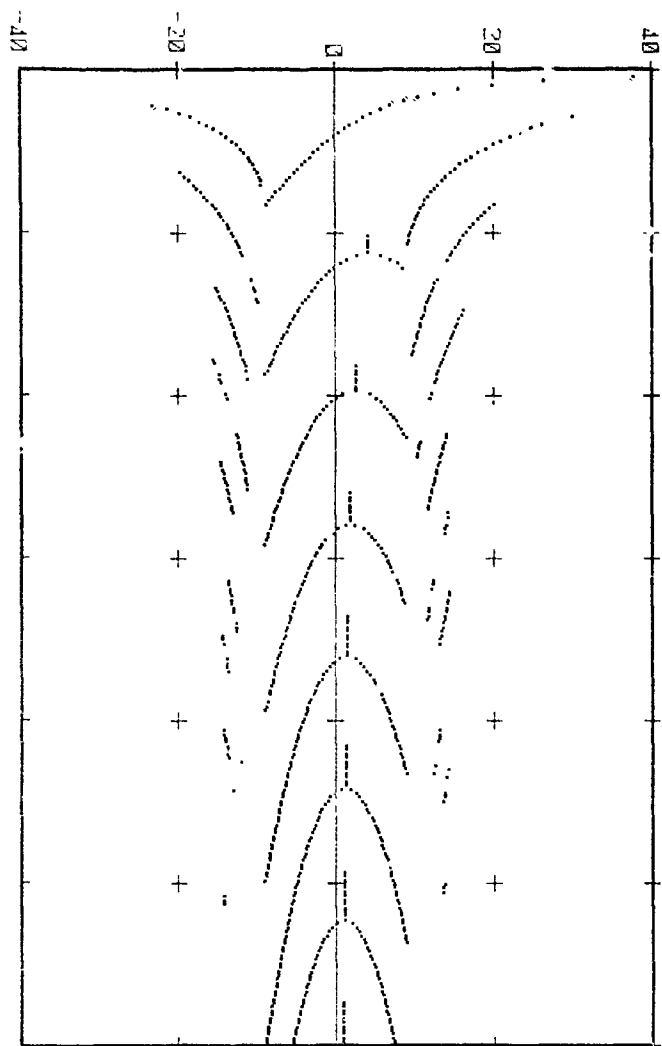
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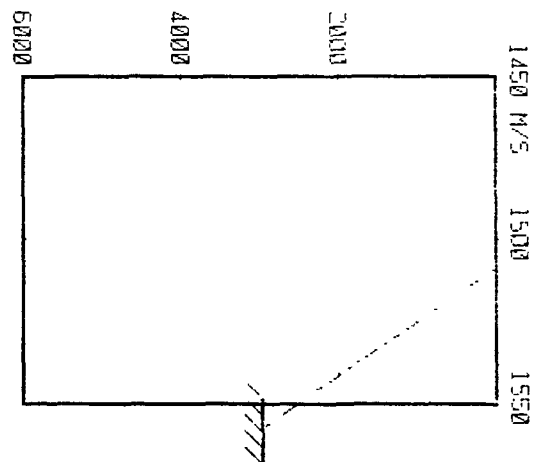
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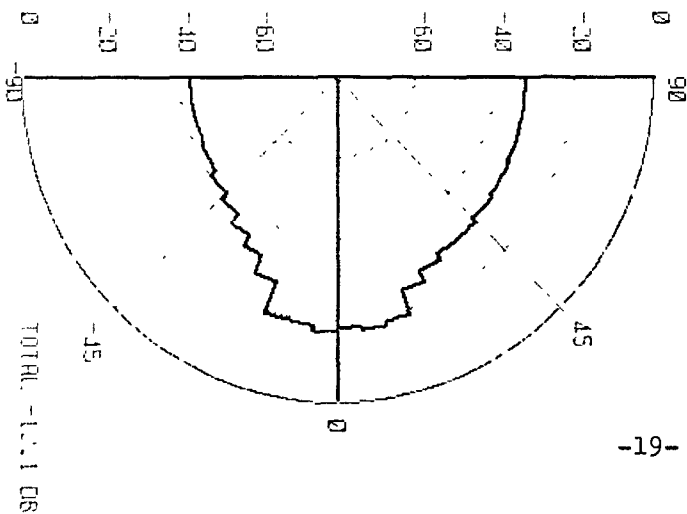
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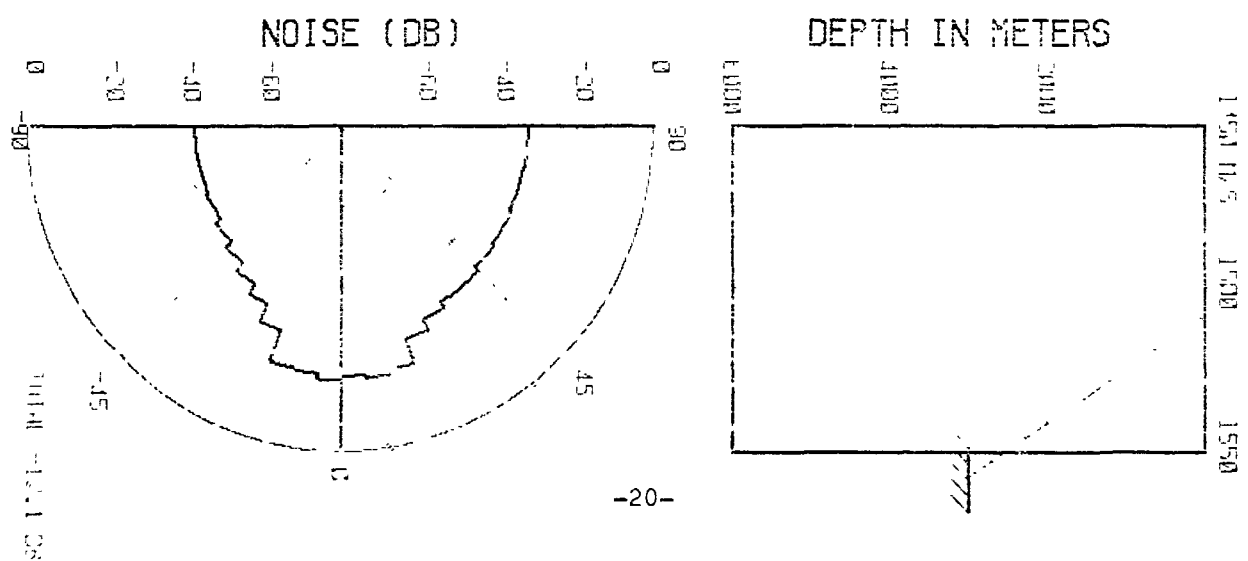
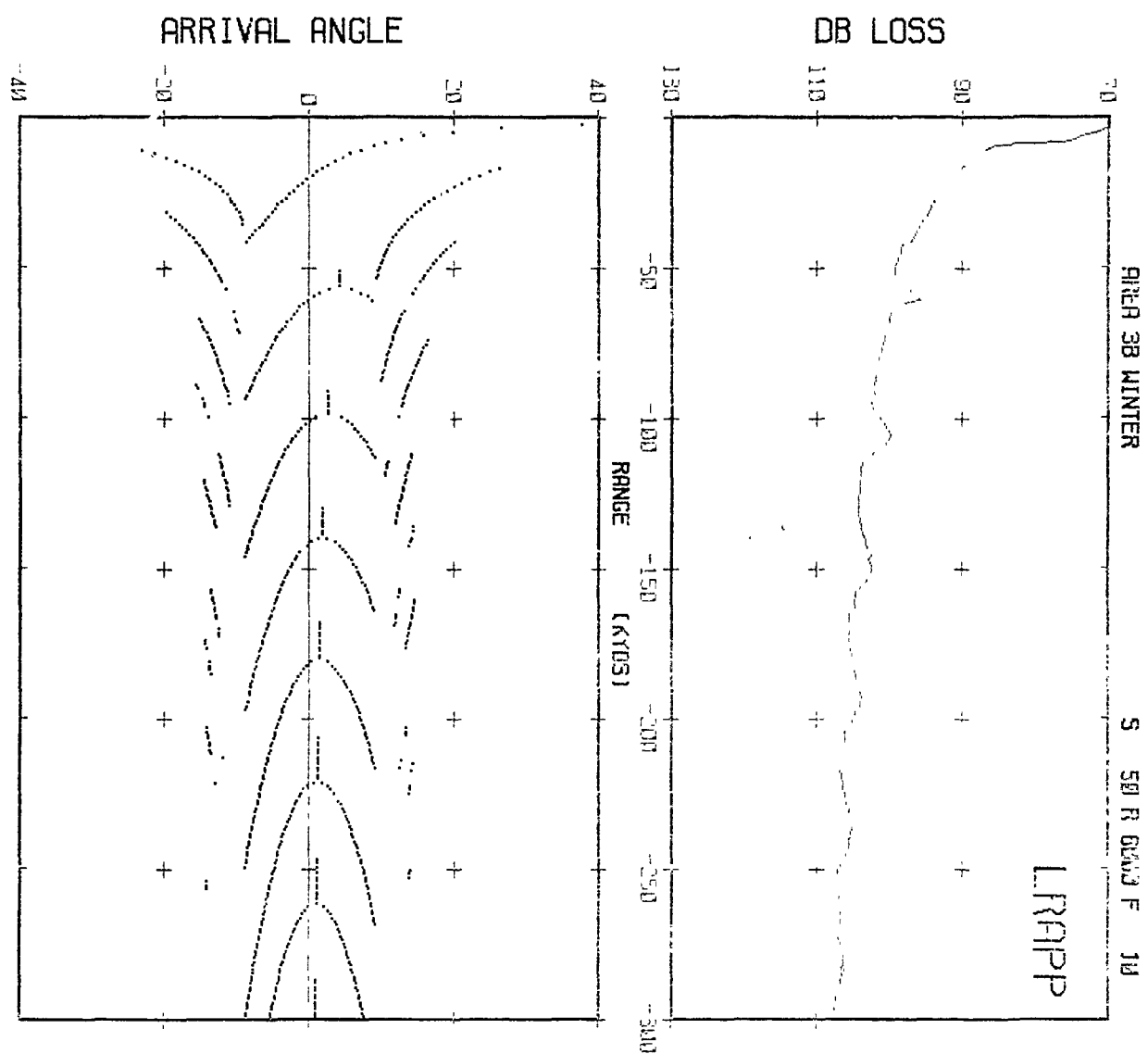


DEPTH IN METERS



NOISE (DB)



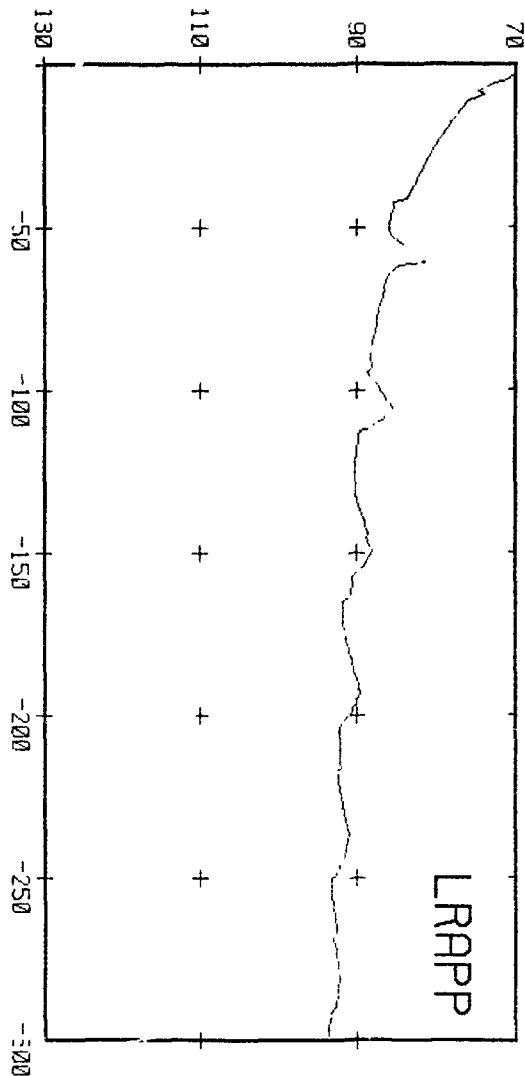


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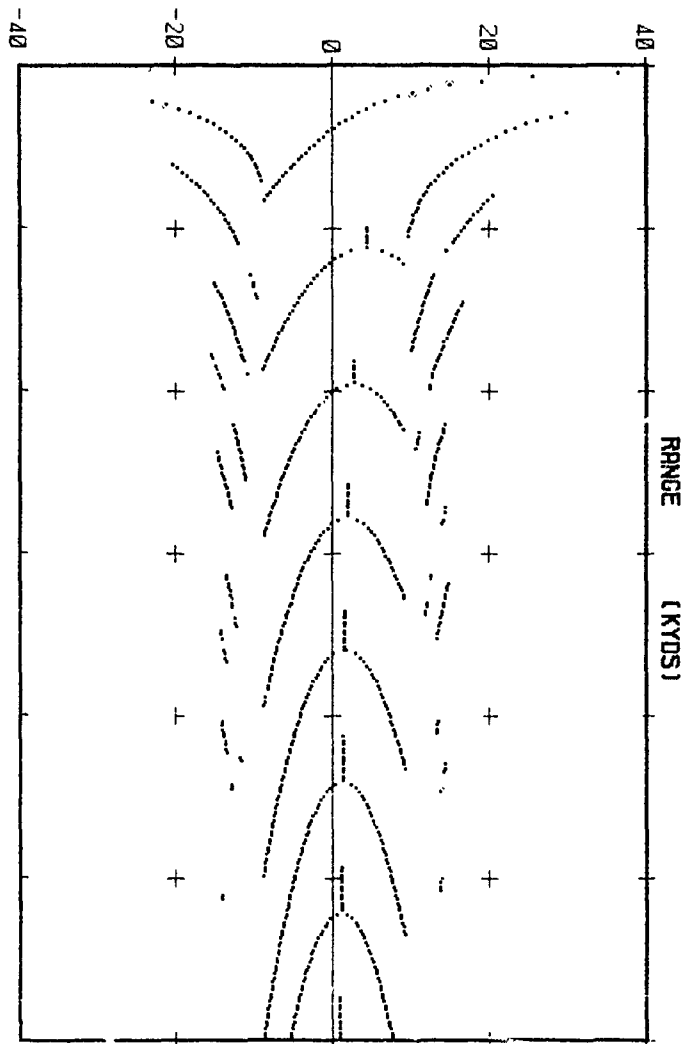
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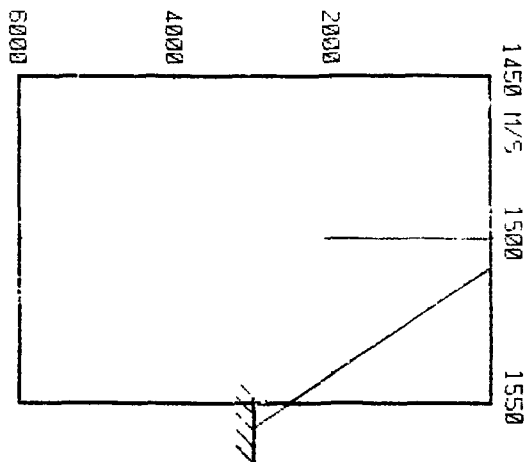
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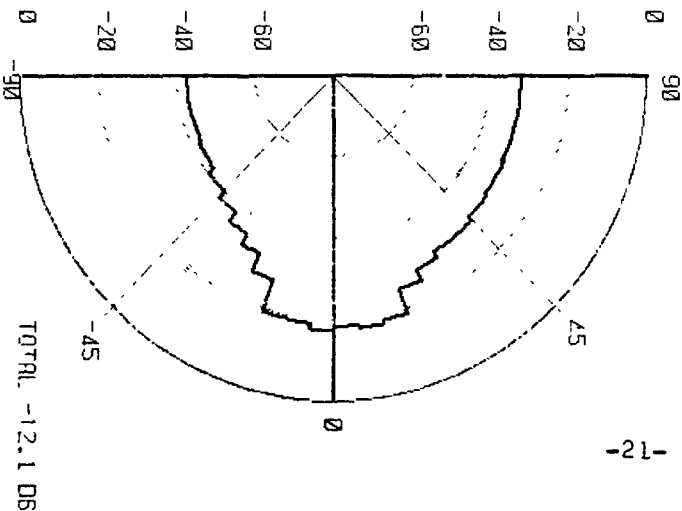
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DEPTH IN METERS



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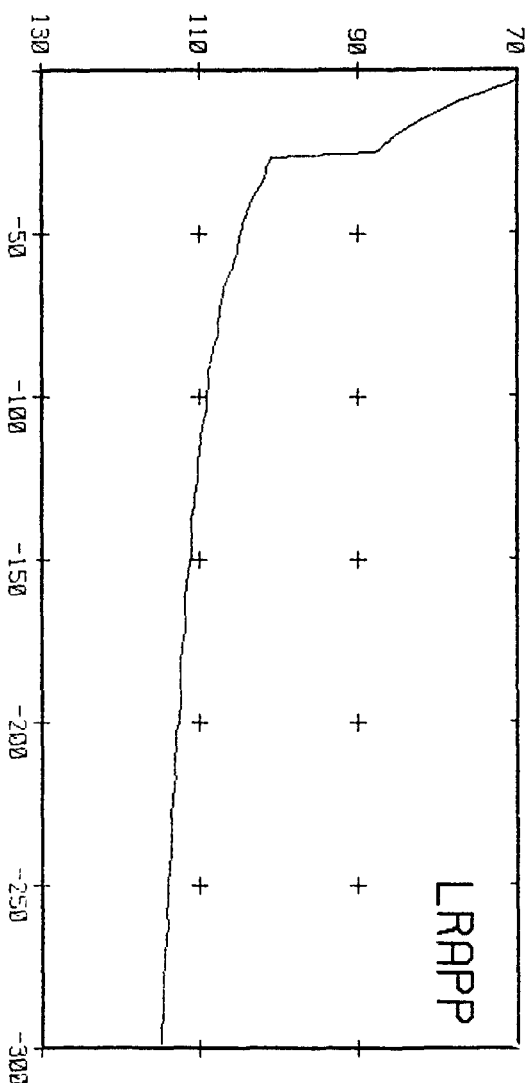
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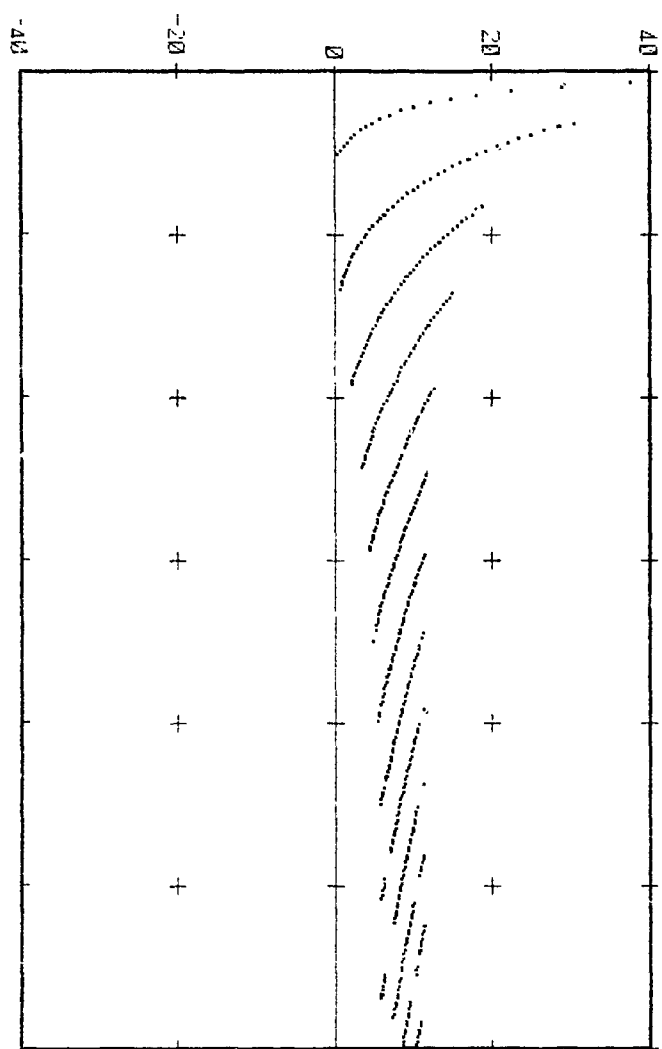
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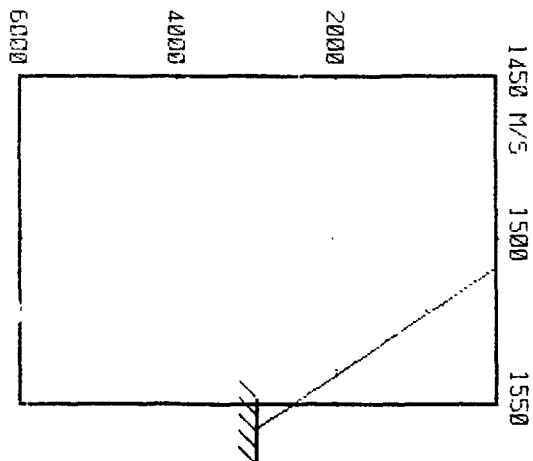
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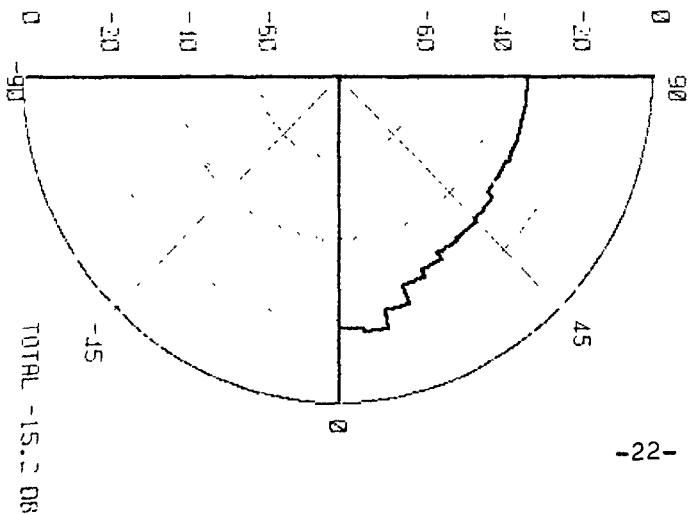
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DEPTH IN METERS



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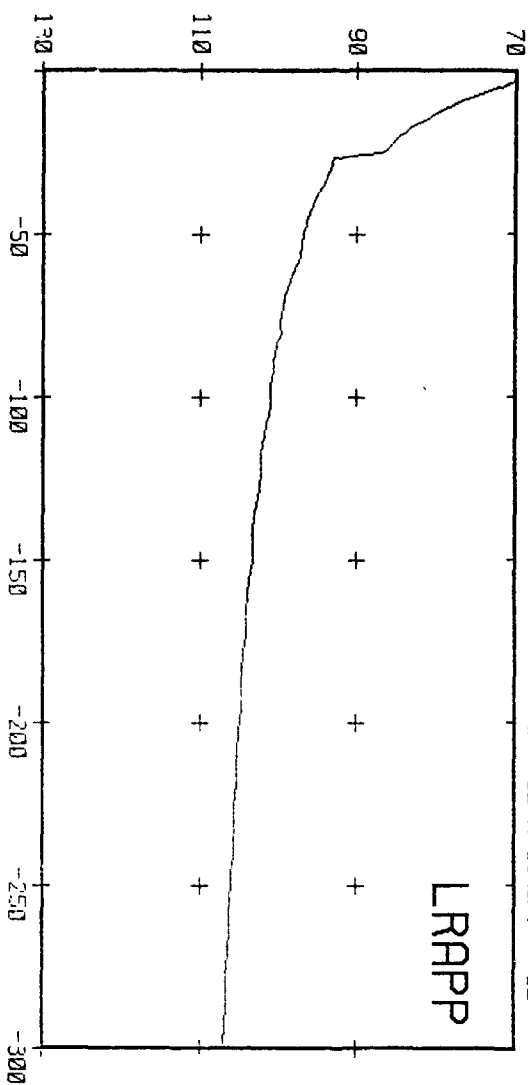


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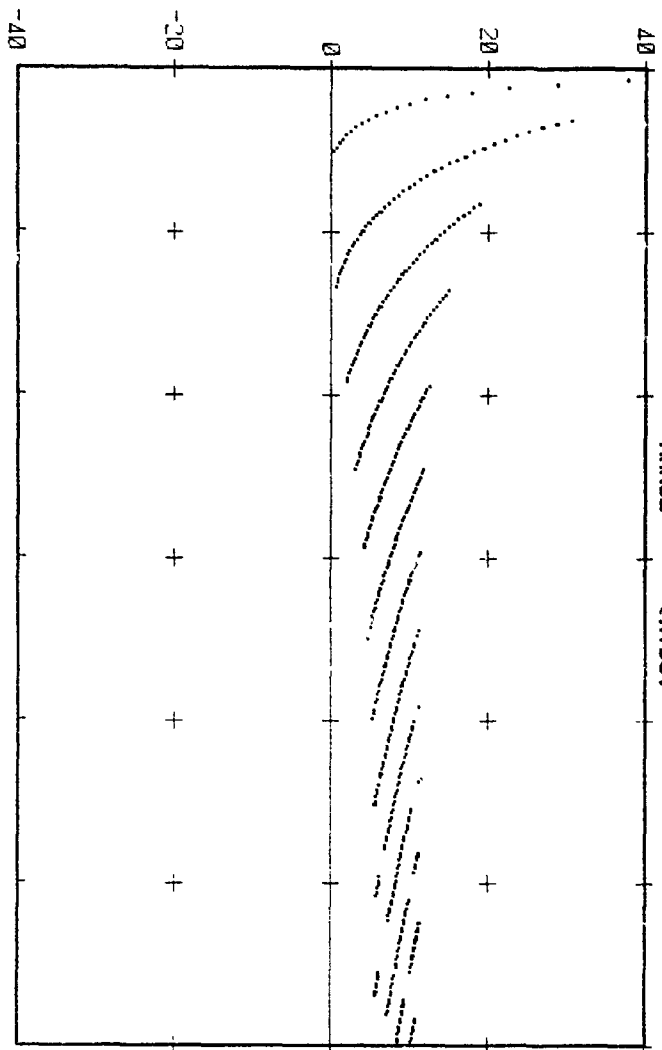
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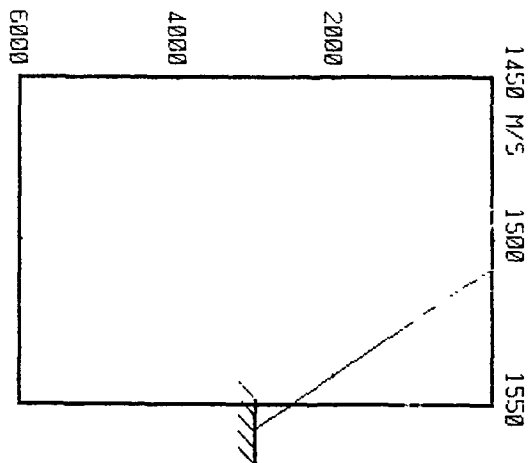
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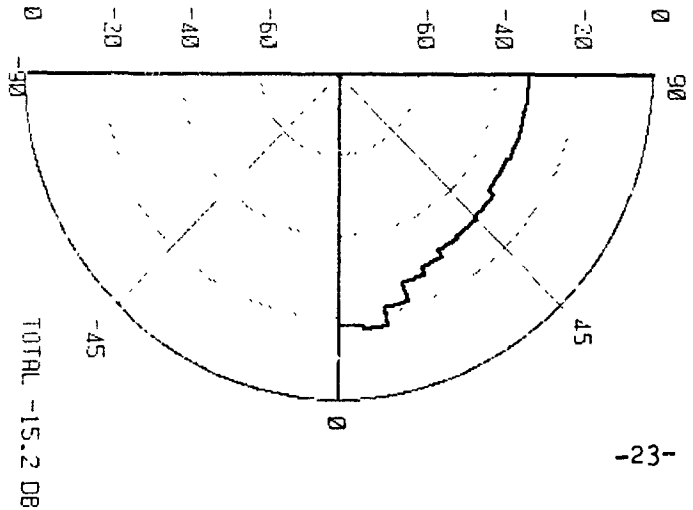
ARRIVAL ANGLE



DEPTH IN METERS



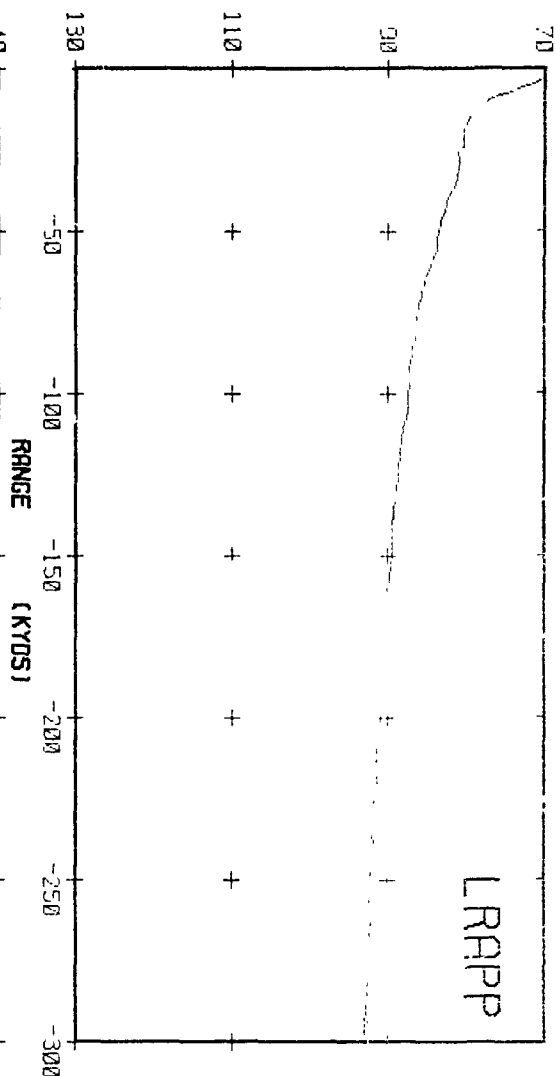
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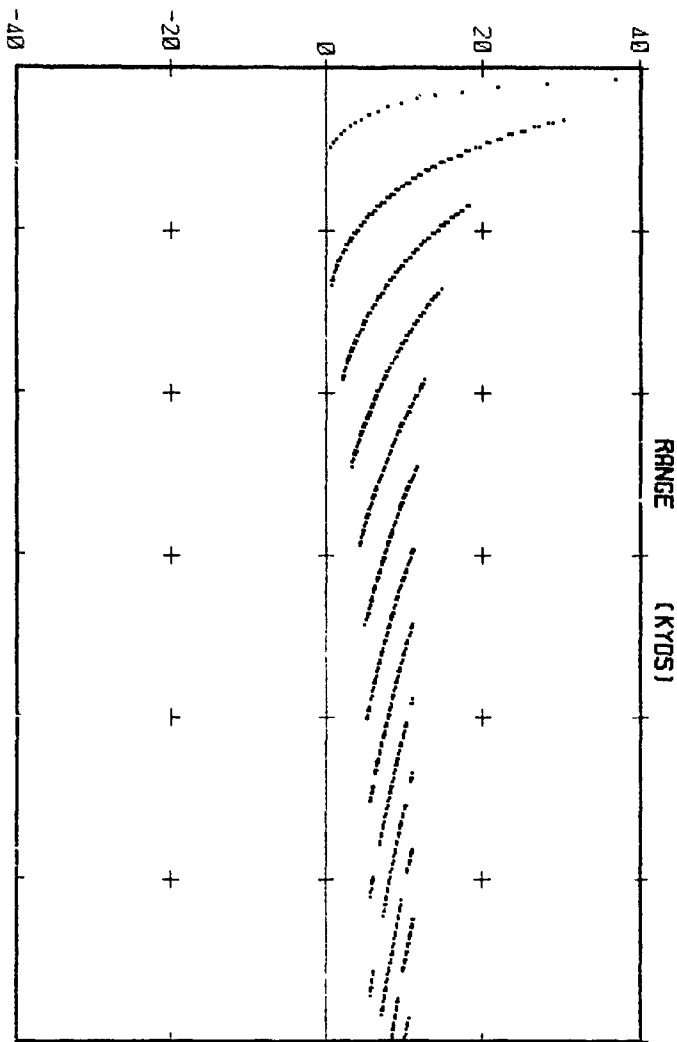
AREA 3B WINTER

S 300 R 9842 F 10

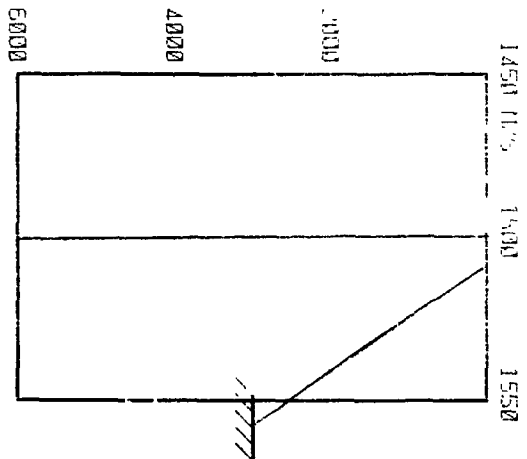
DB LOSS



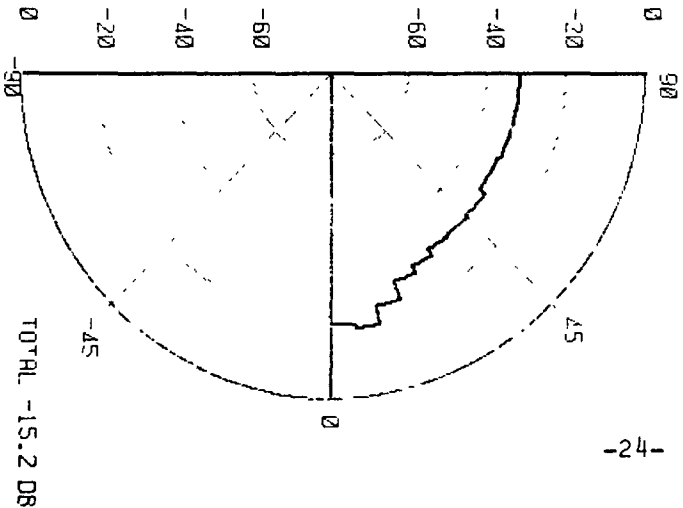
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

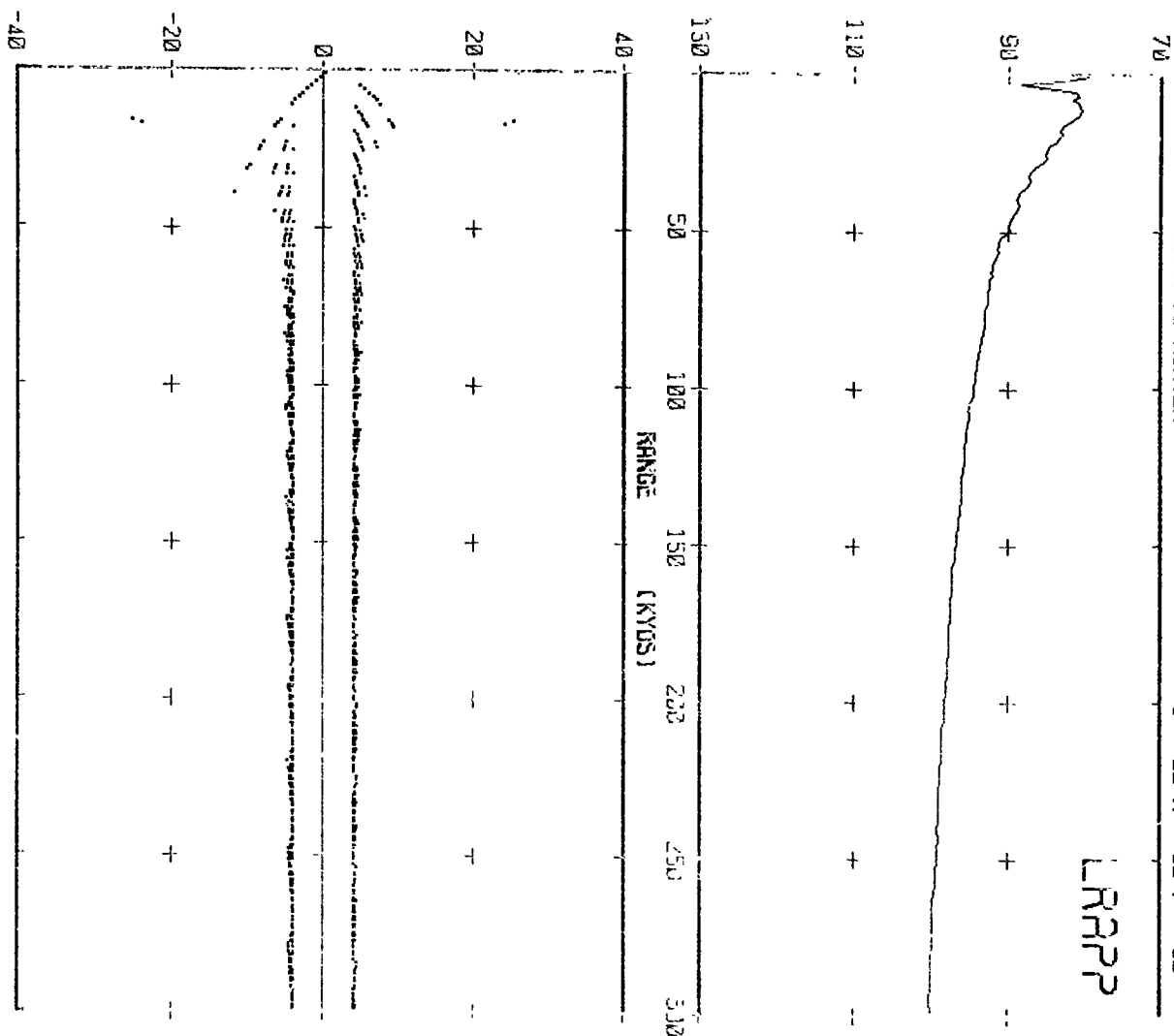


AREA 3B WINTER

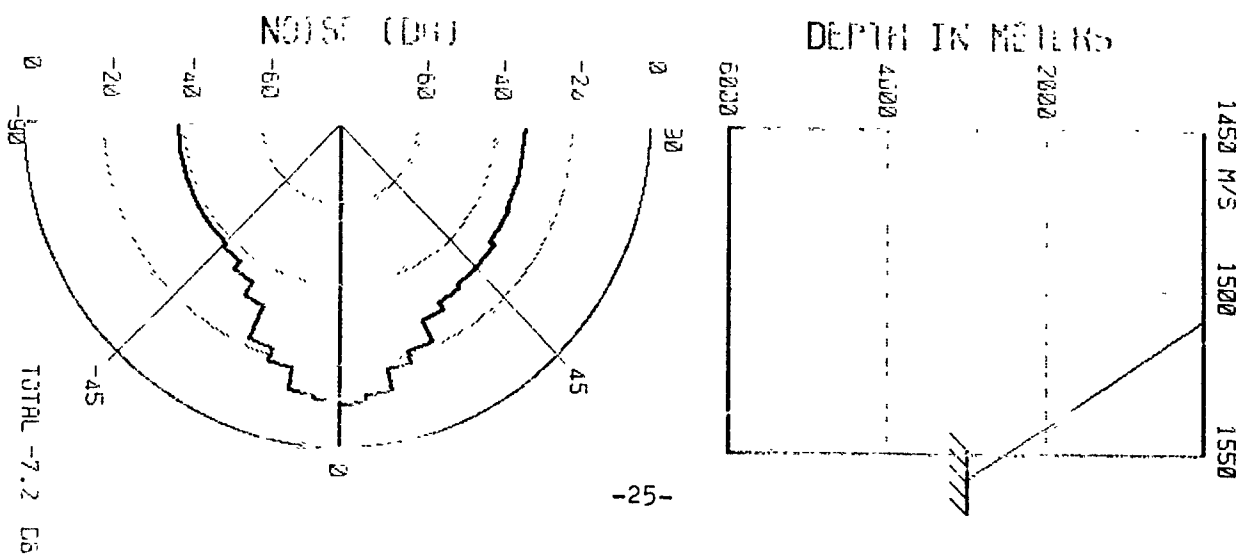
S 26 N 60 F 50

LRRPP

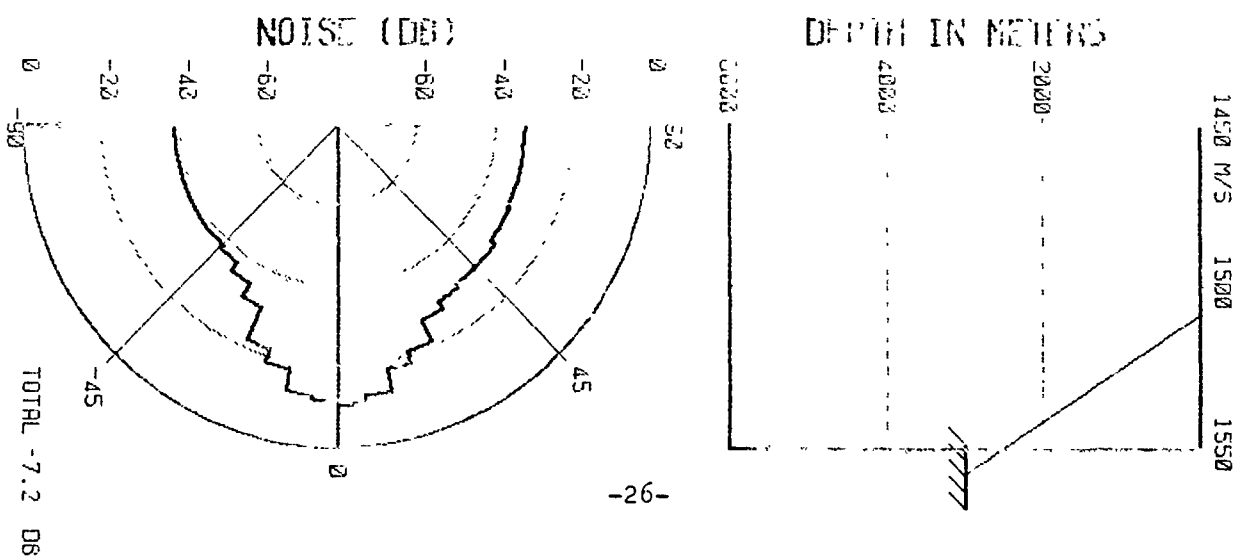
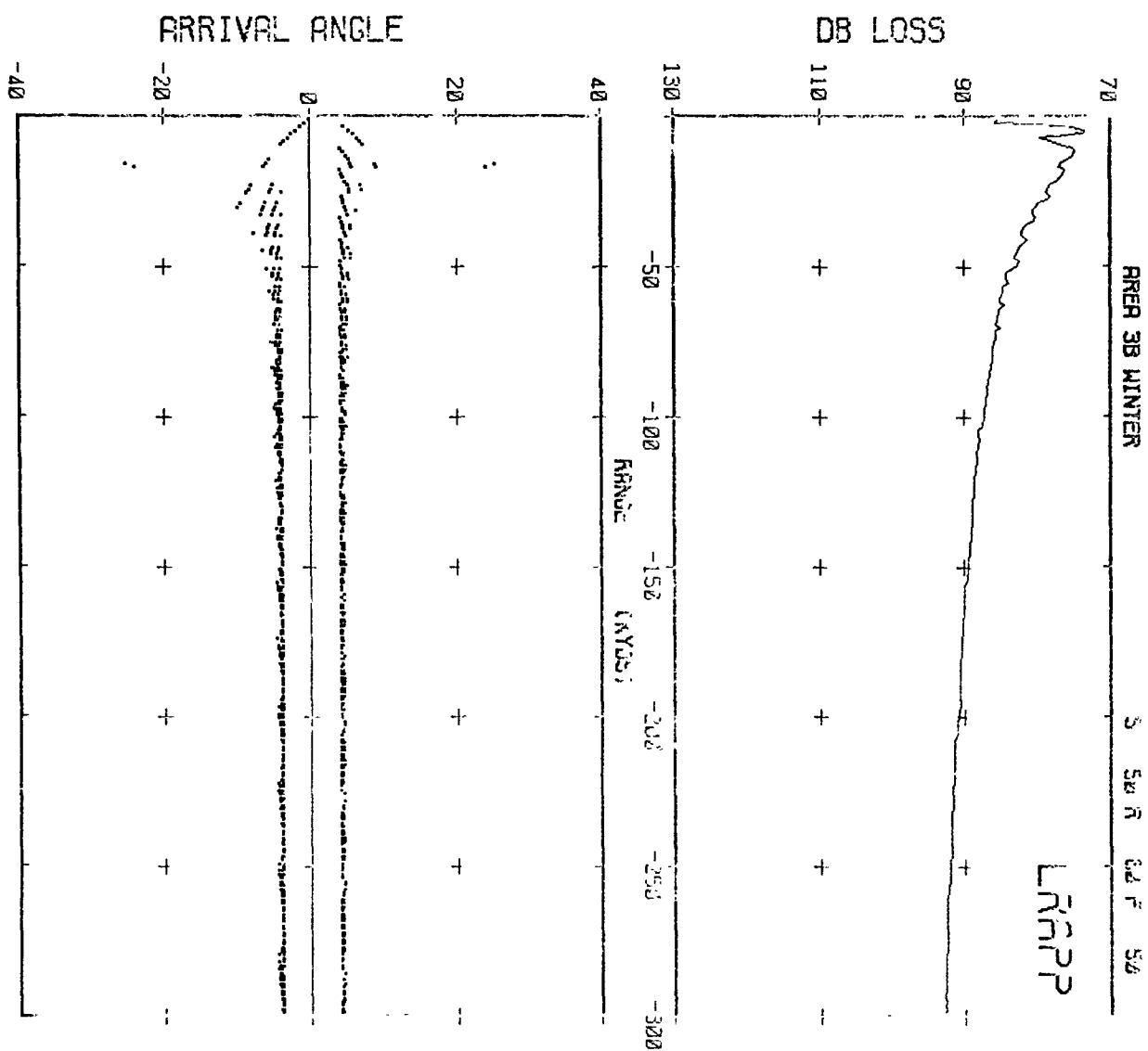
D5 1050



DEPTH IN METERS



-25-

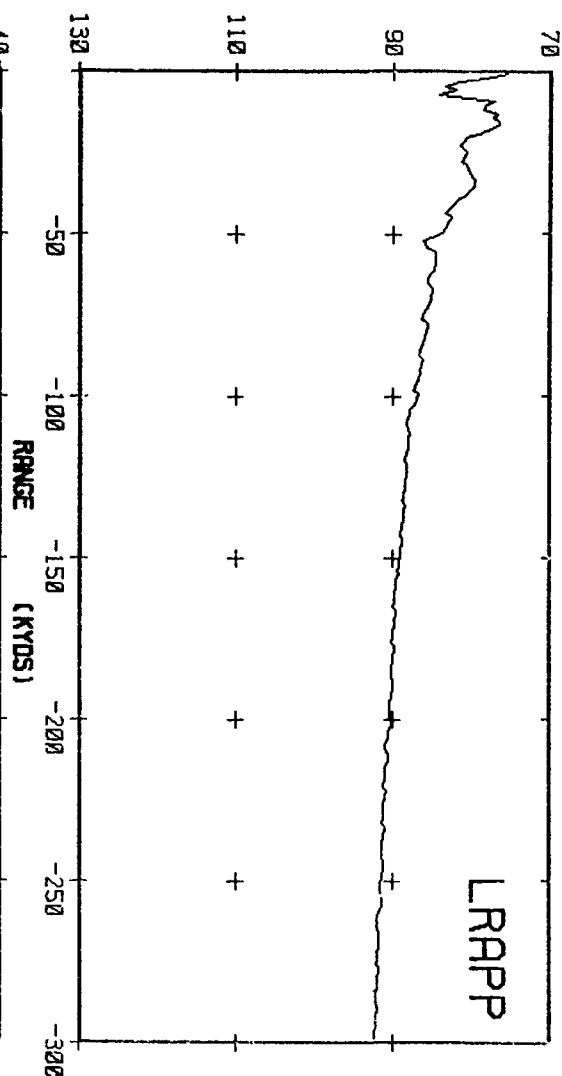


AREA 3B WINTER

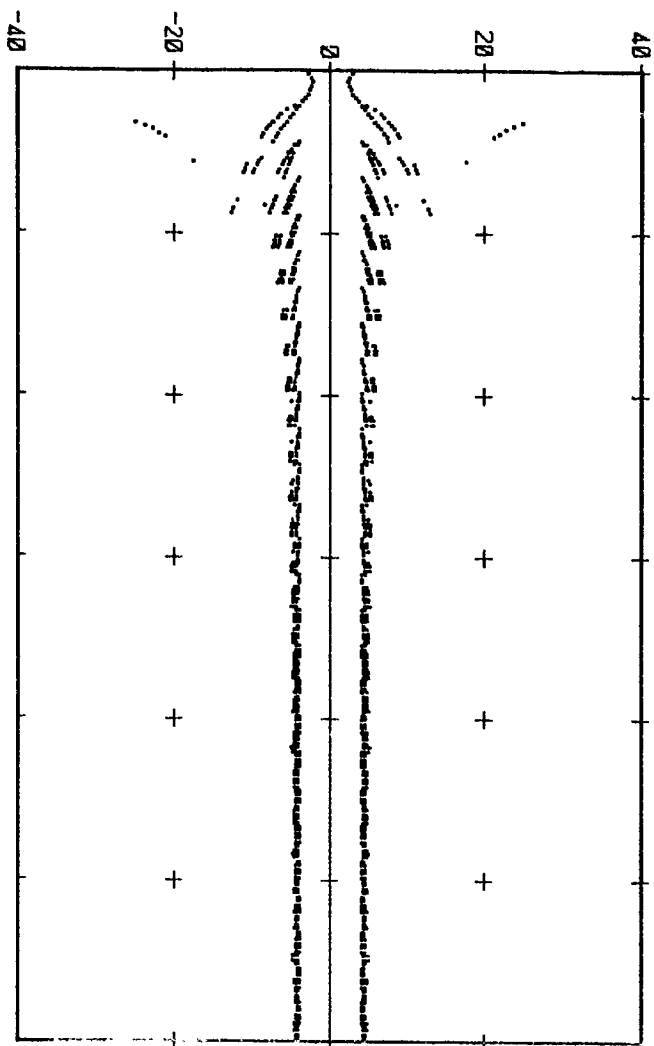
S 300 R 60 F 50

LRAPP

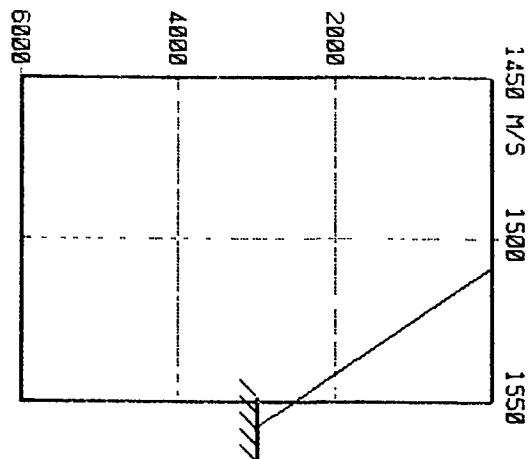
DB LOSS



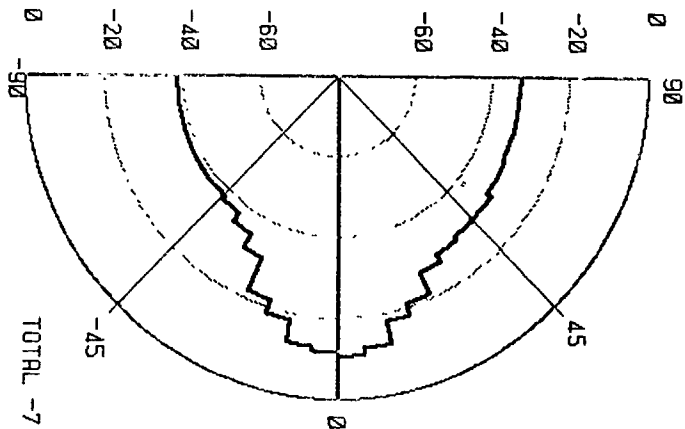
ARRIVAL ANGLE



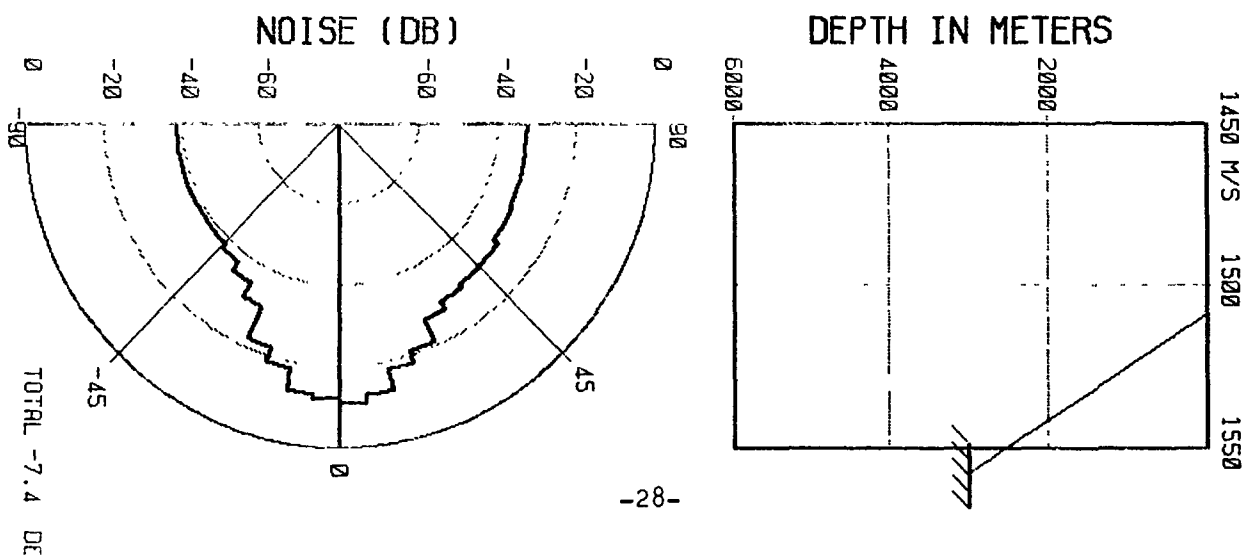
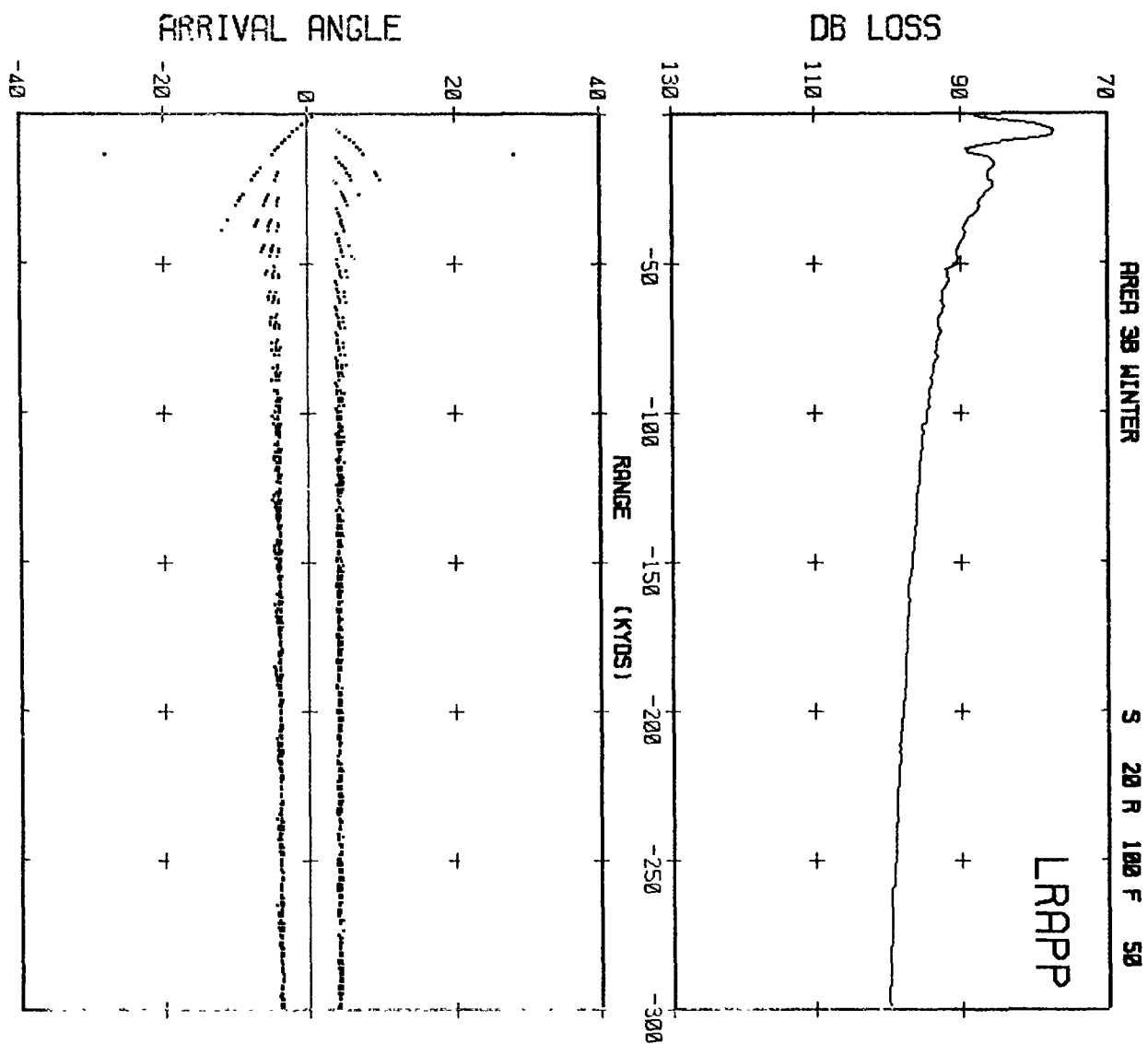
DEPTH IN METERS

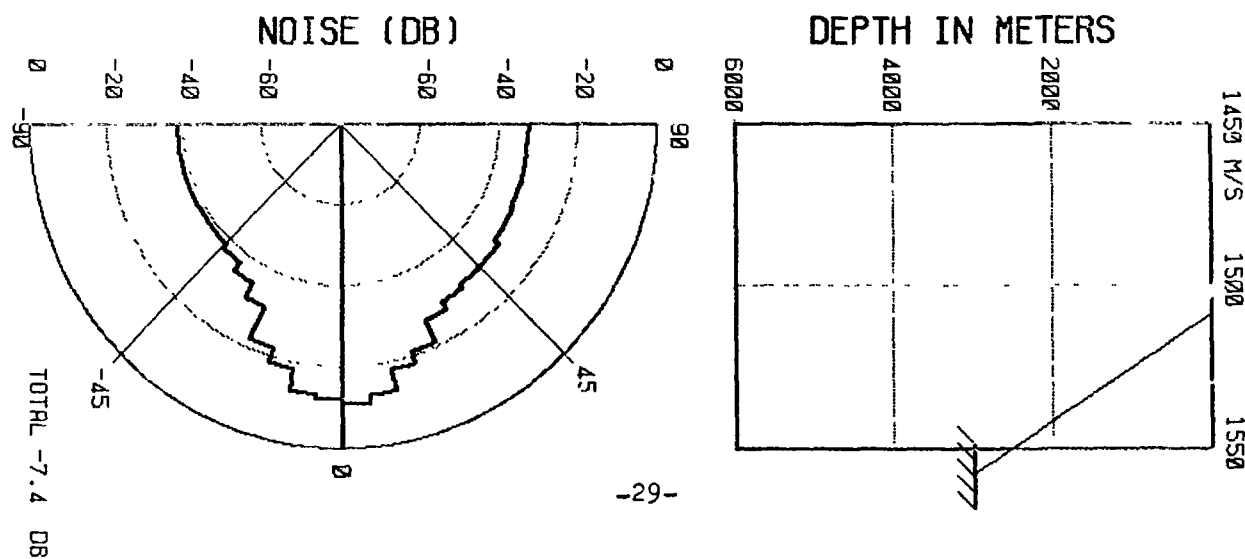
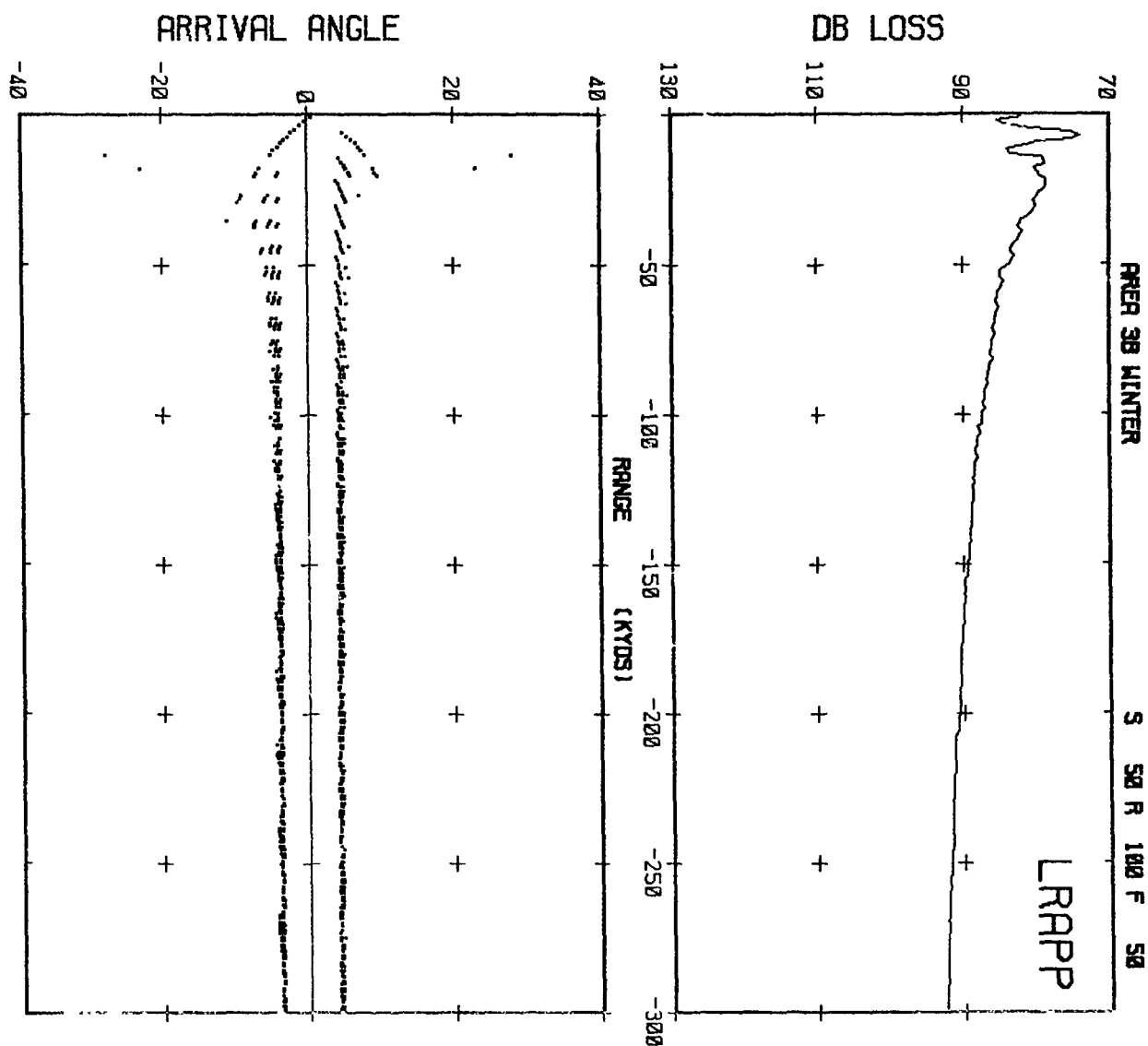


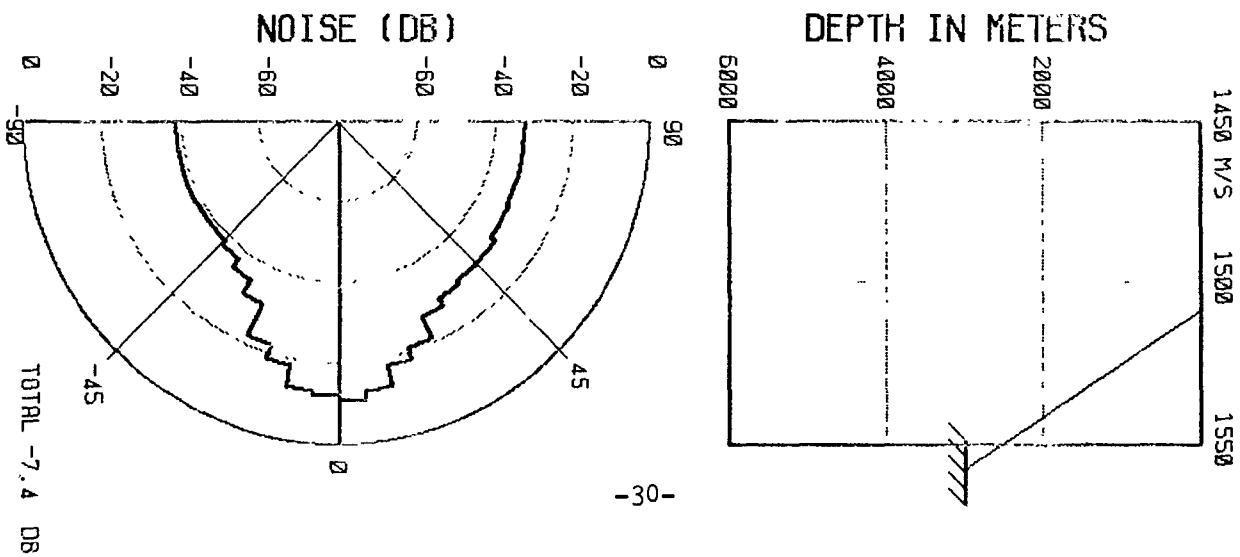
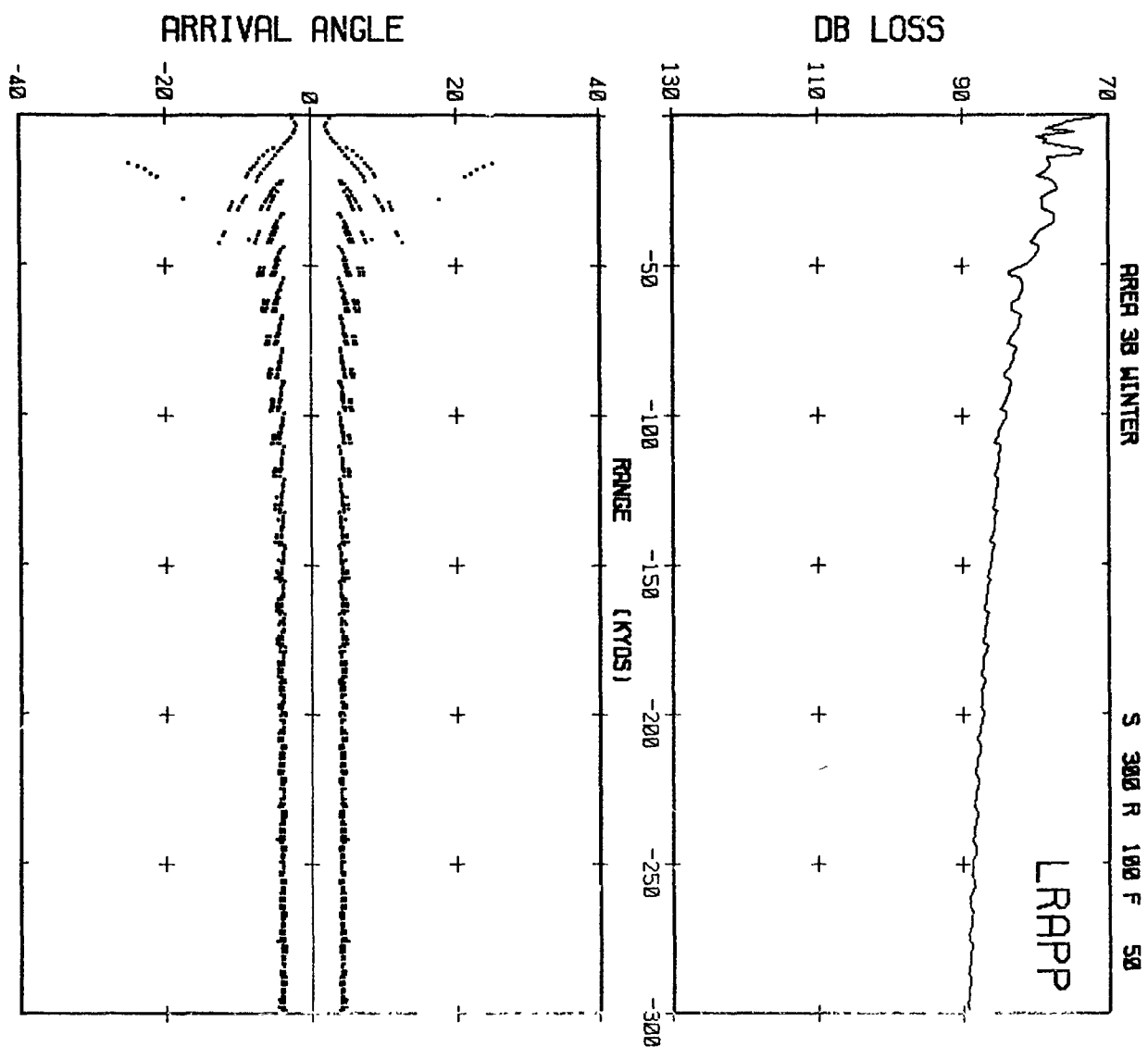
NOISE (DB)



TOTAL -7.2 DB



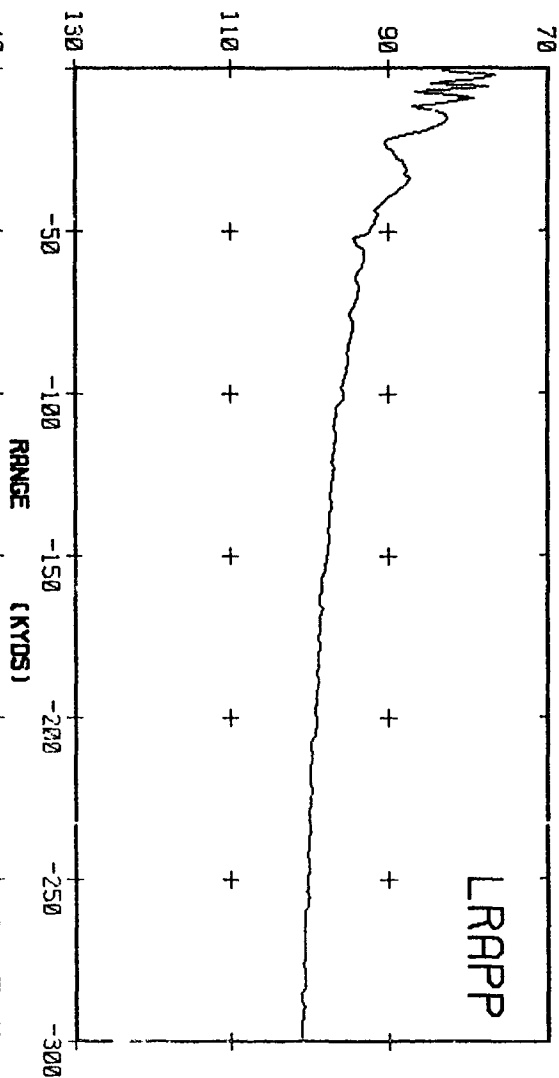




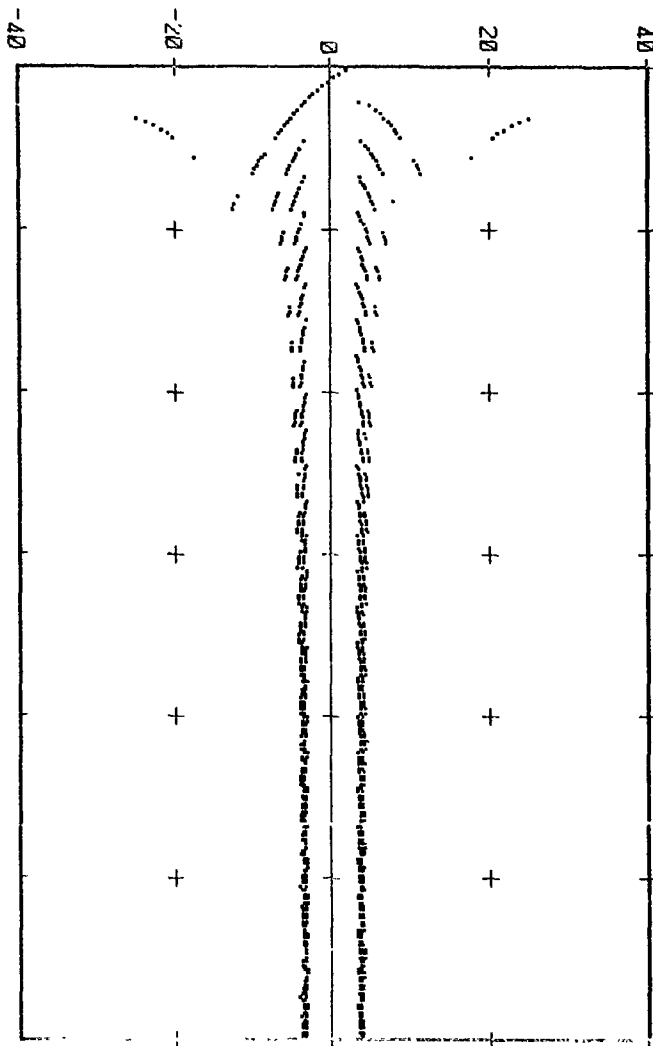
AREA 3B WINTER

S 20 ft 300 F 50

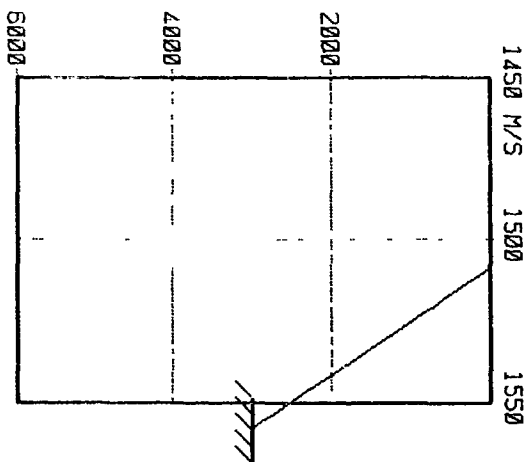
DB LOSS



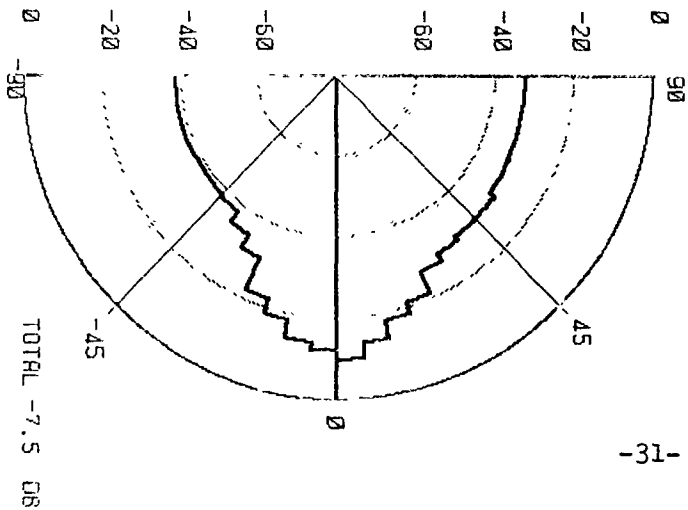
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

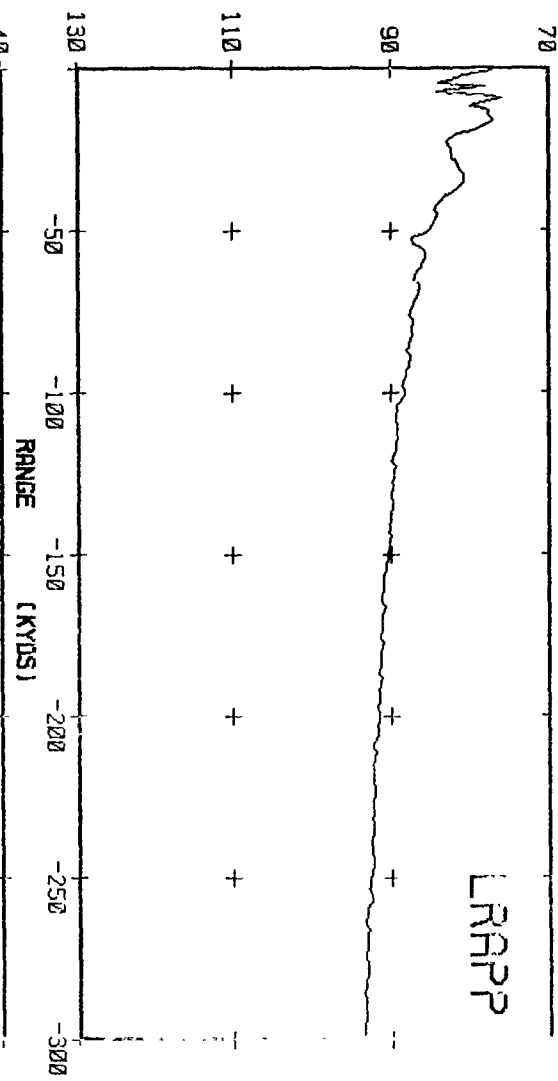


ARER 38 WINTER

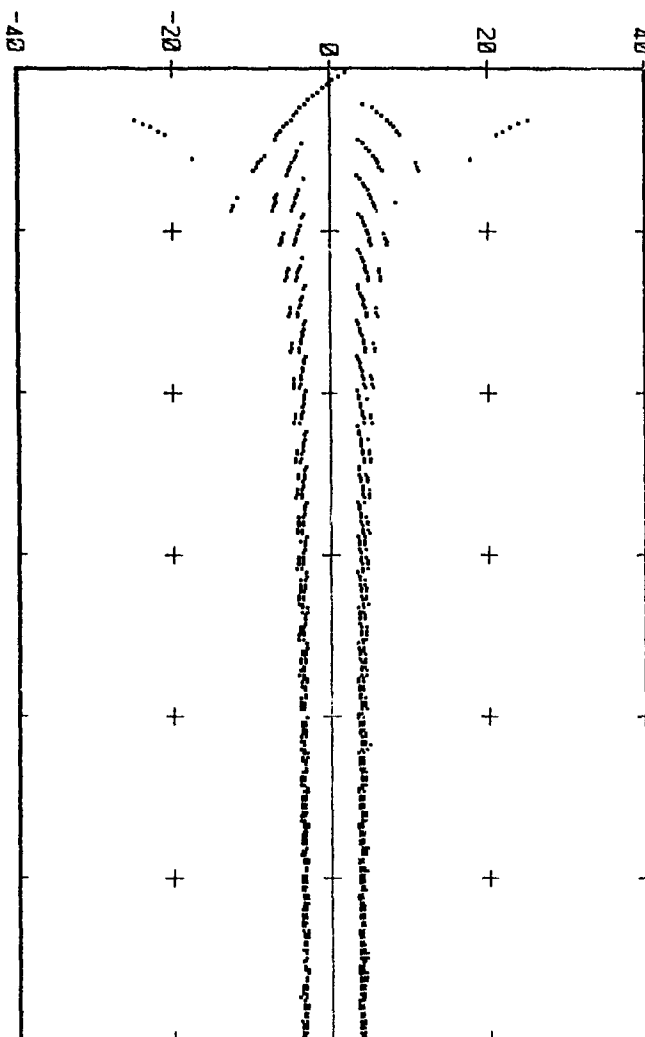
S 50 R 300 F 54

LRAPP

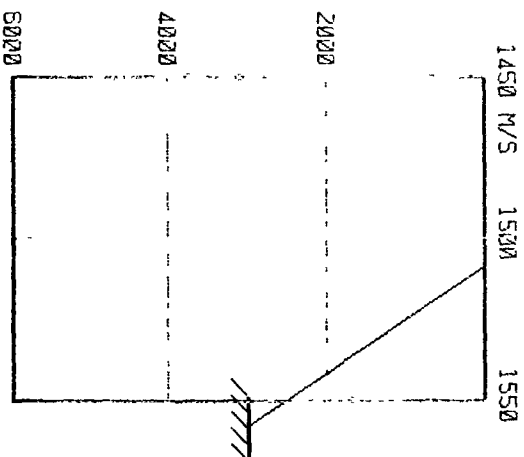
DB LOSS



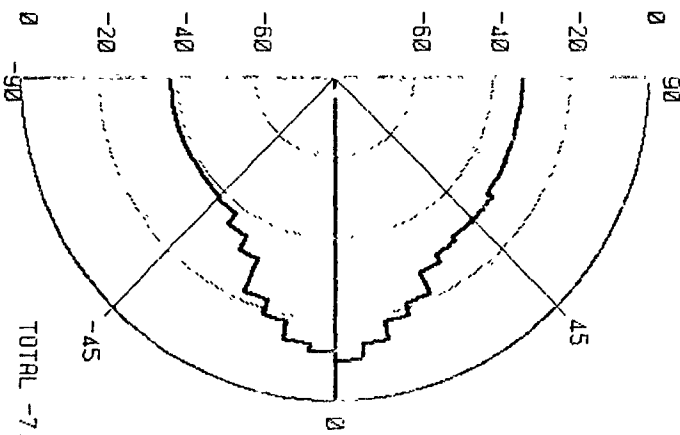
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



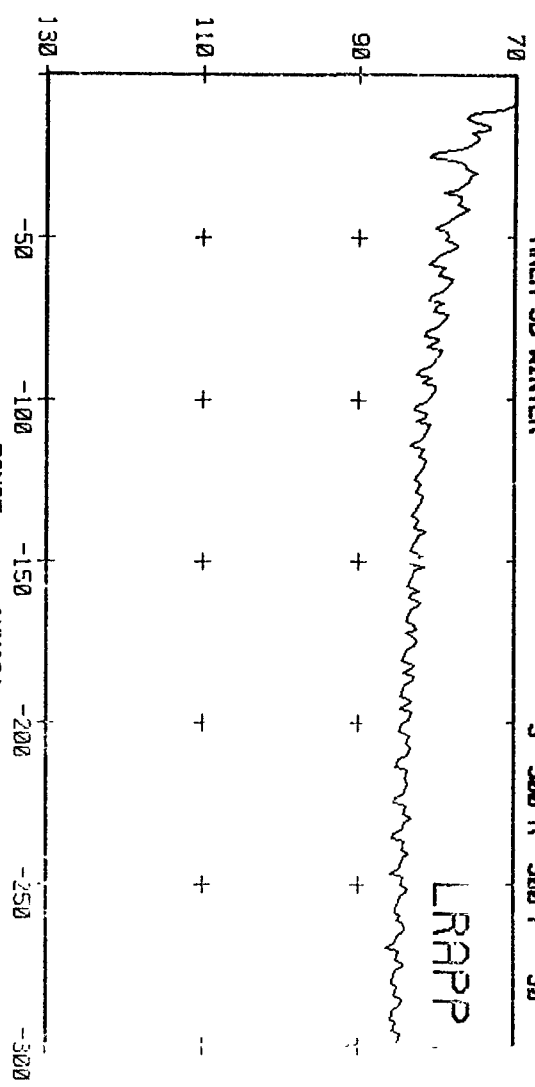
TOTAL -7.5 DB

AREA 3B WINTER

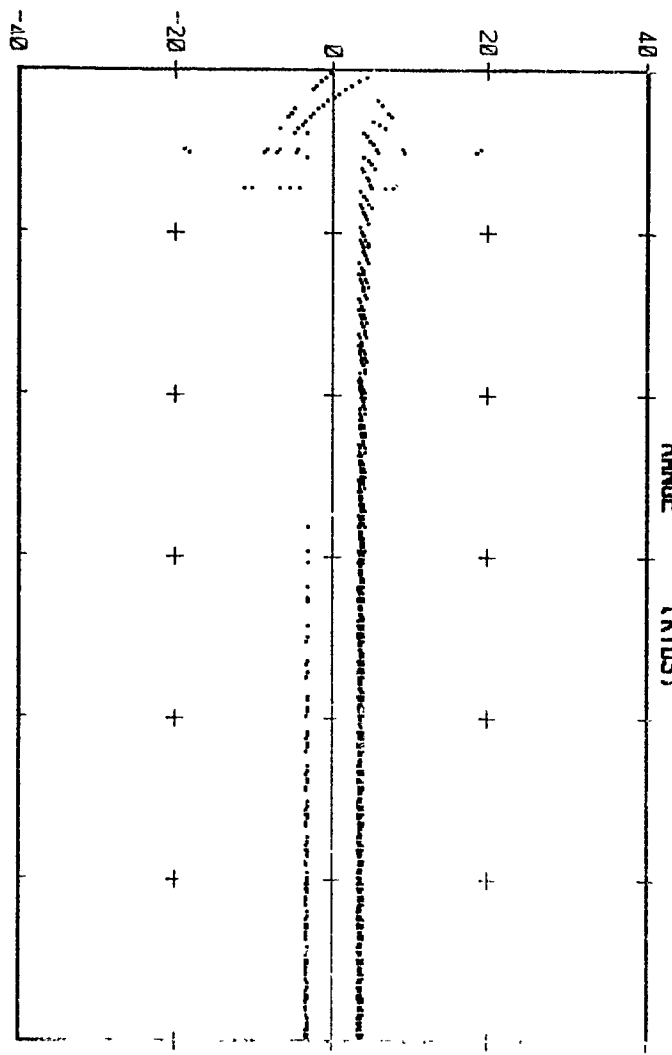
S 300 R 300 F 50

LRAPP

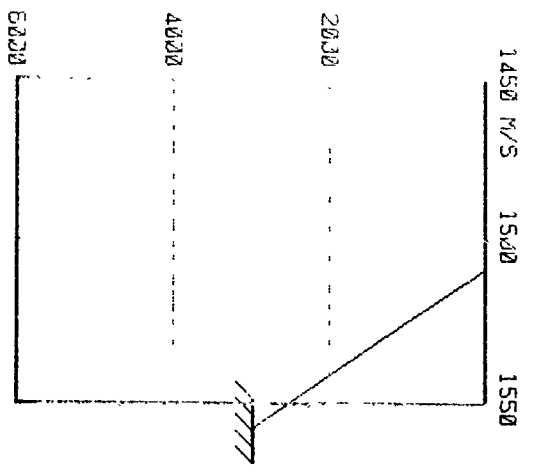
DB LOSS



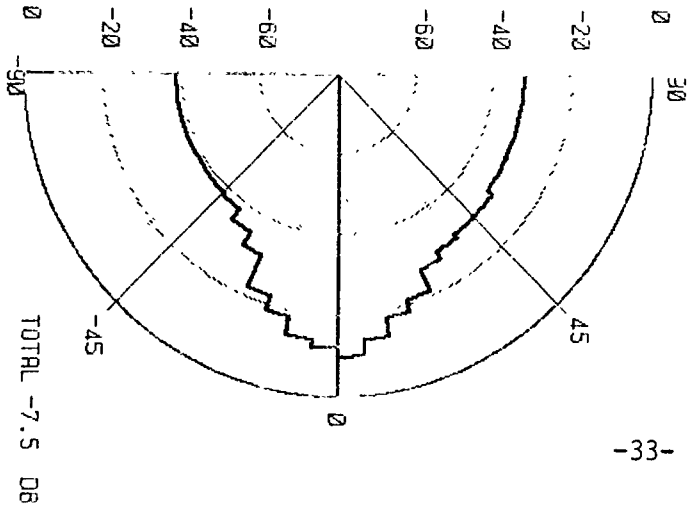
ARRIVAL ANGLE



DEPTH IN METERS



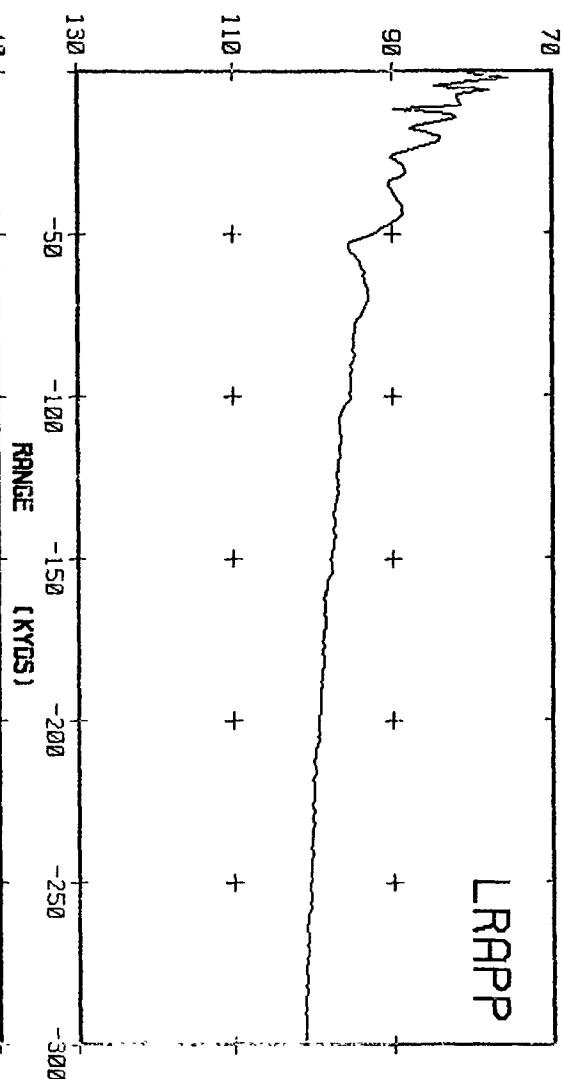
NOISE (DB)



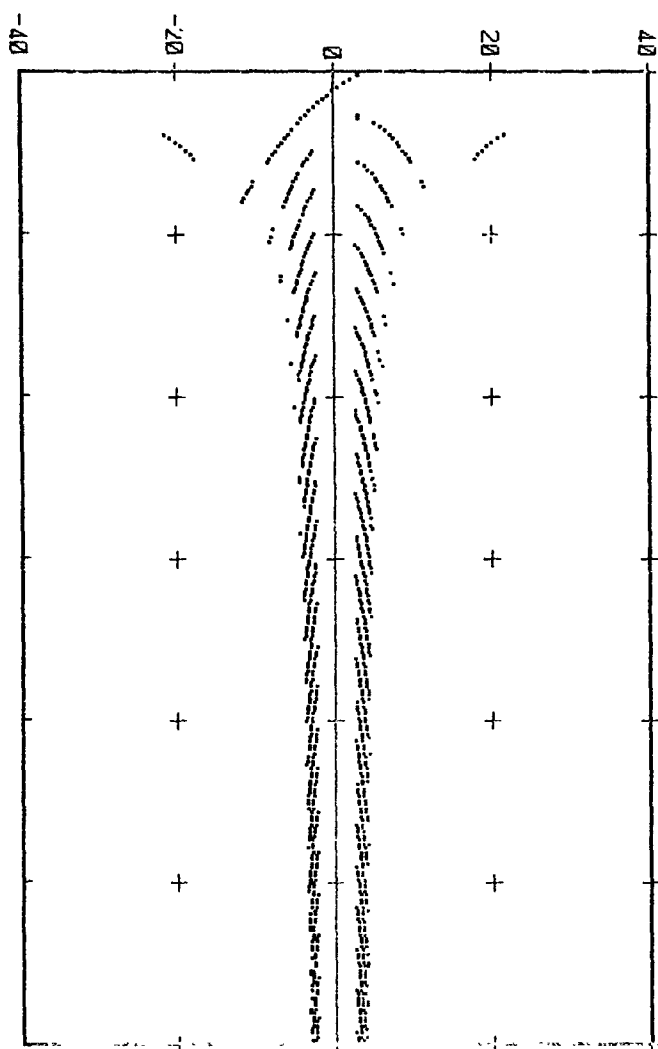
AREA 3B WINTER

S 20 R 500 F 50

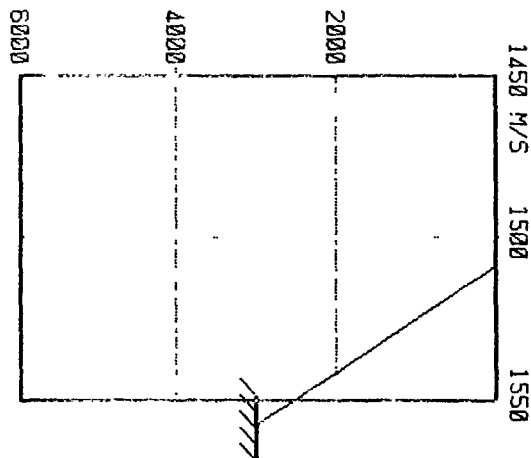
DB LOSS



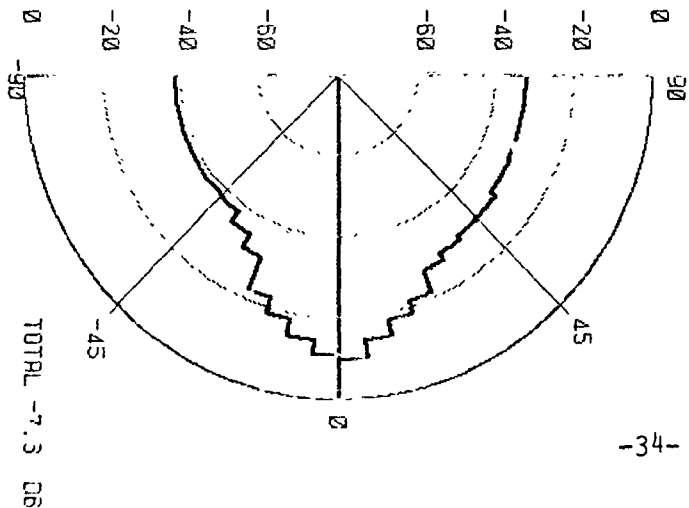
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

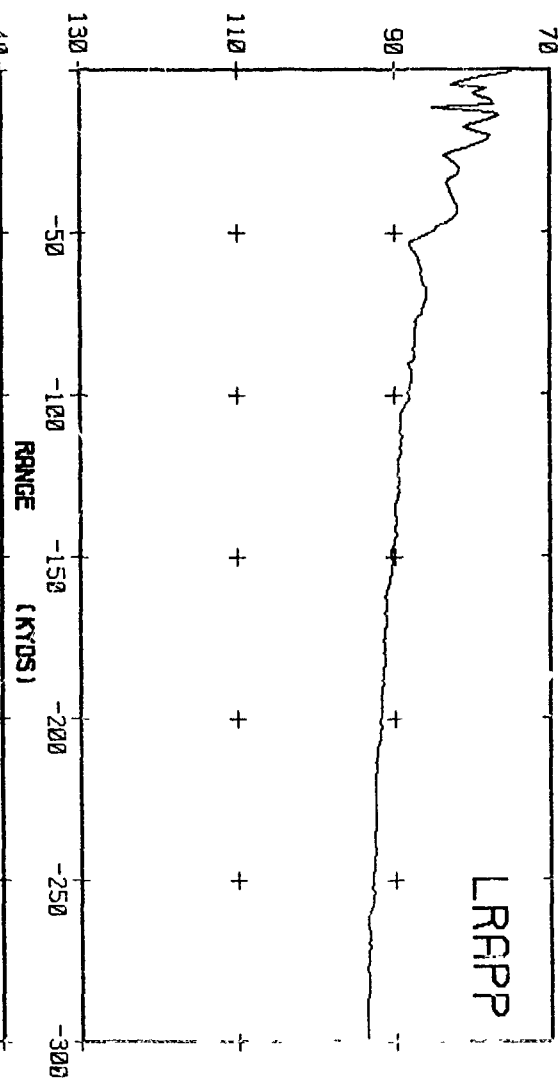


AREA 38 WINTER

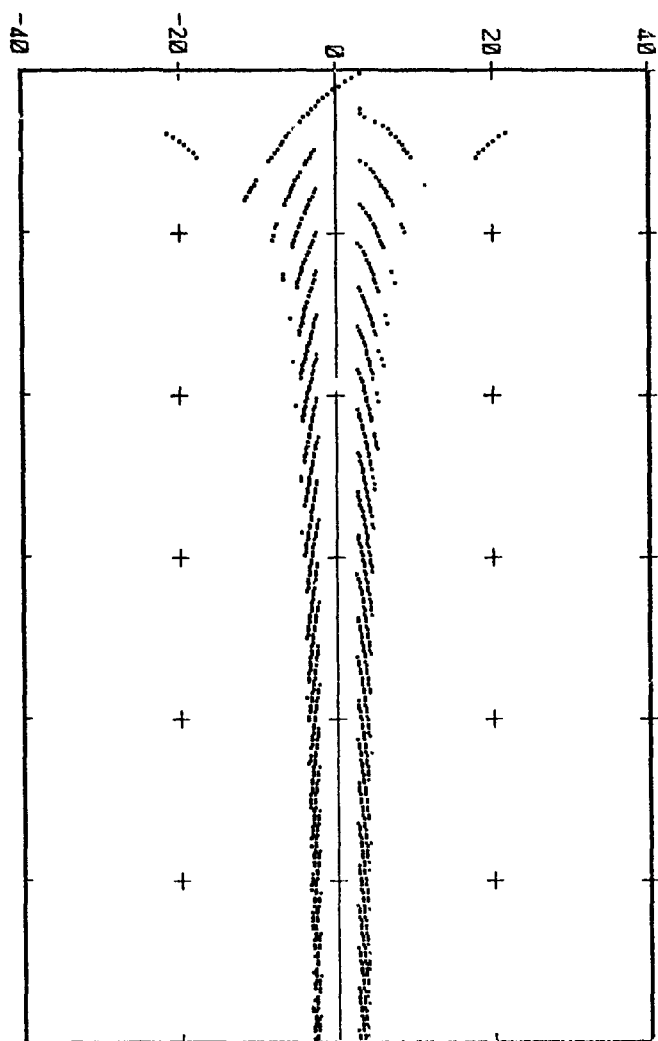
S 50 R 500 F 50

LRAPP

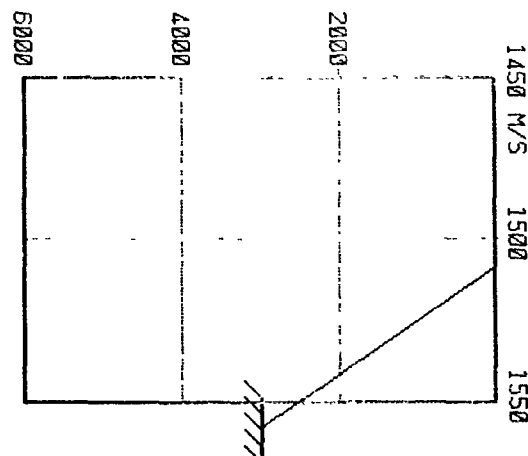
DB LOSS



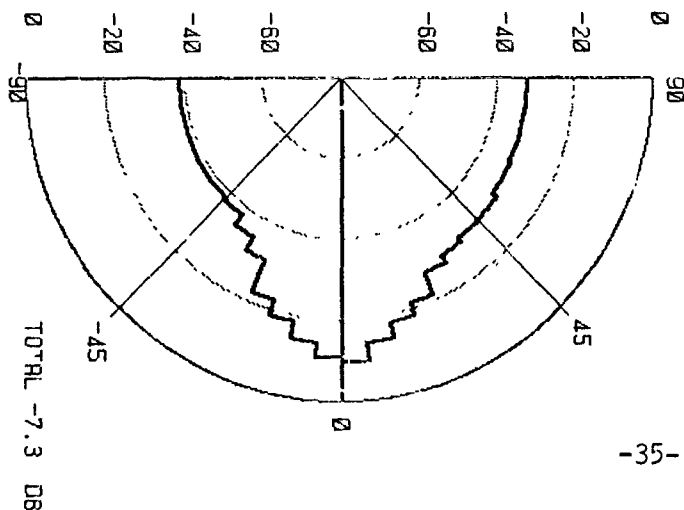
ARRIVAL ANGLE

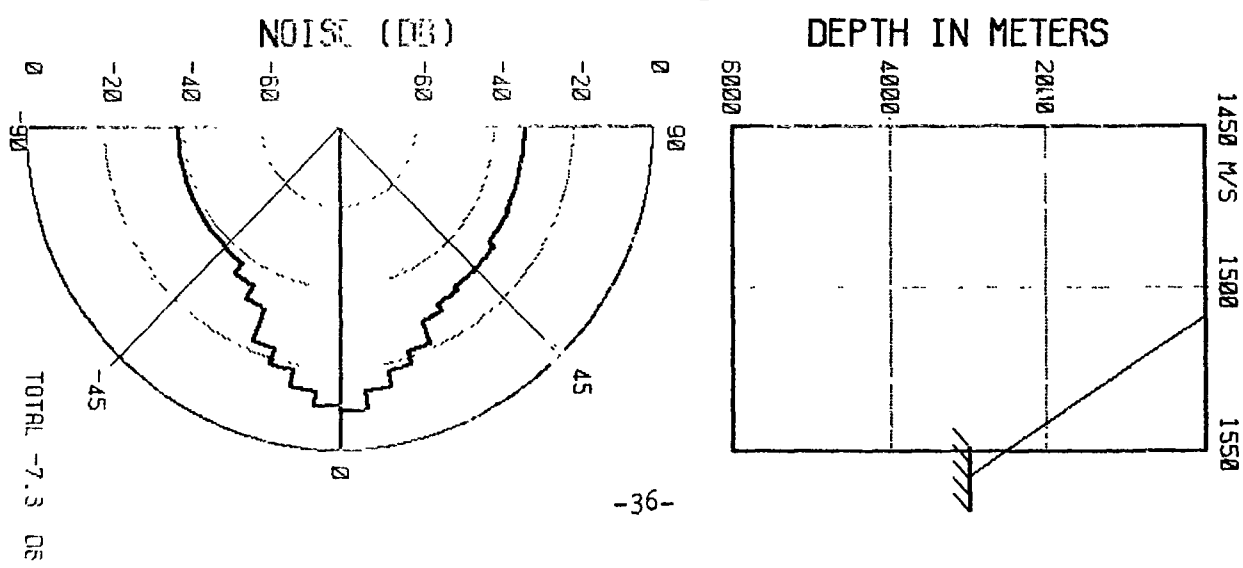
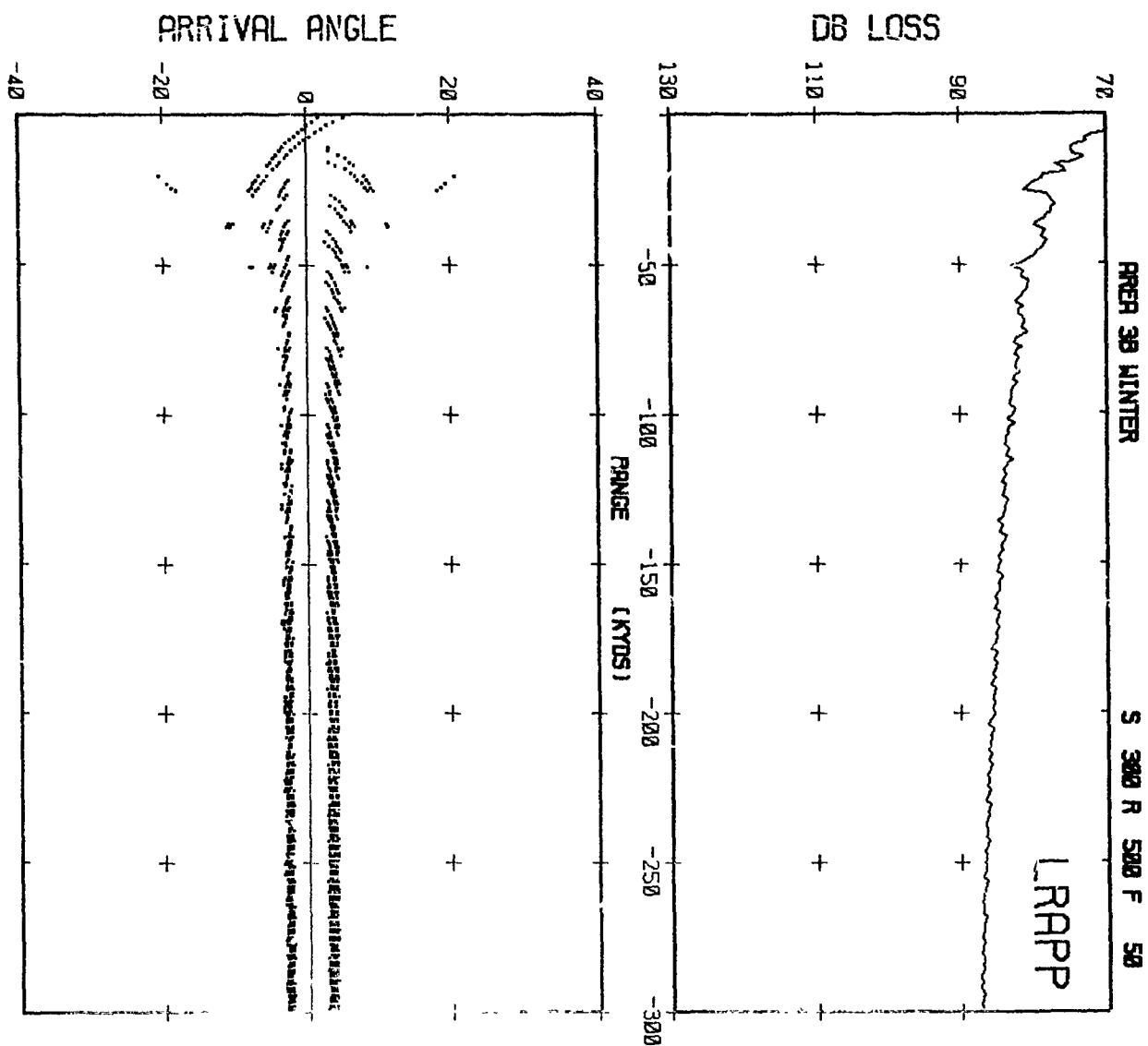


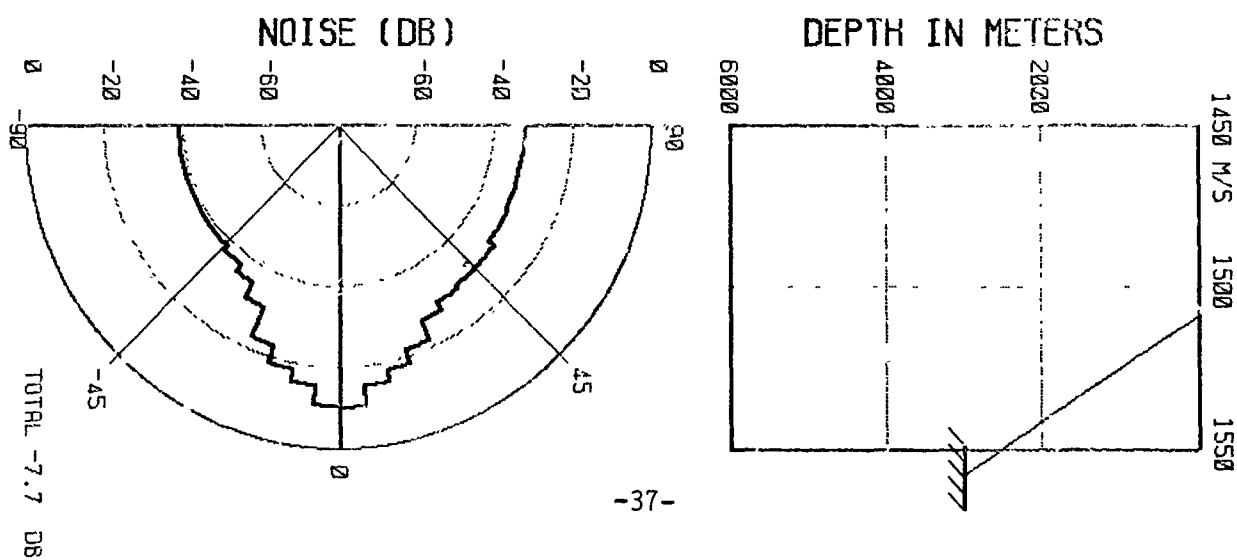
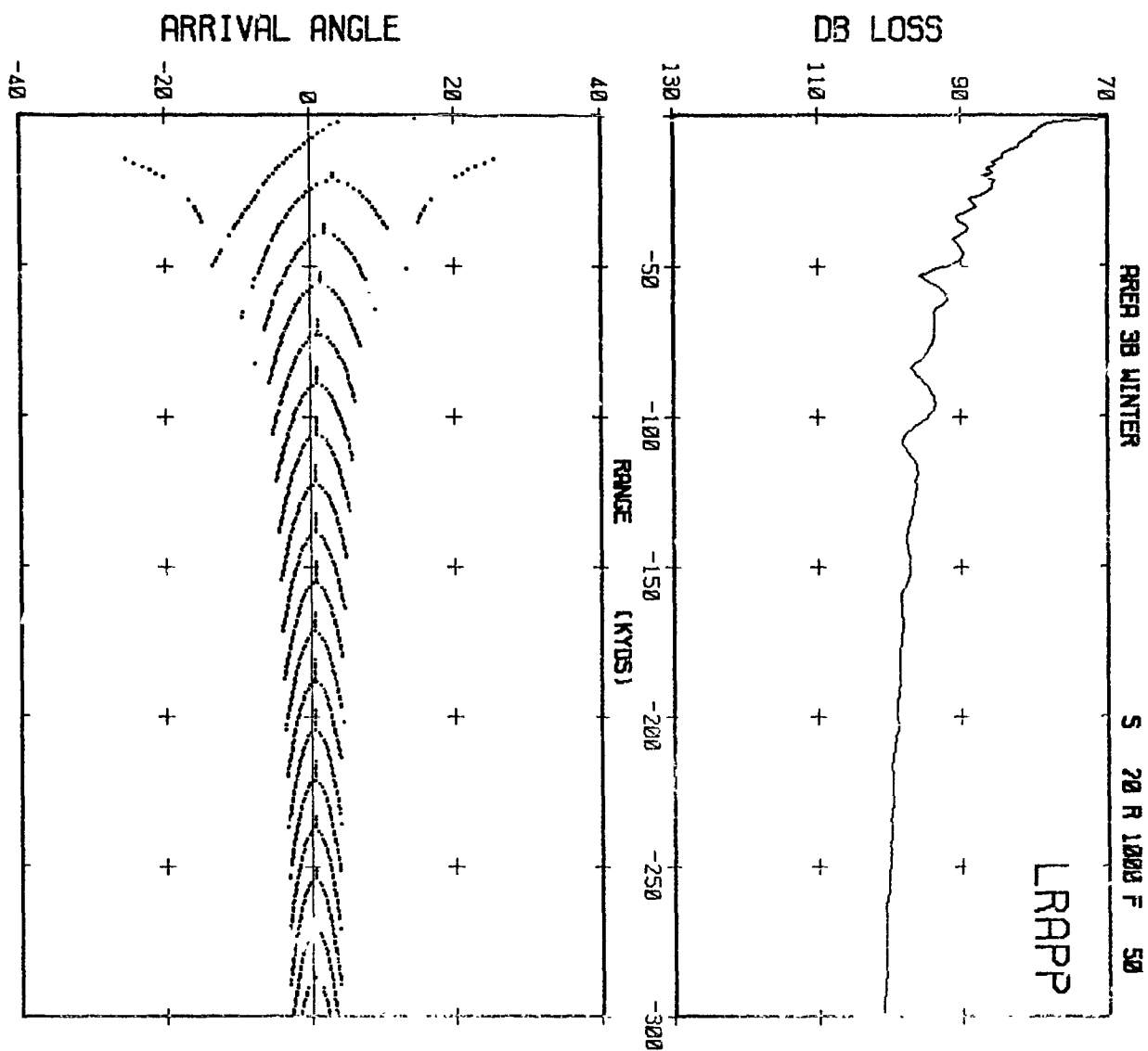
DEPTH IN METERS

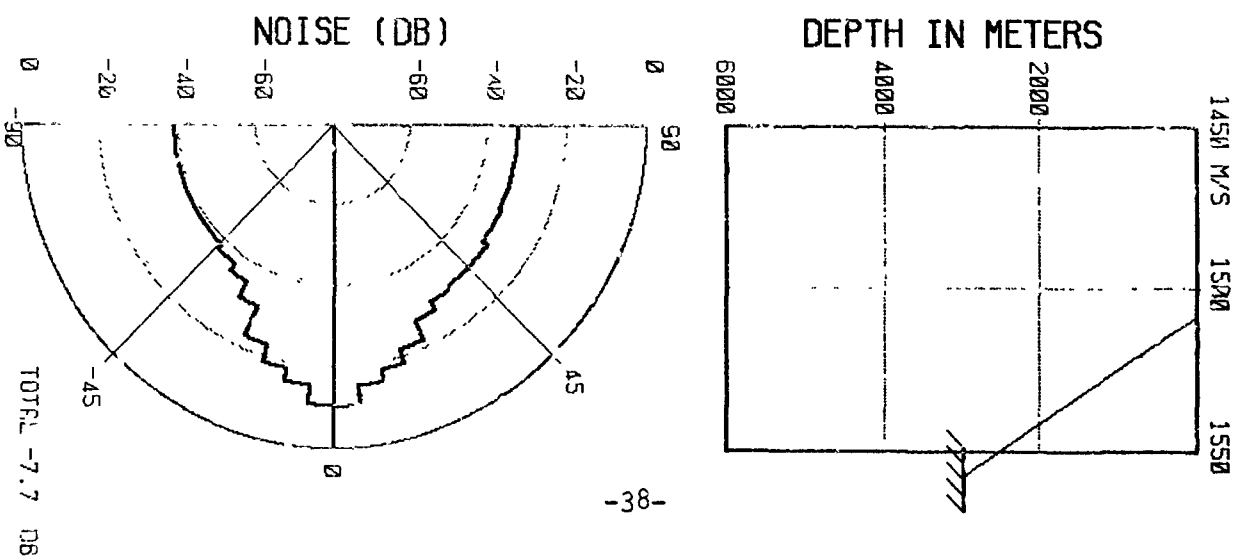
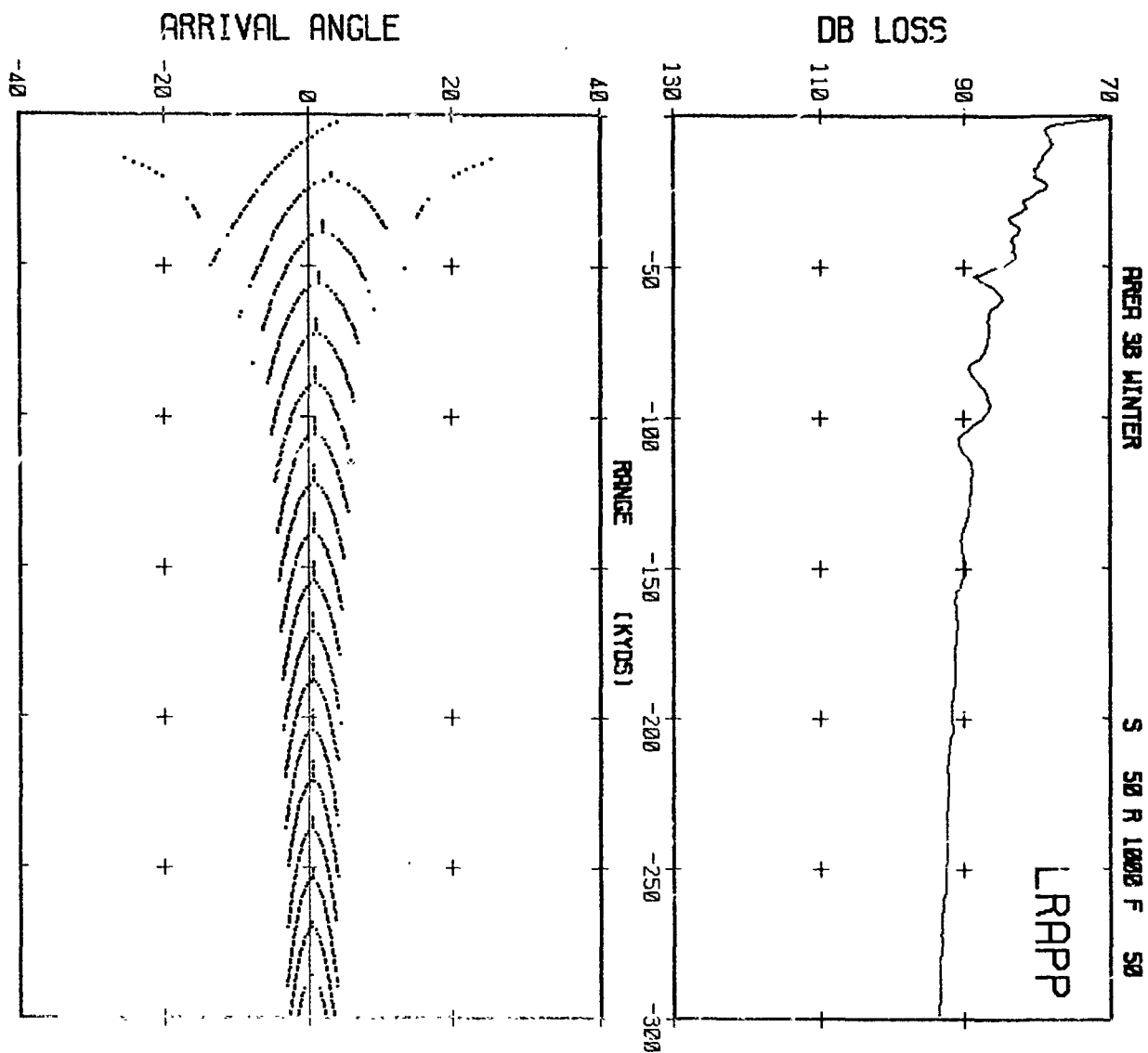


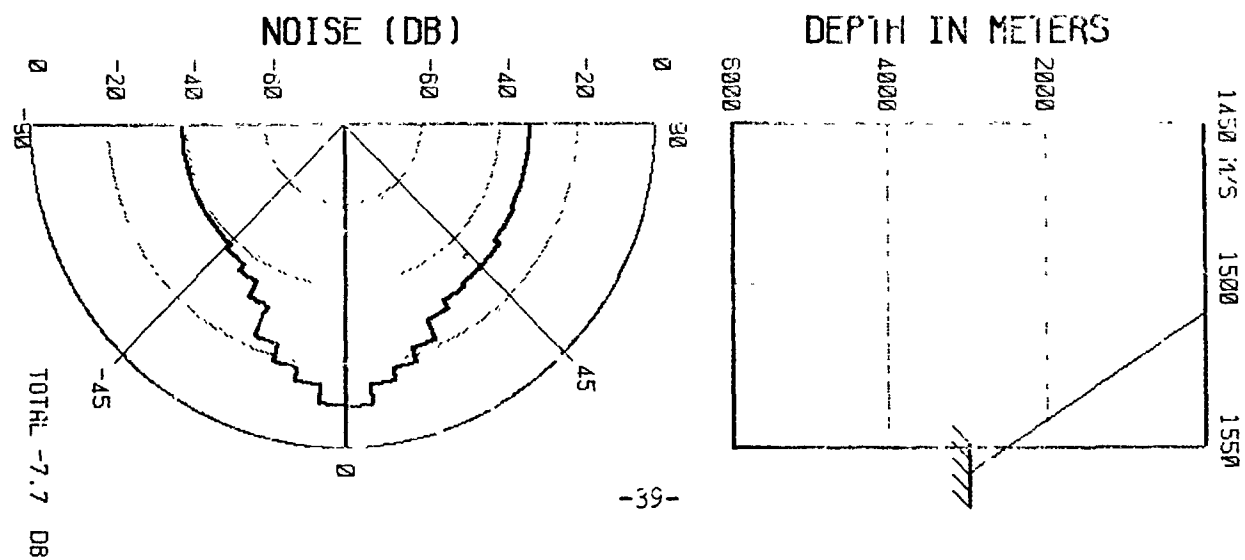
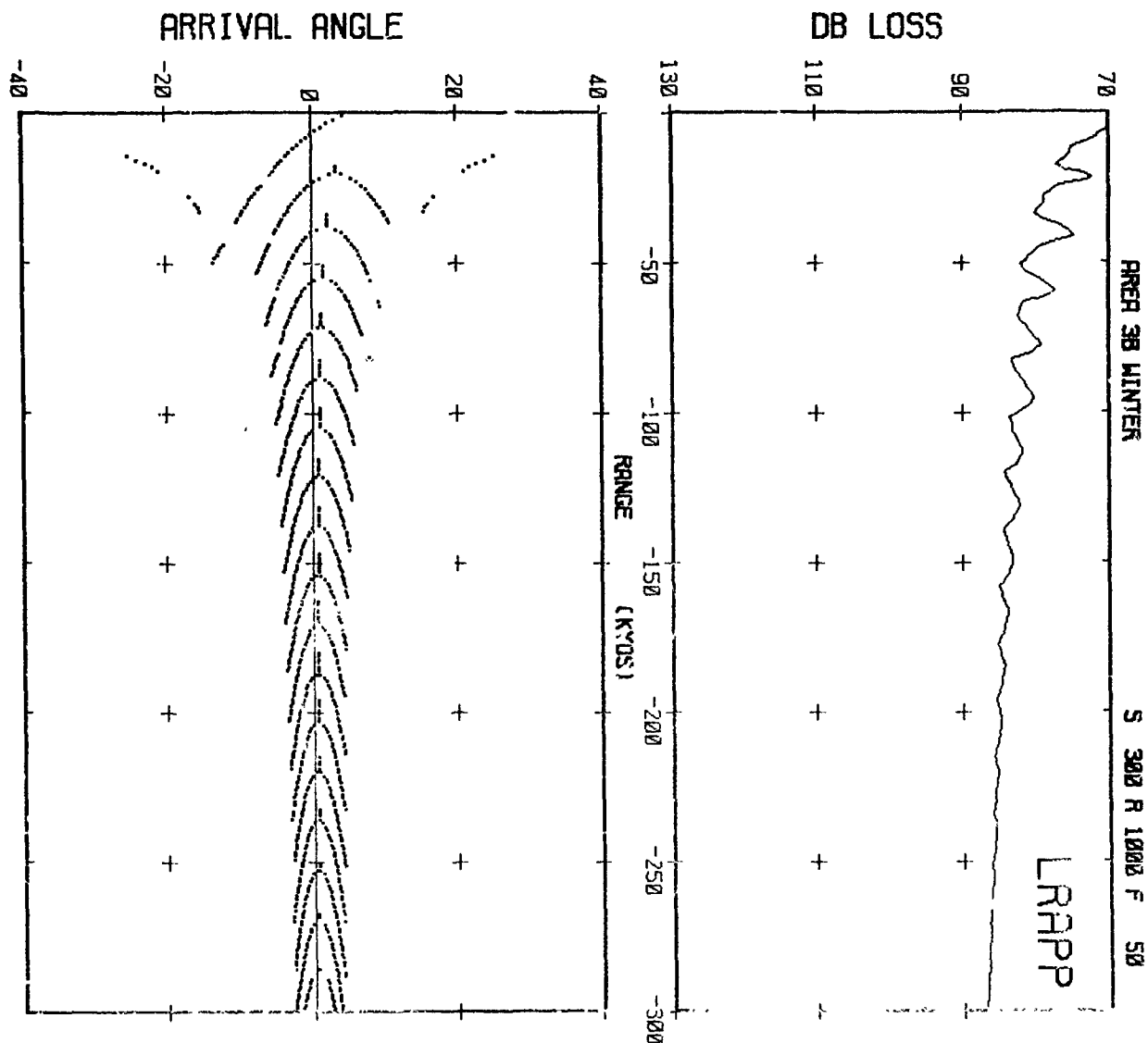
NOISE (DB)









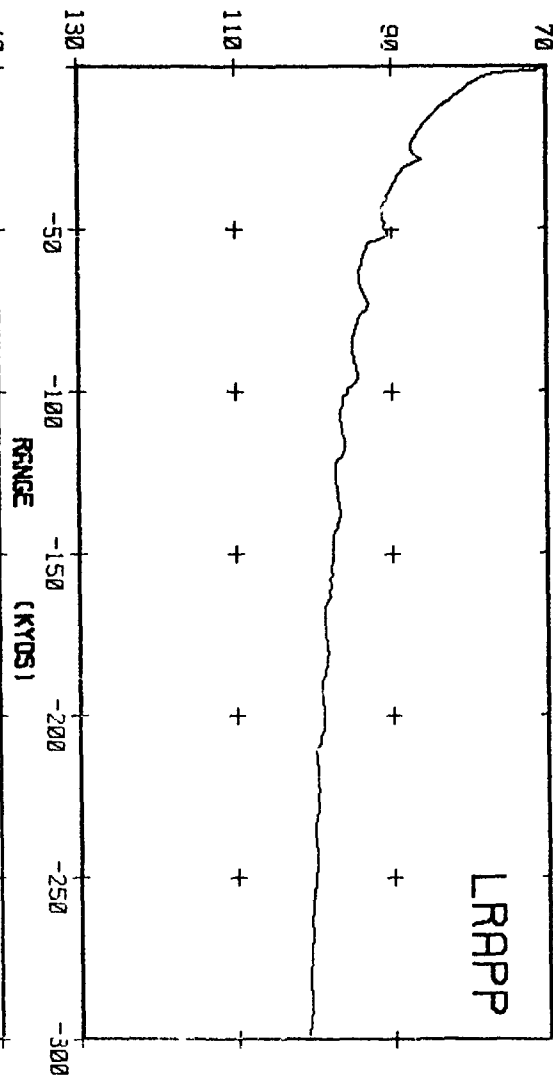


AREA 3B WINTER

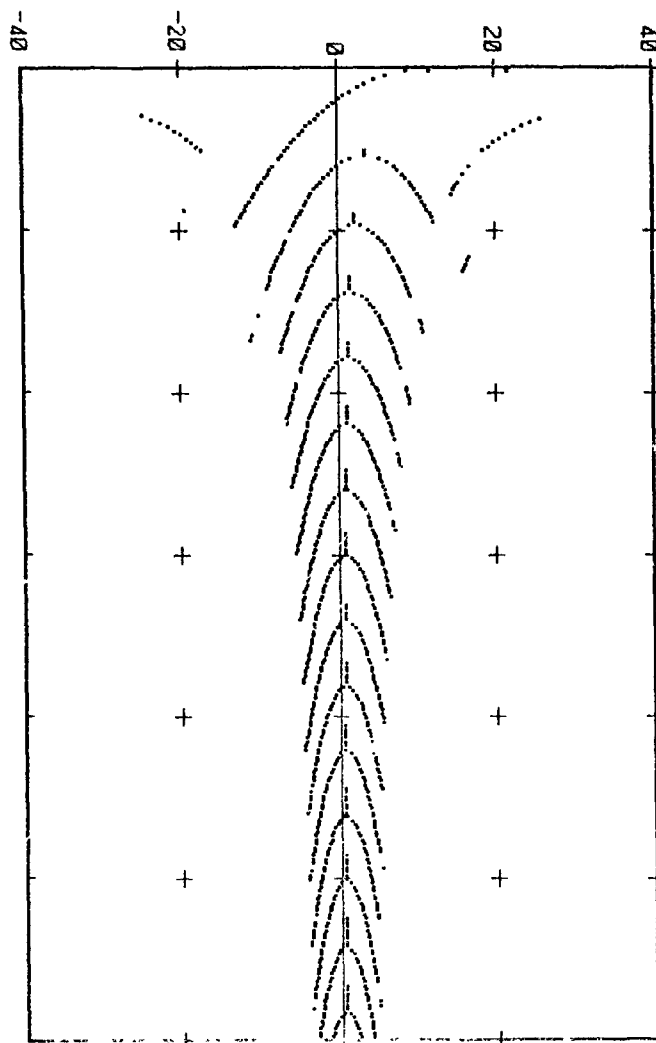
S 20 R 1500 F 50

LRAPP

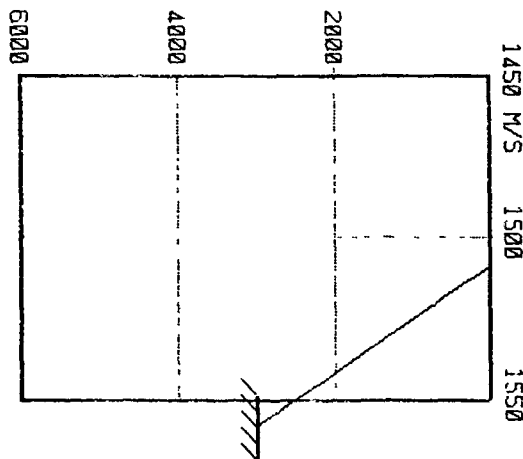
DB LOSS



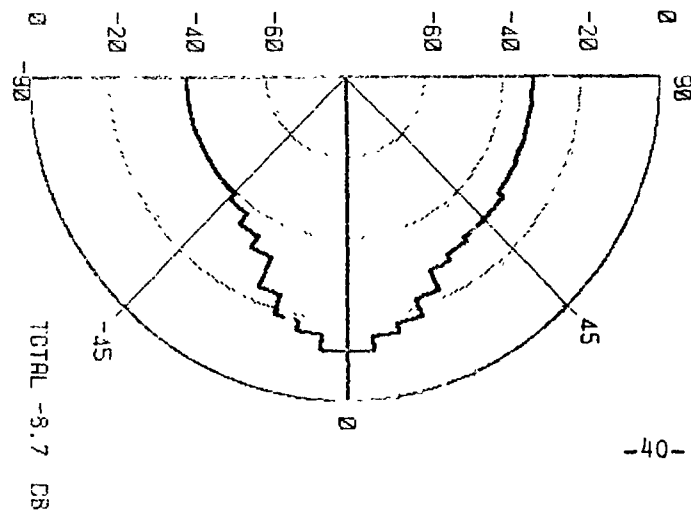
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



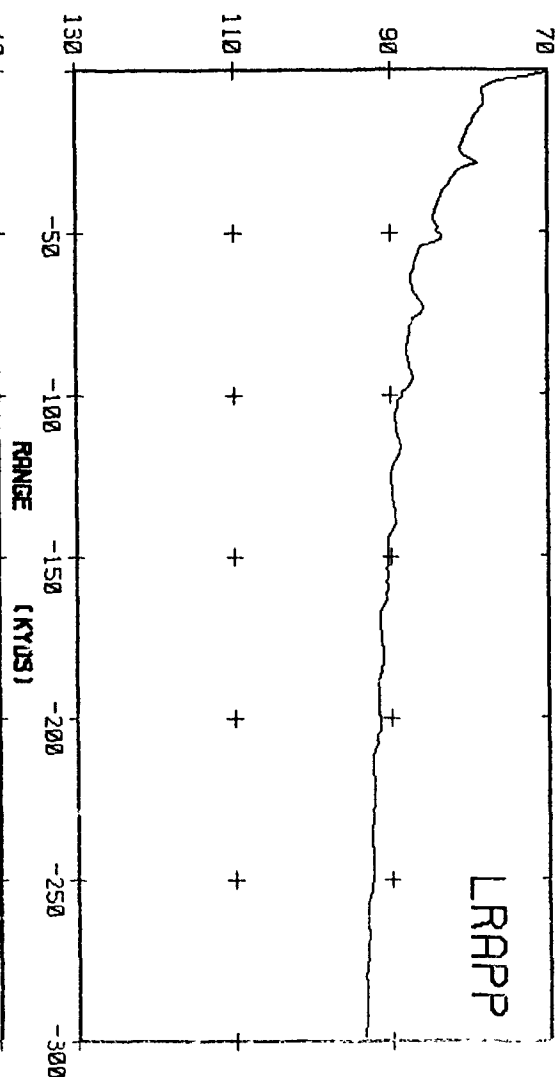
TOTAL -8.7 DB

AREA 3B WINTER

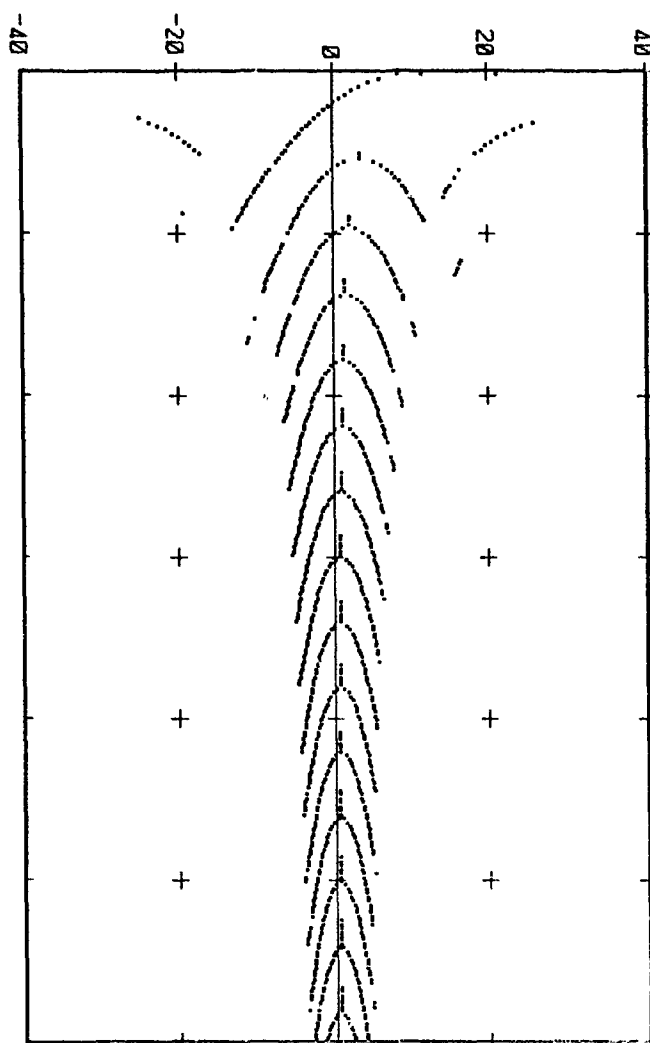
S 50 R 1500 F 50

LRAPP

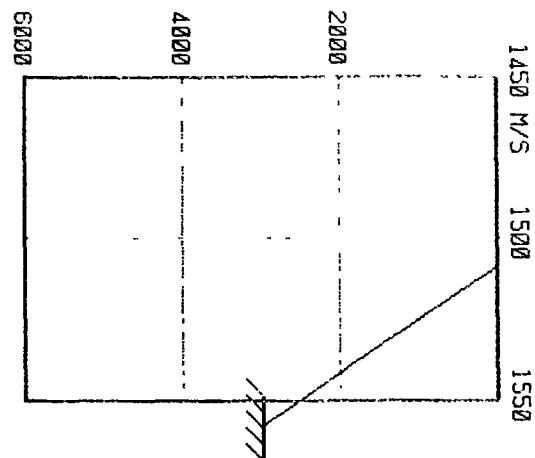
DB LOSS



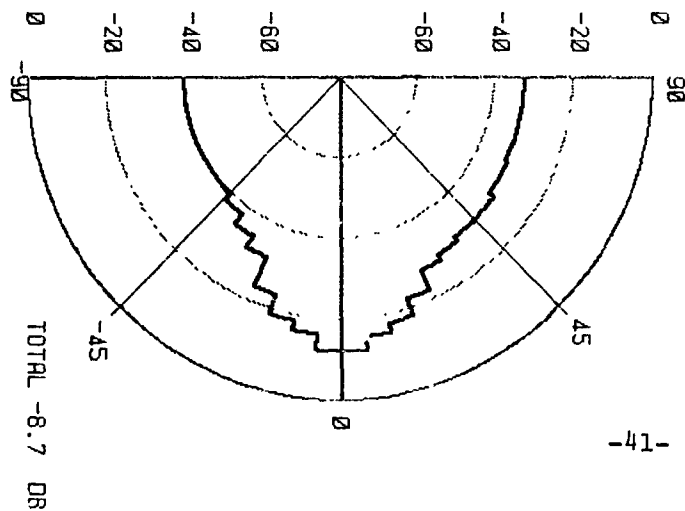
ARRIVAL ANGLE



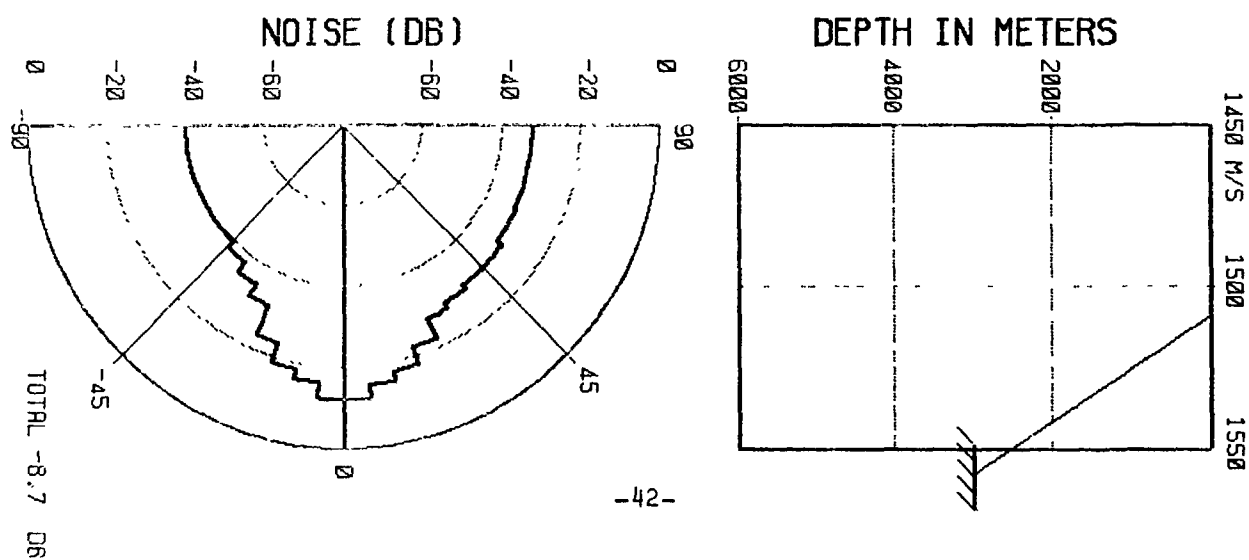
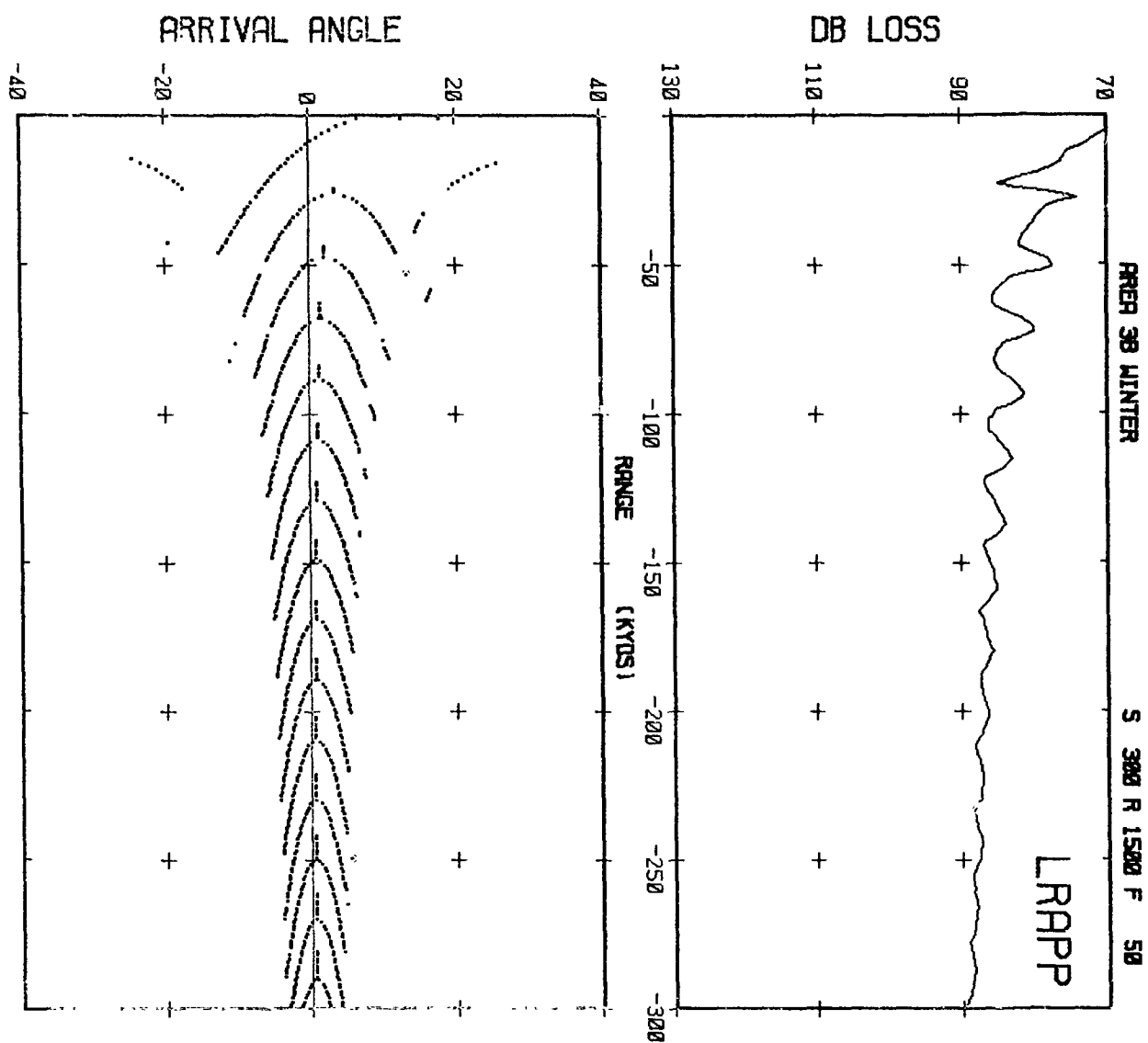
DEPTH IN METERS

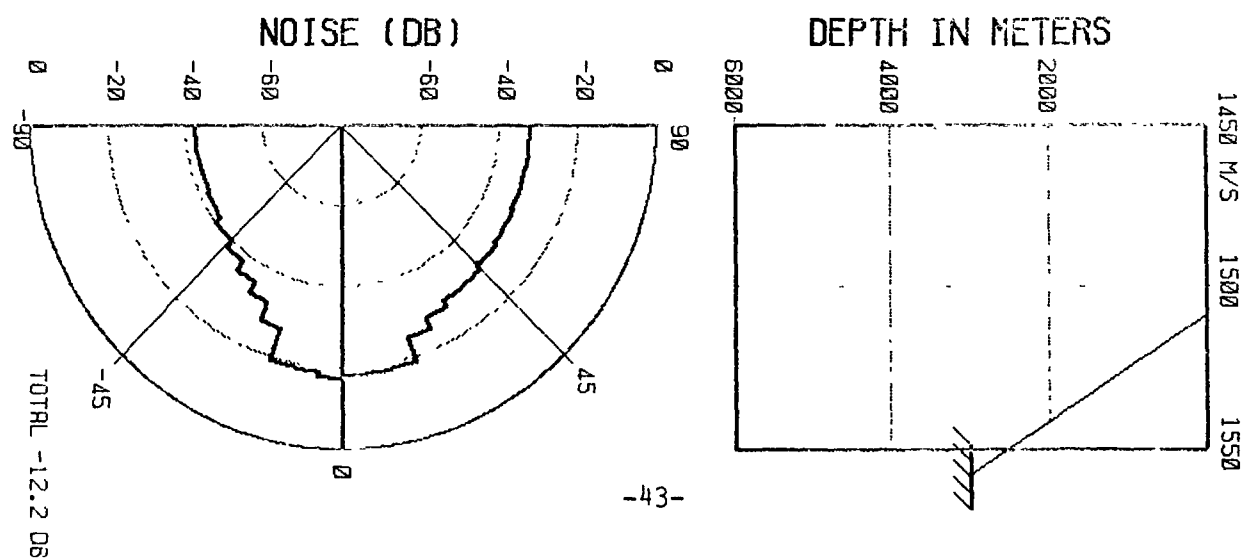
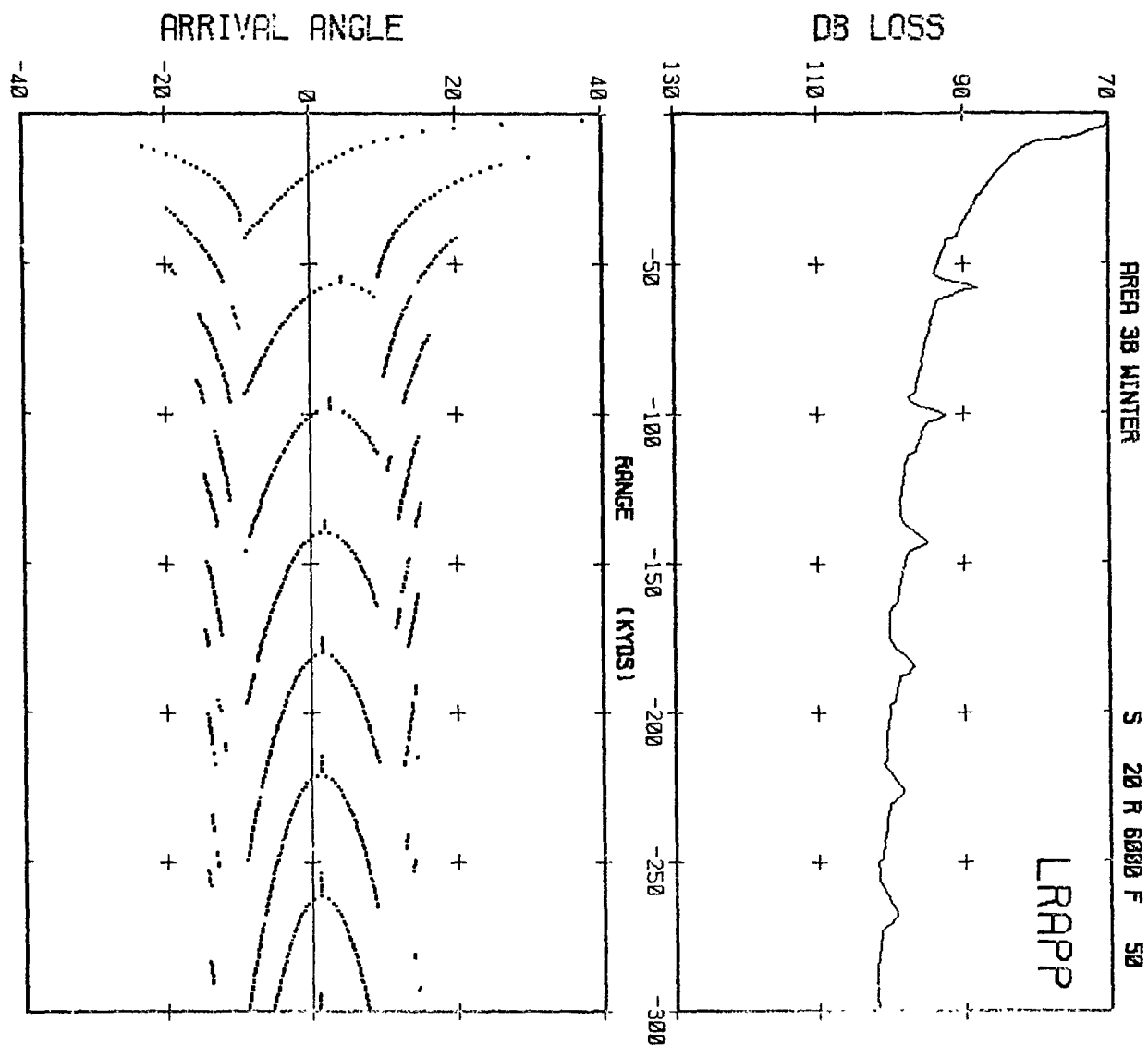


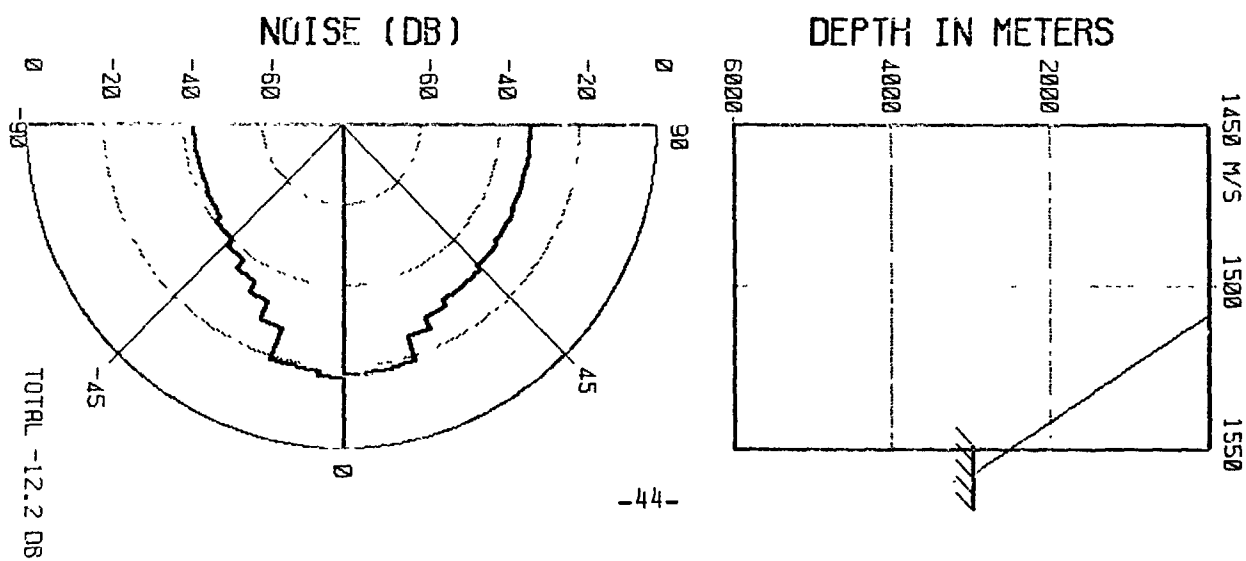
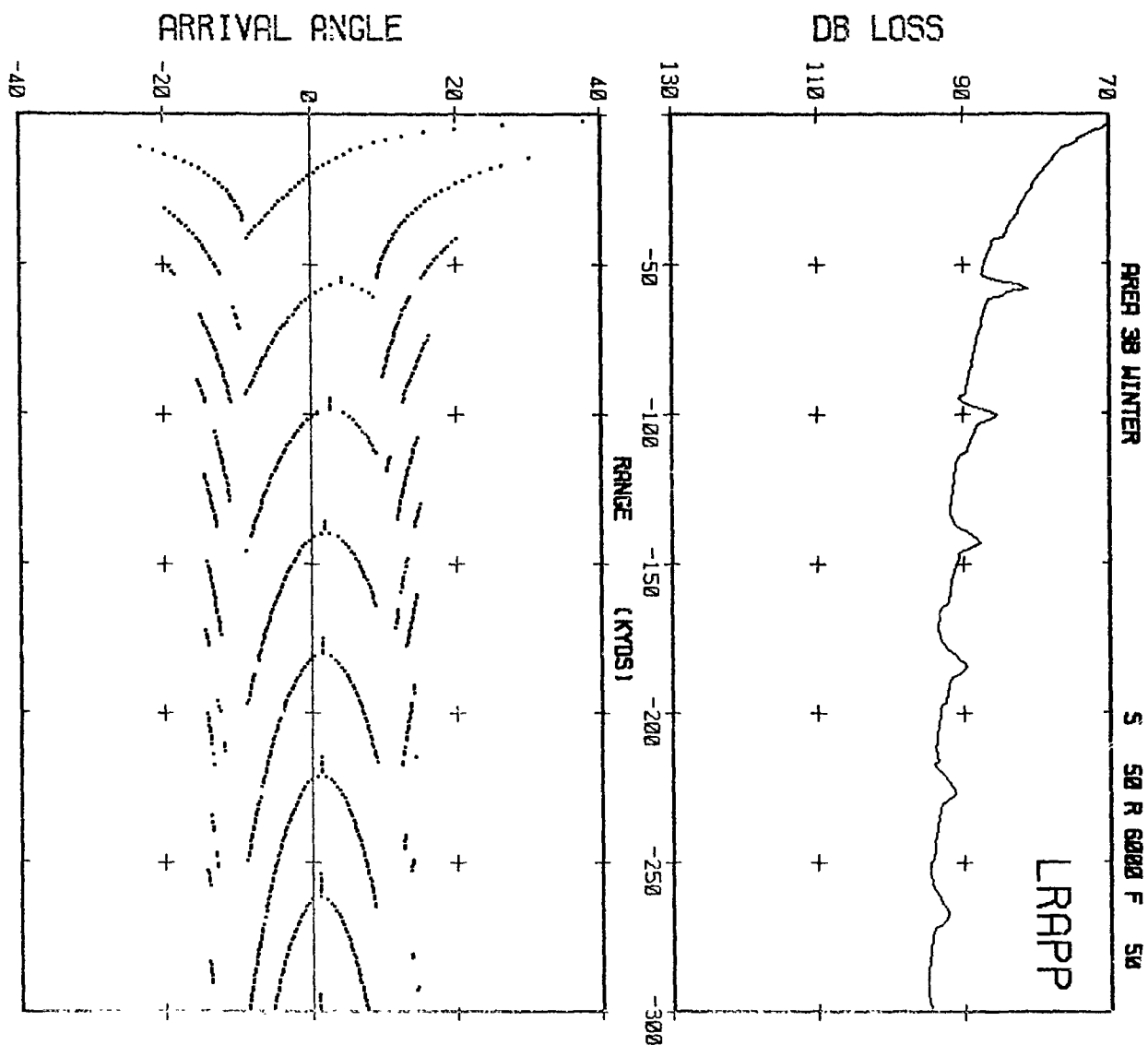
NOISE (DB)

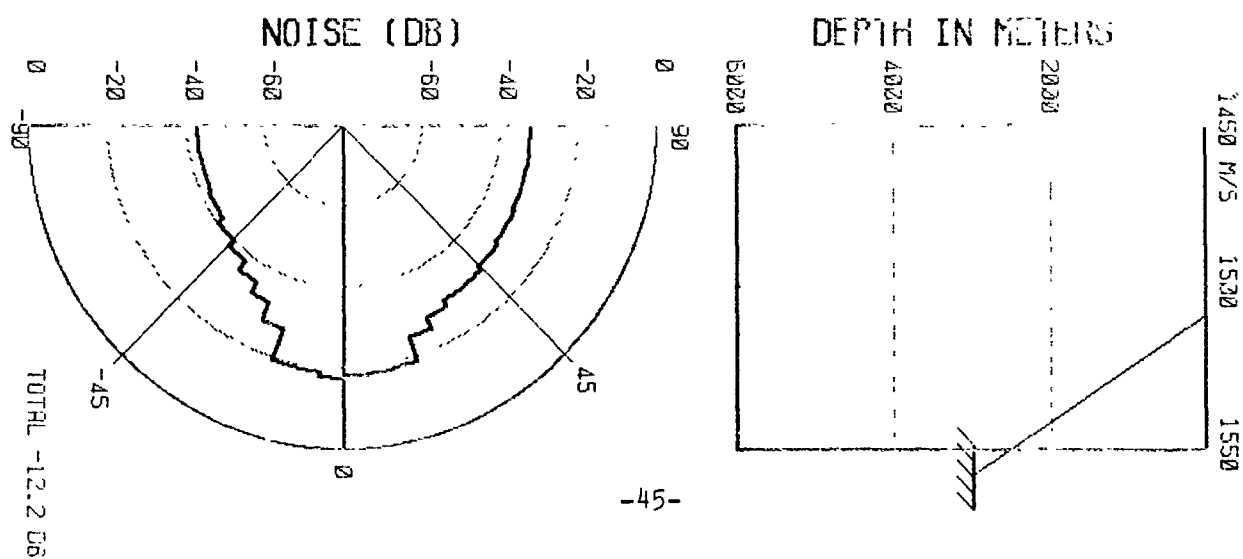
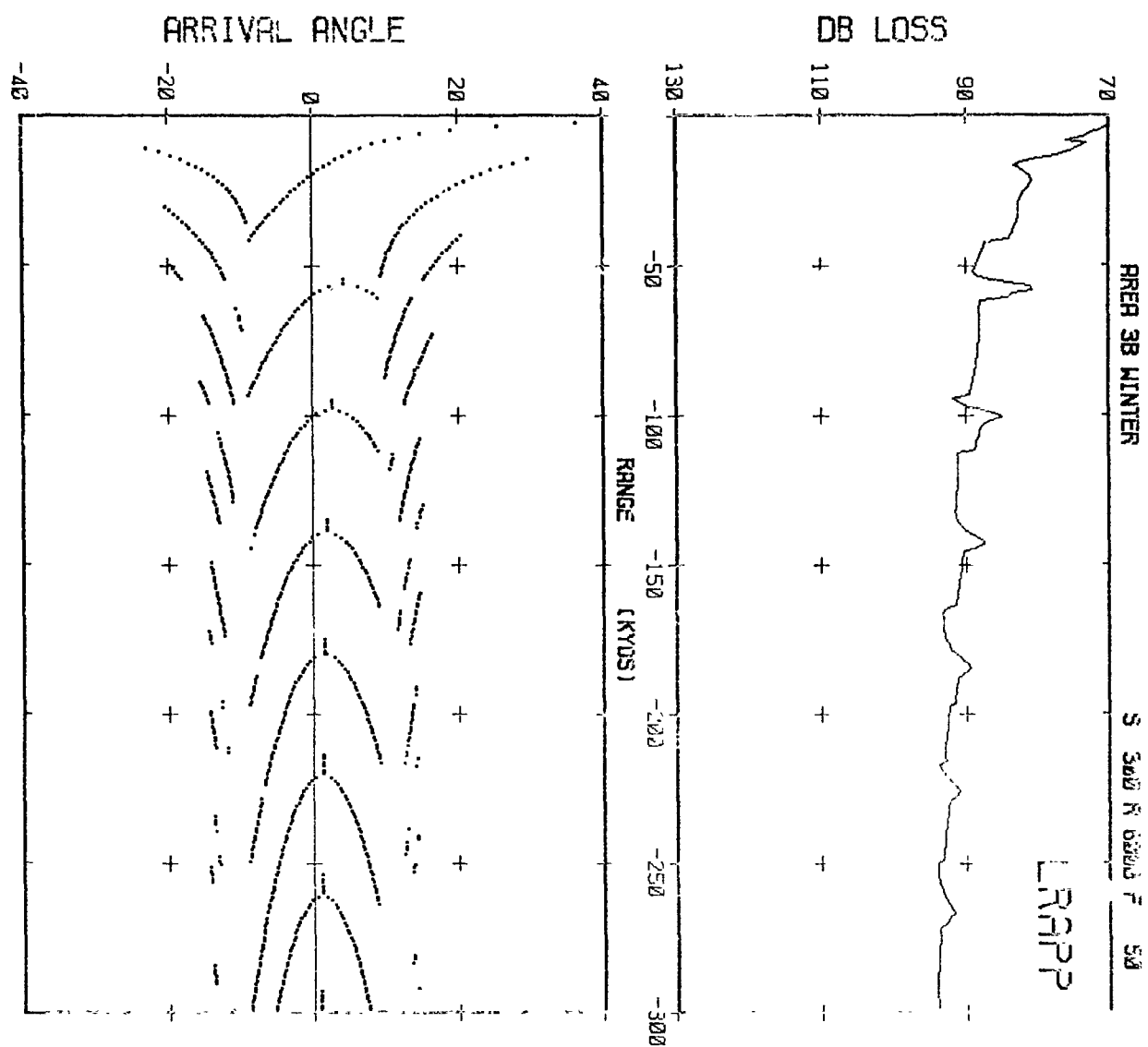


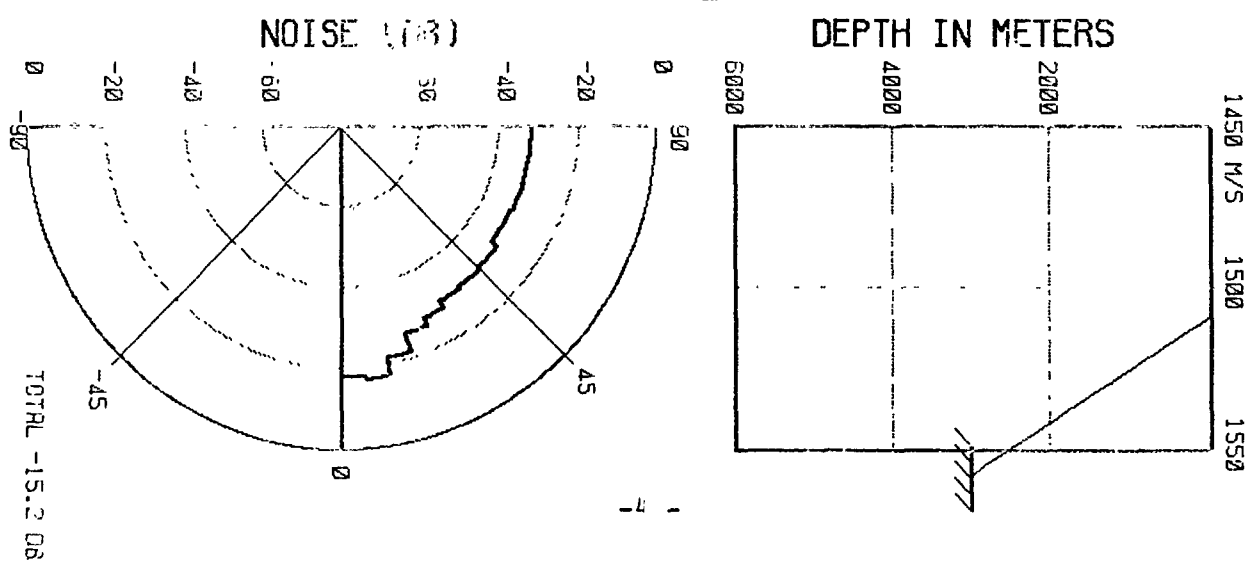
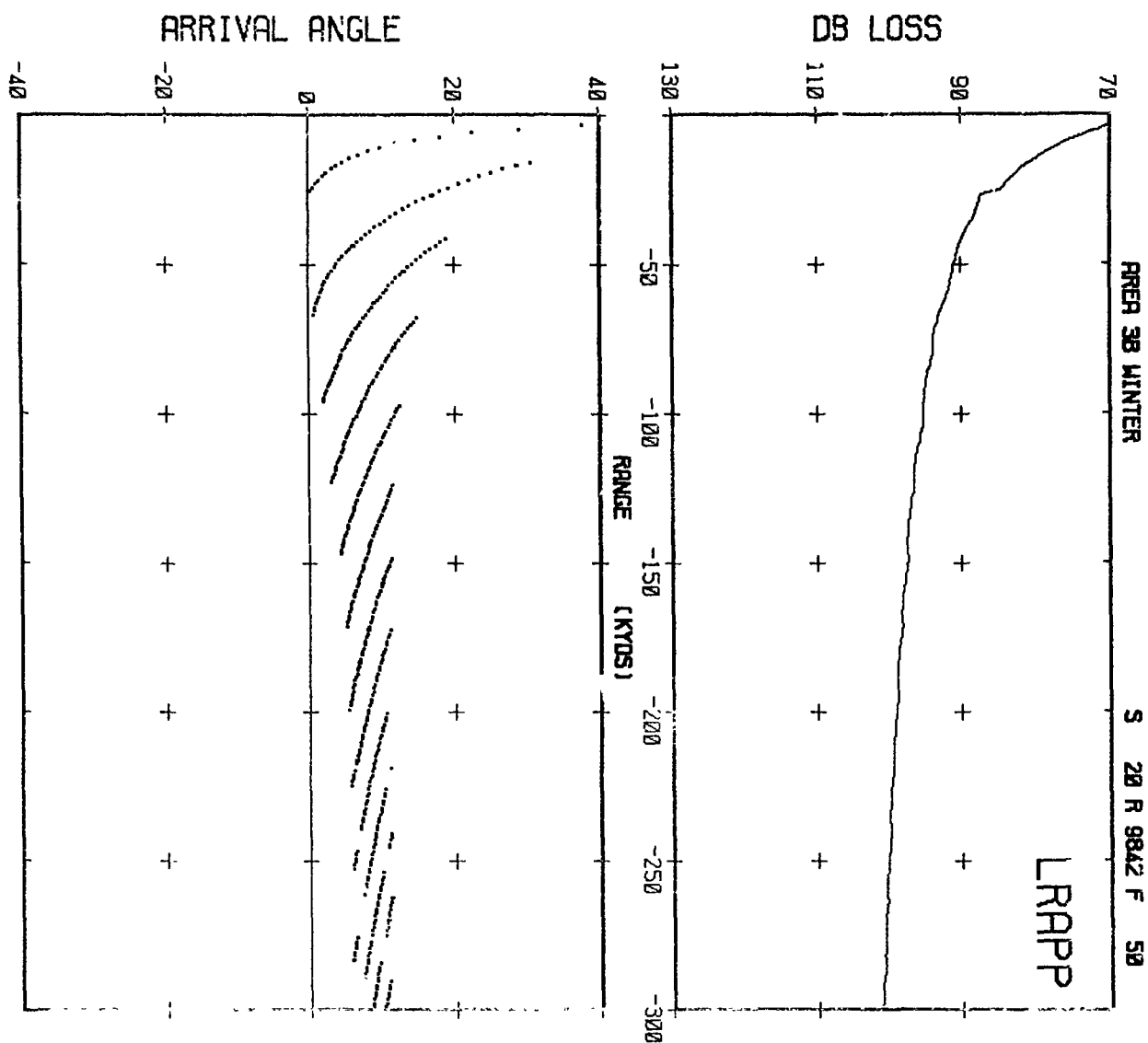
TOTAL -8.7 DB











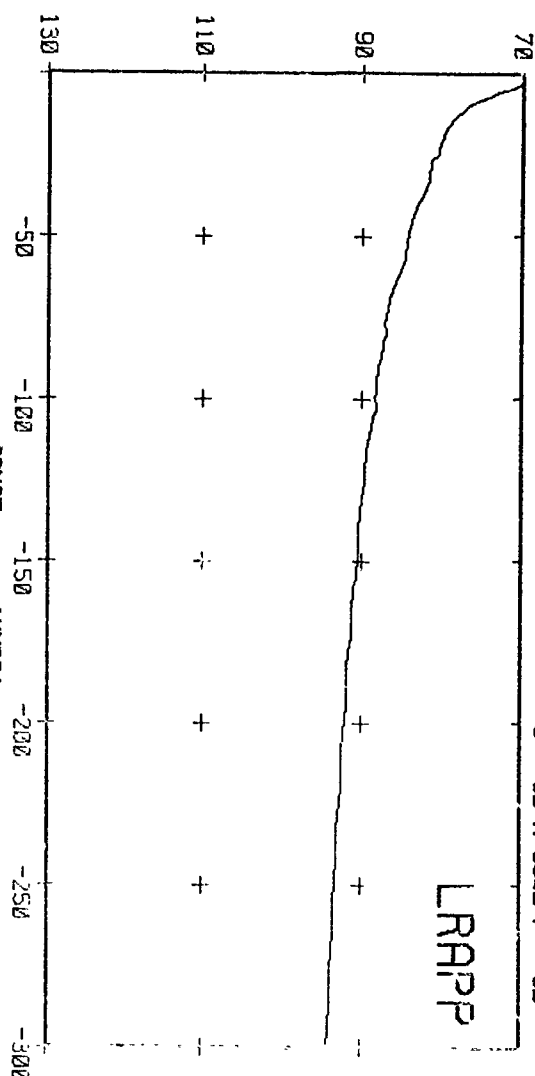
TOTAL -15.2 DB

RRER 38 WINTER

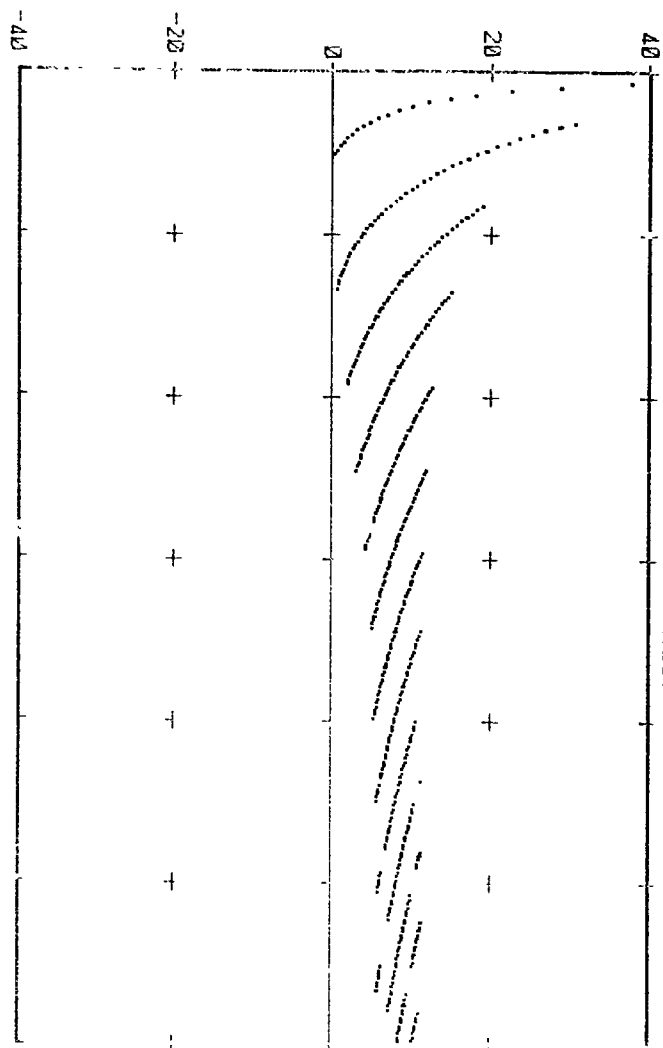
S 50 R 9842 F 52

LRAPP

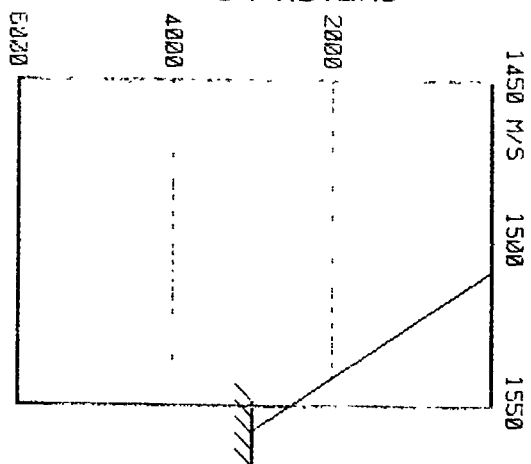
DB LOSS



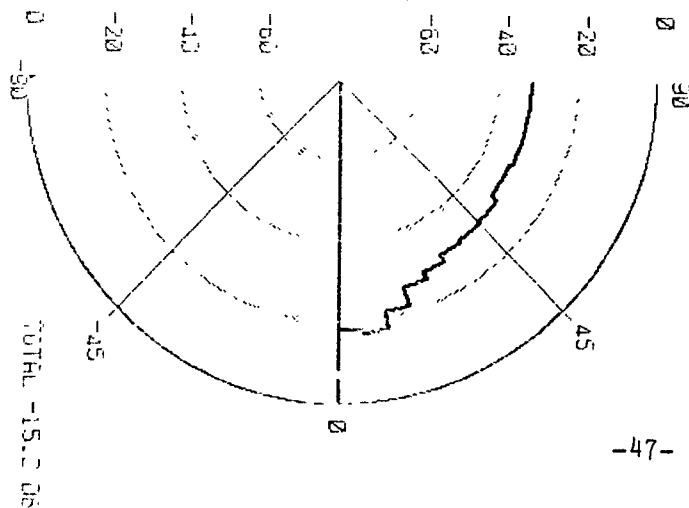
ARRIVAL ANGLE

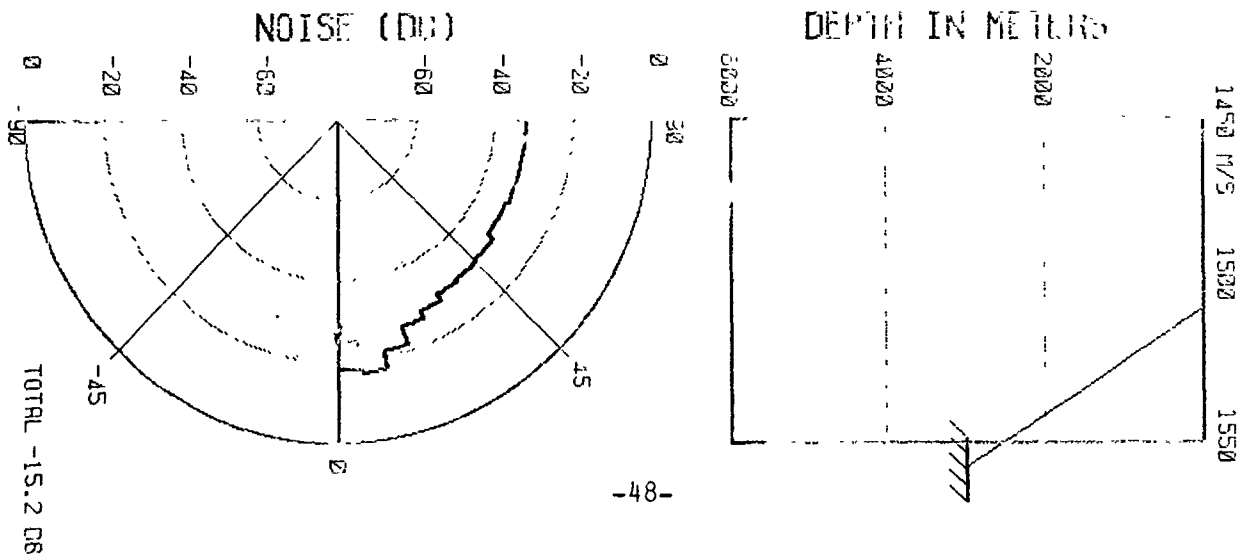
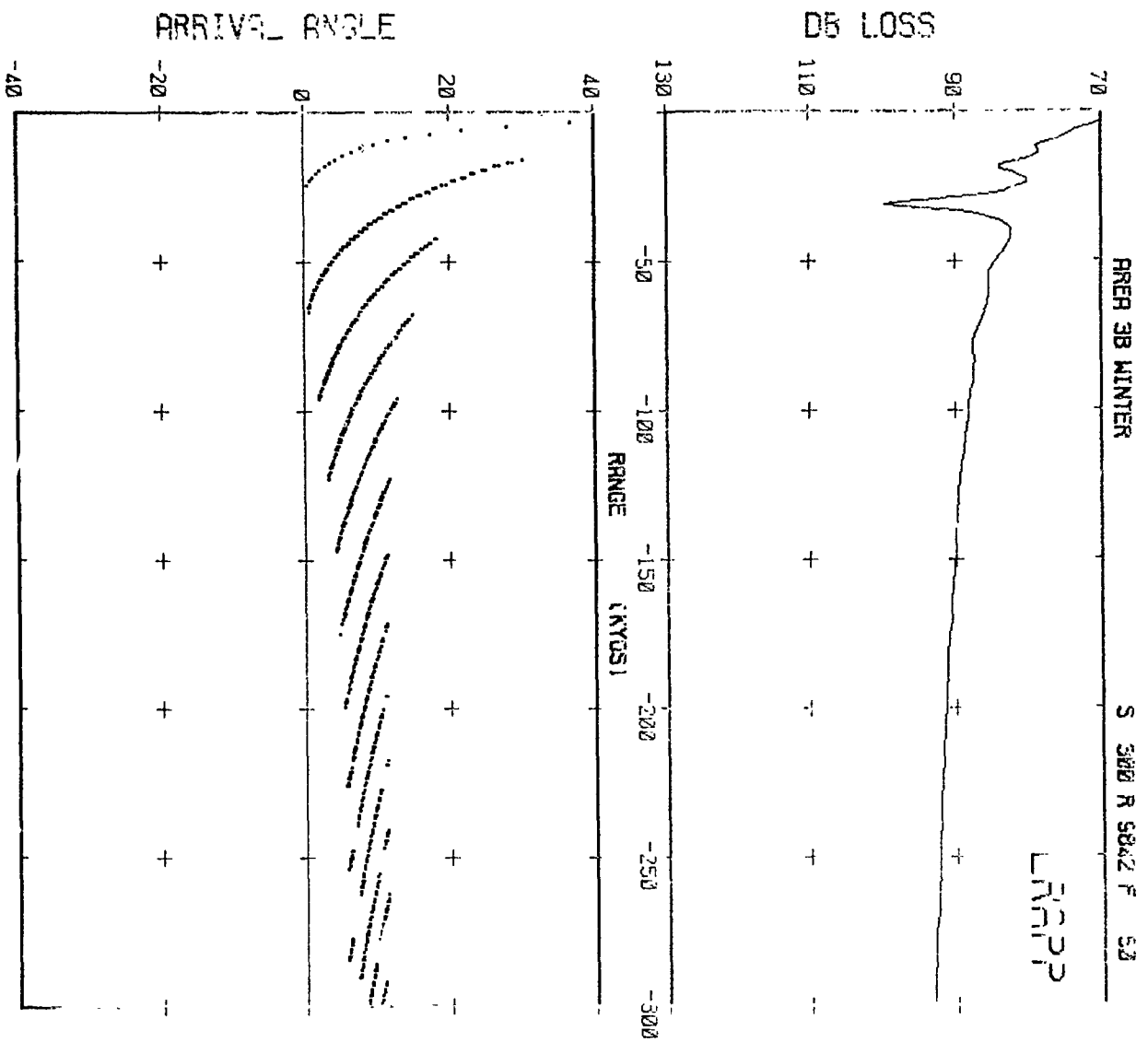


DEPTH IN METERS



NOISE (DB)





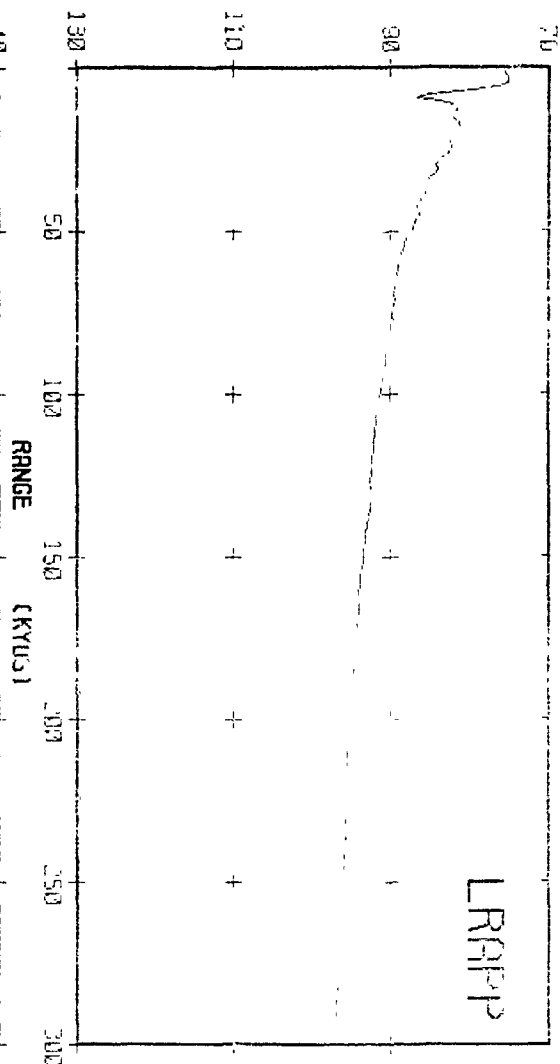
RPER 3B MINTER

S 20 R 60 F 70

1150 H 5 1500

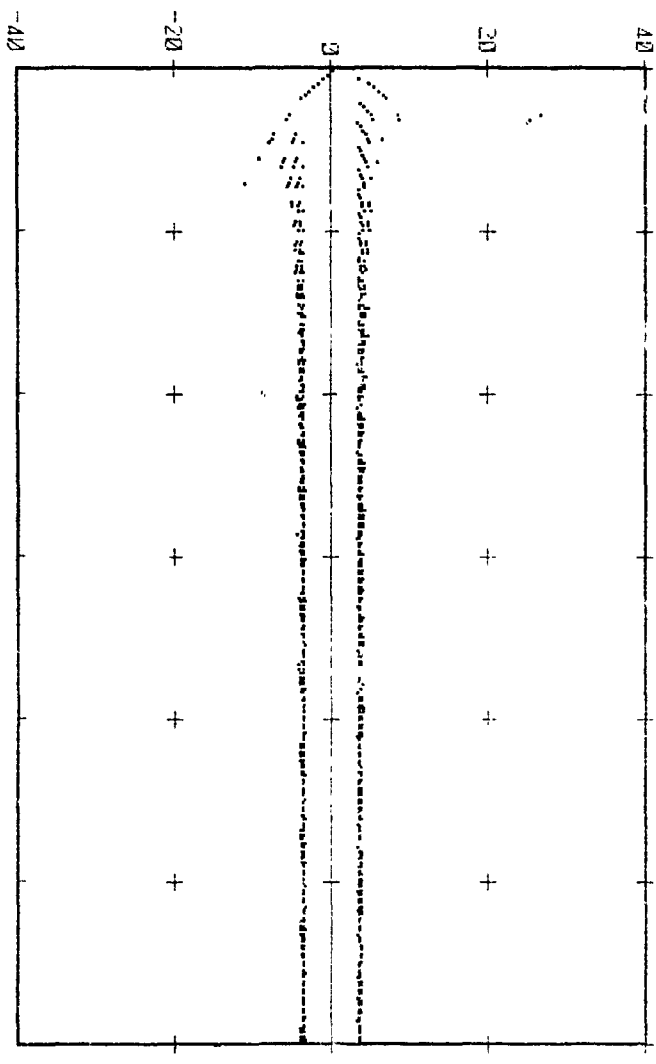
1550

DB LOSS

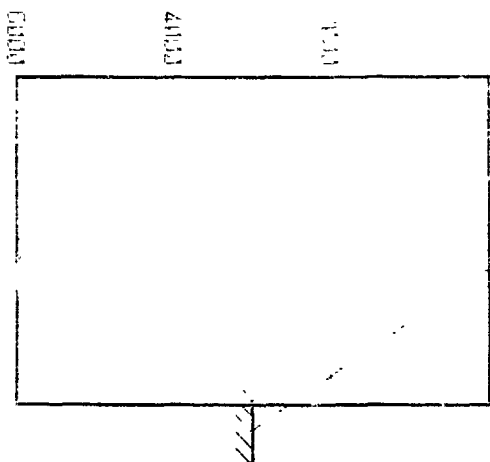


LRAPP

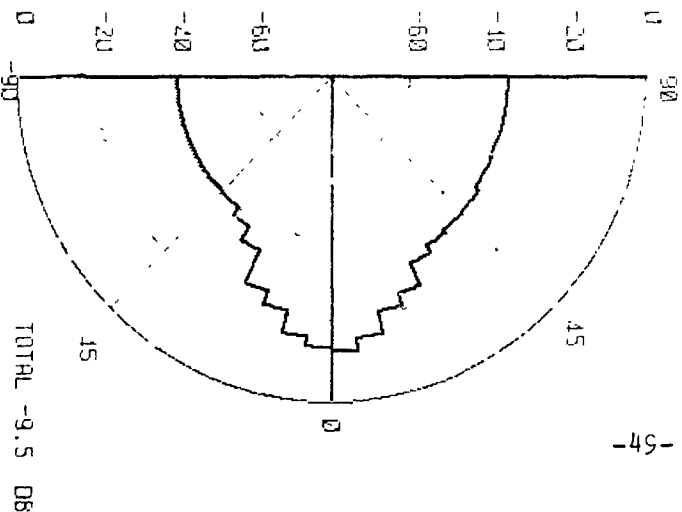
ARRIVAL ANGLE



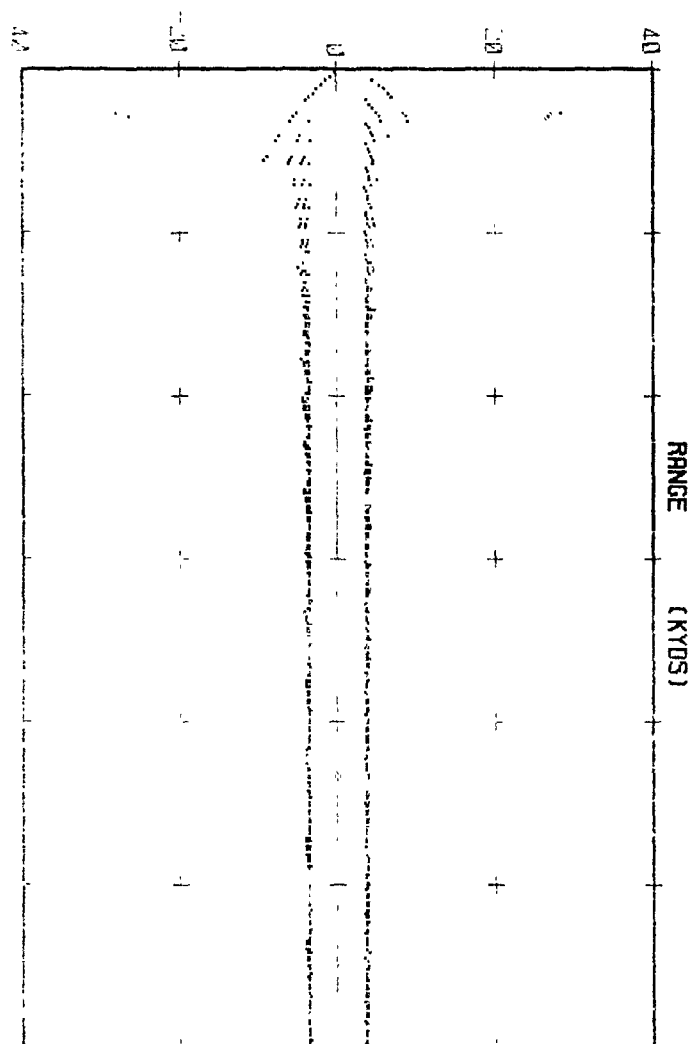
DEPTH IN METERS



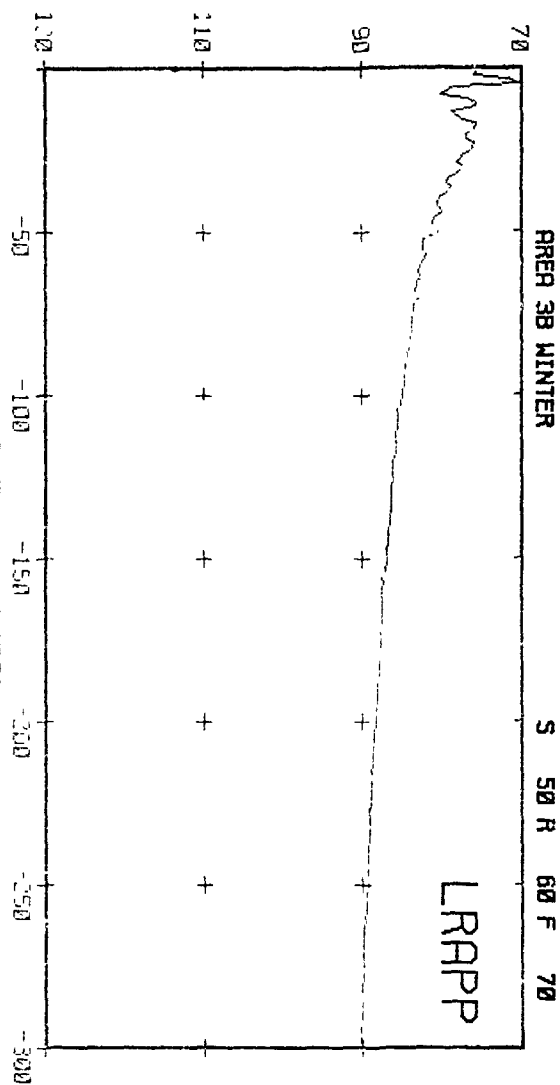
NOISE (DB)



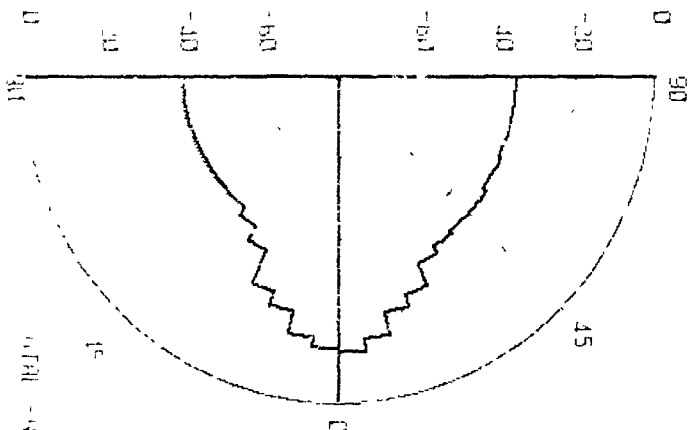
ARRIVAL ANGLE



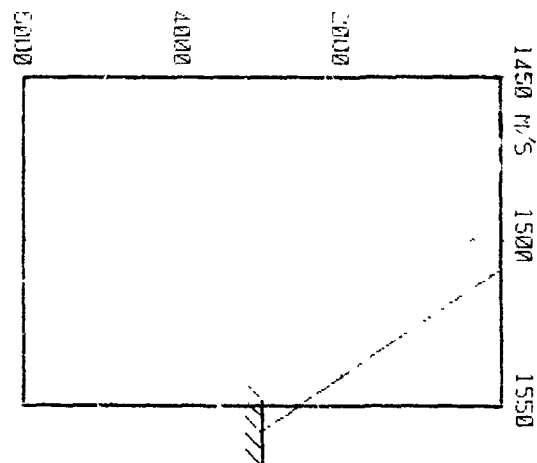
DB LOSS

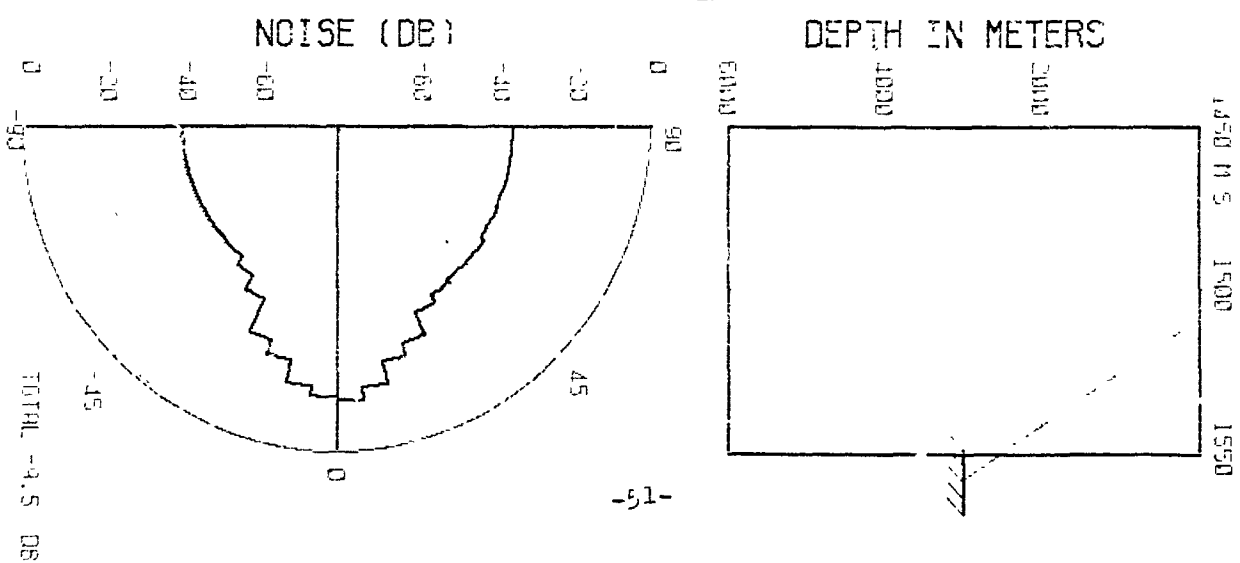
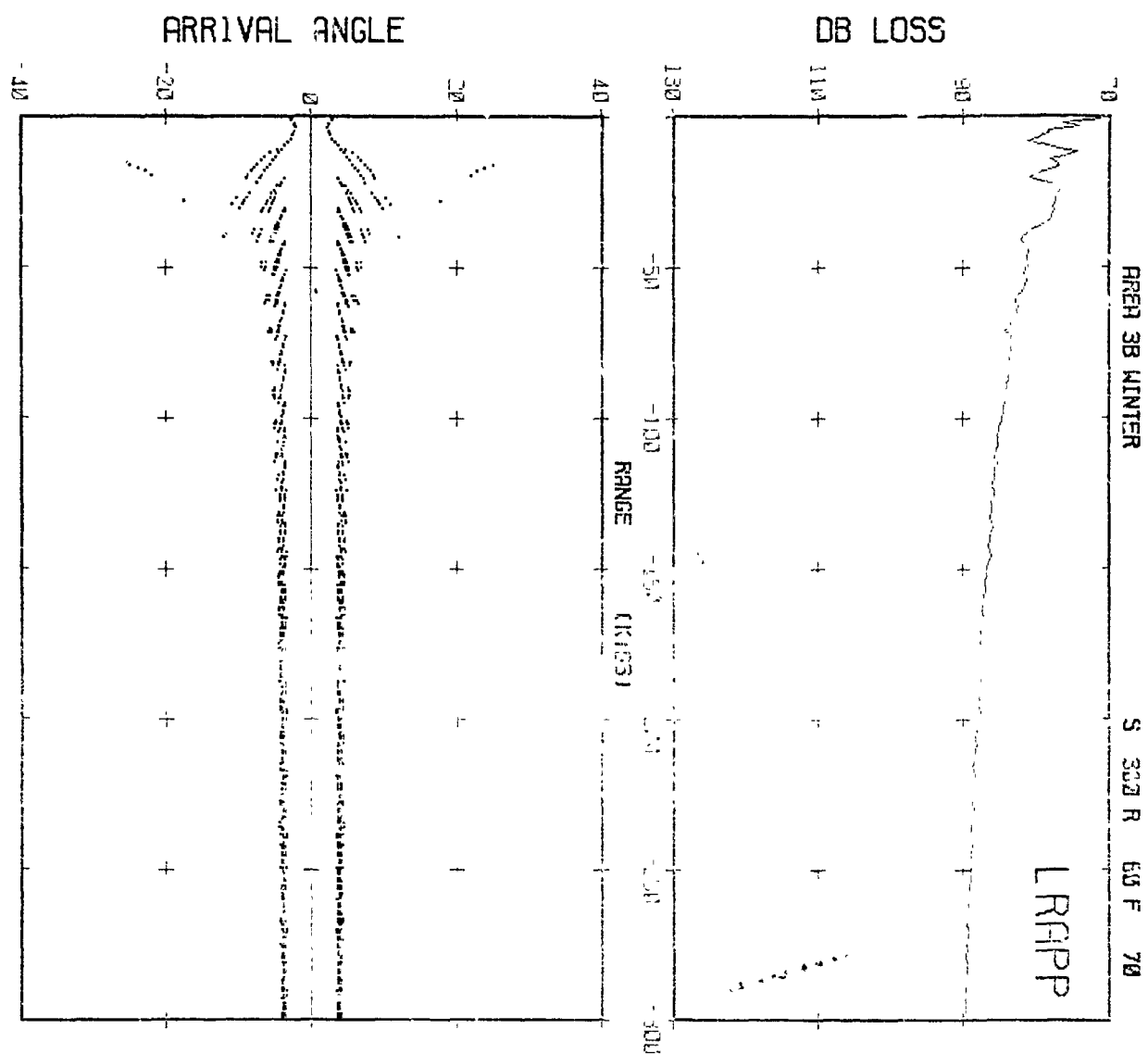


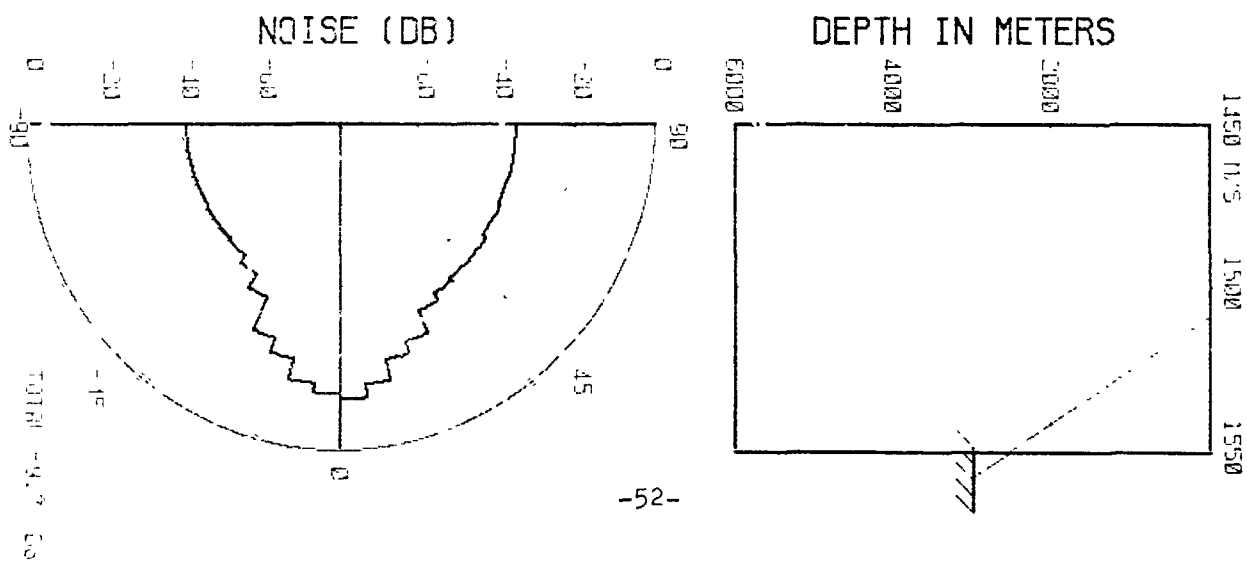
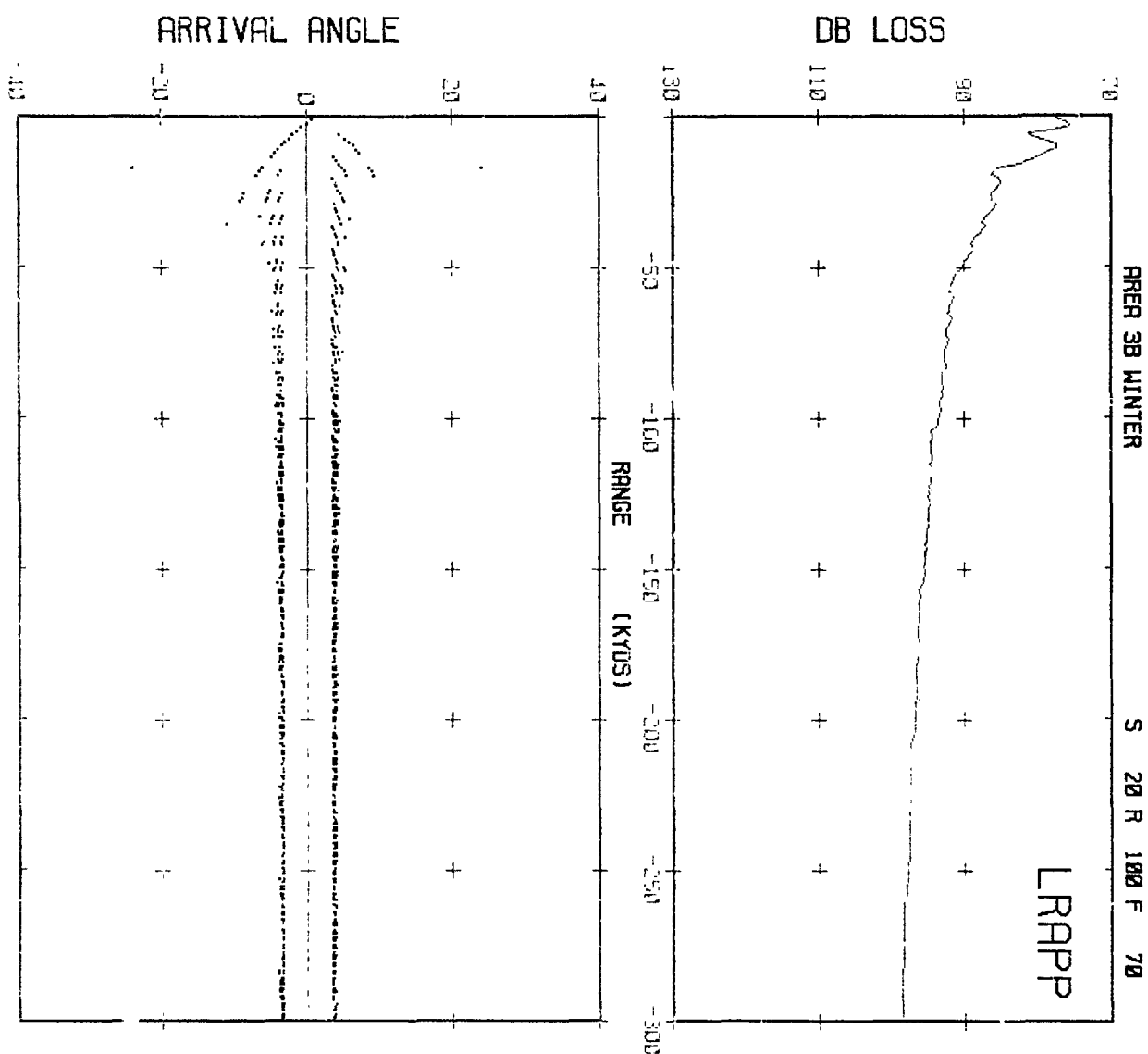
NOISE (DB)



DEPTH IN METERS





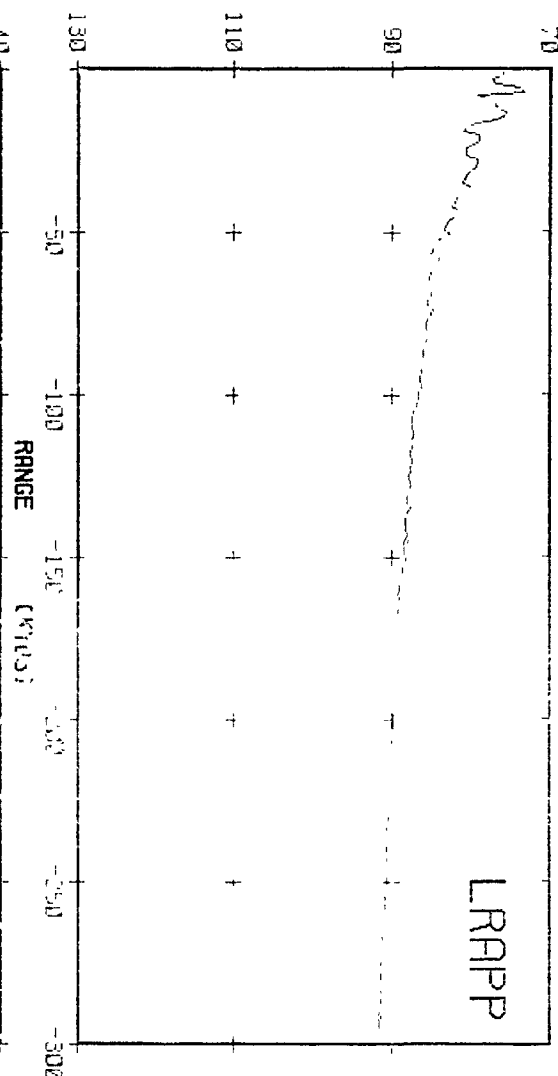


AREA 3B WINTER

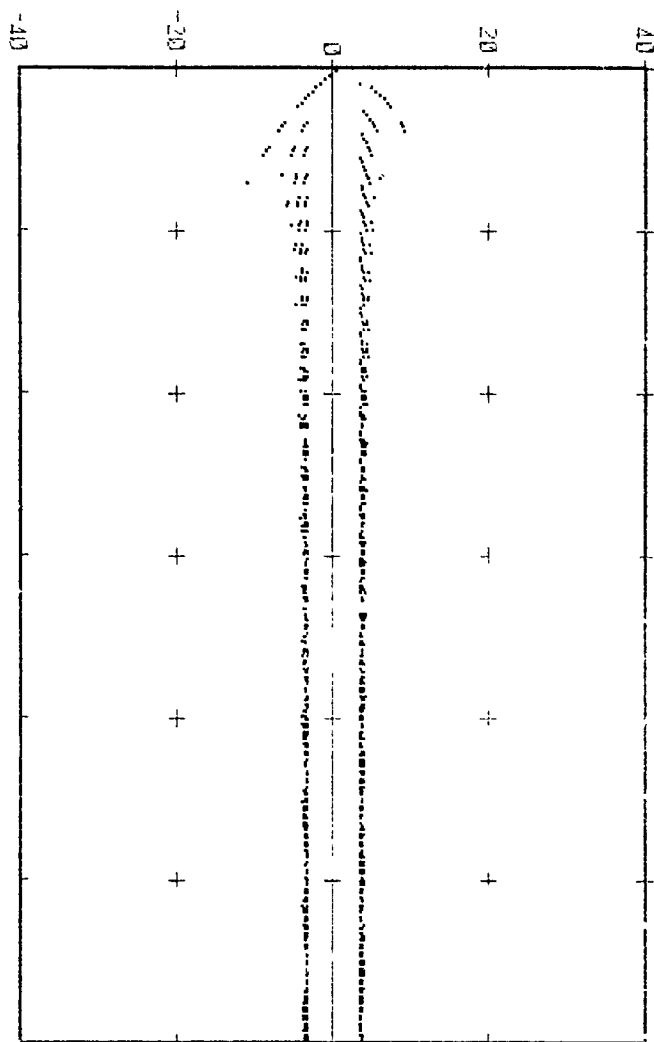
S 50 R 100 F 70

LRAPP

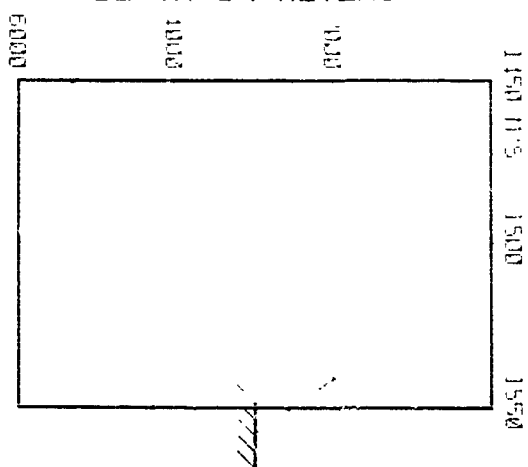
DB LOSS



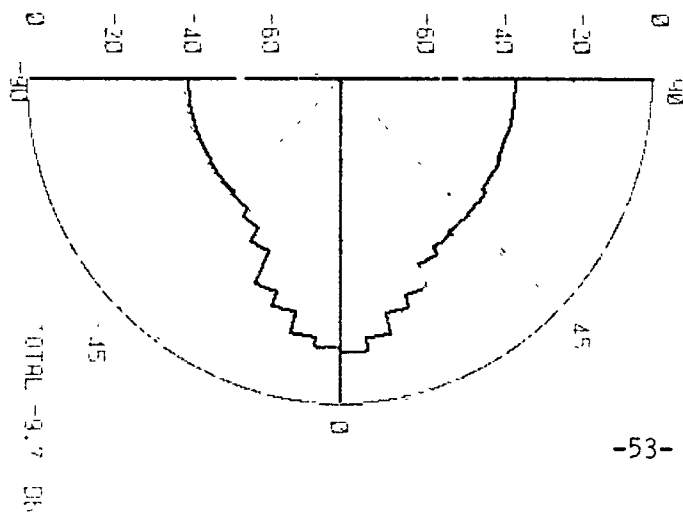
ARRIVAL ANGLE

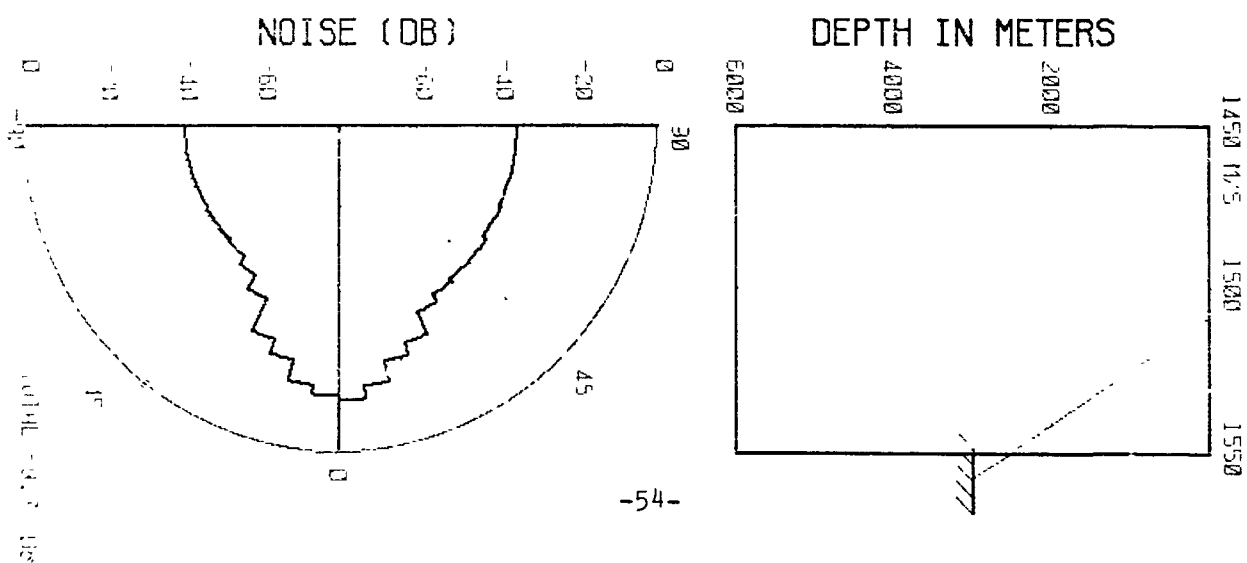
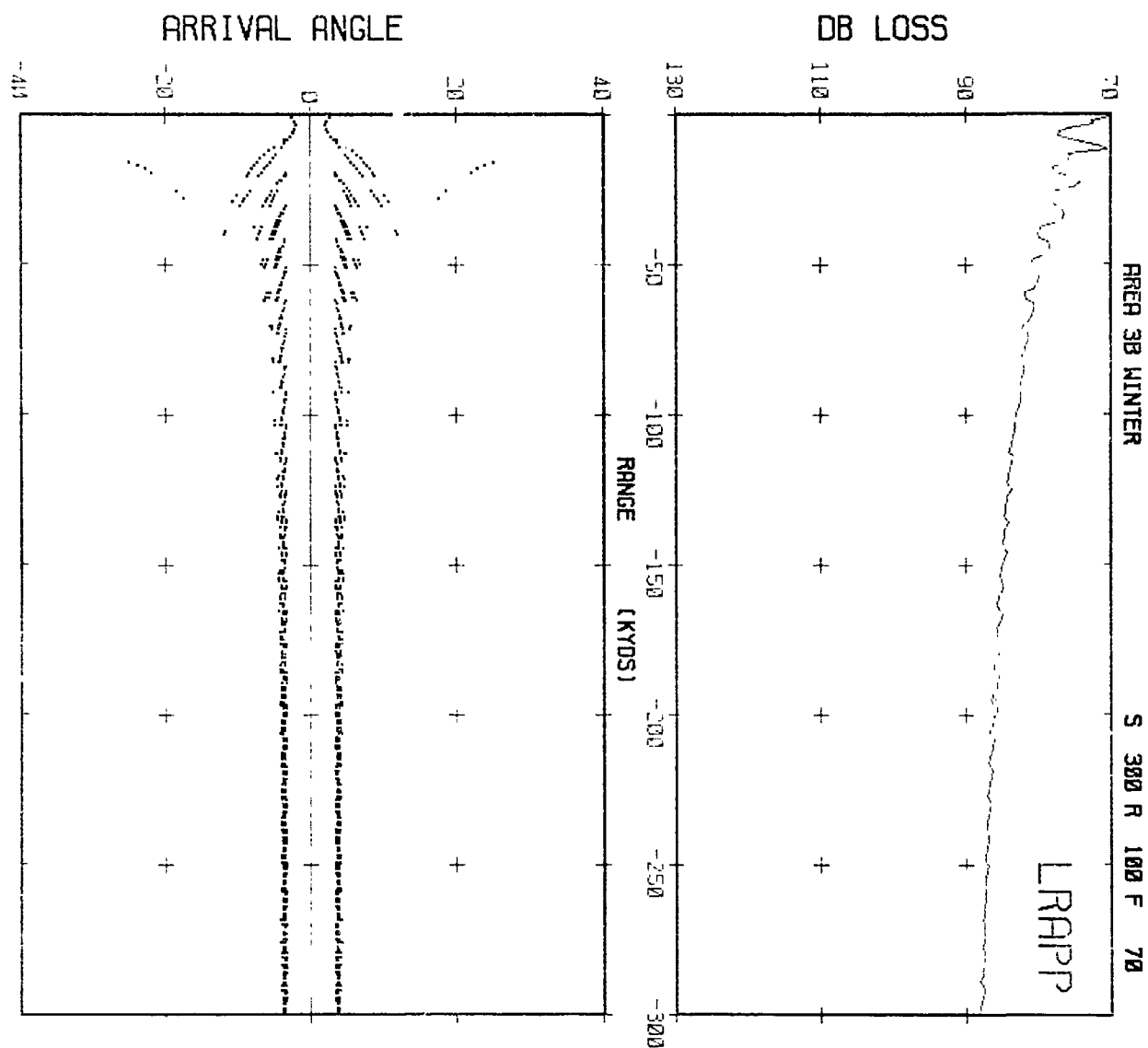


DEPTH IN METERS



NOISE (DB)



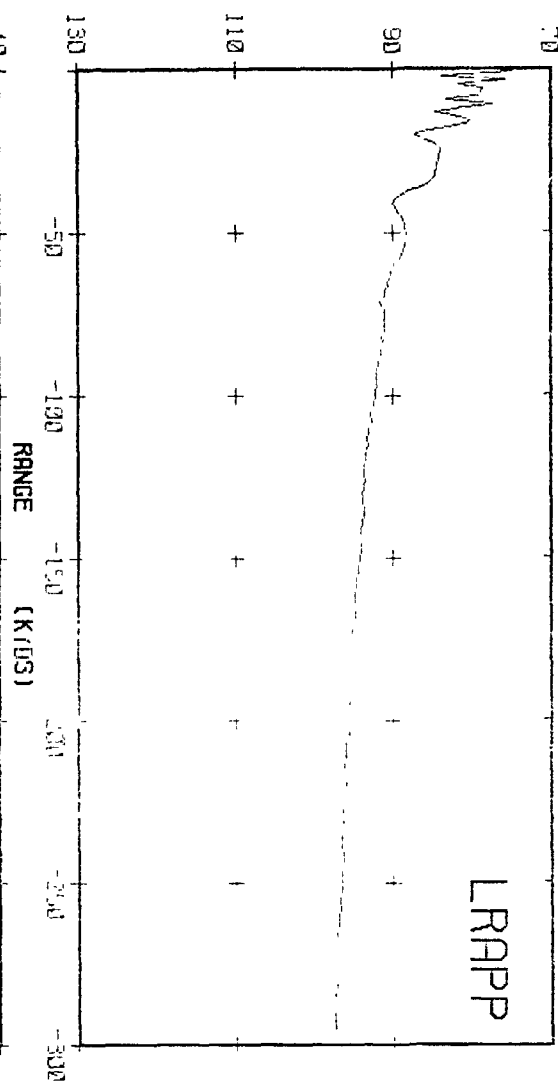


AREA 3B WINTER

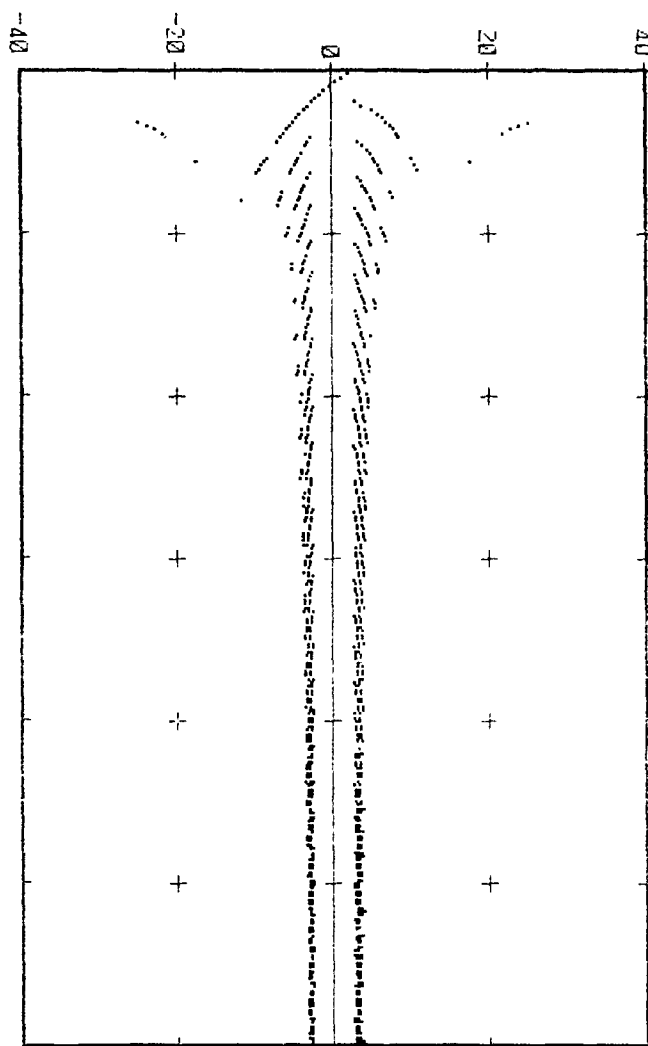
S 20 R 300 F 70

1450 11.5 1500 1550

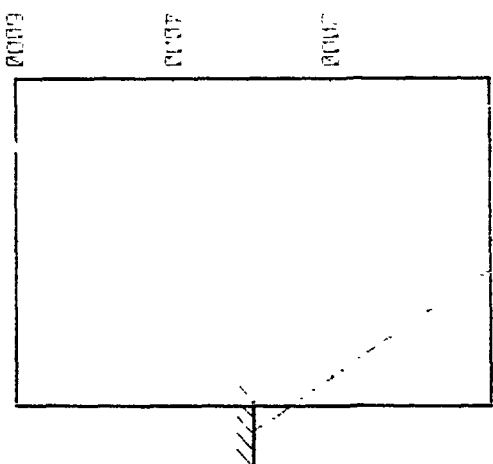
DB LOSS



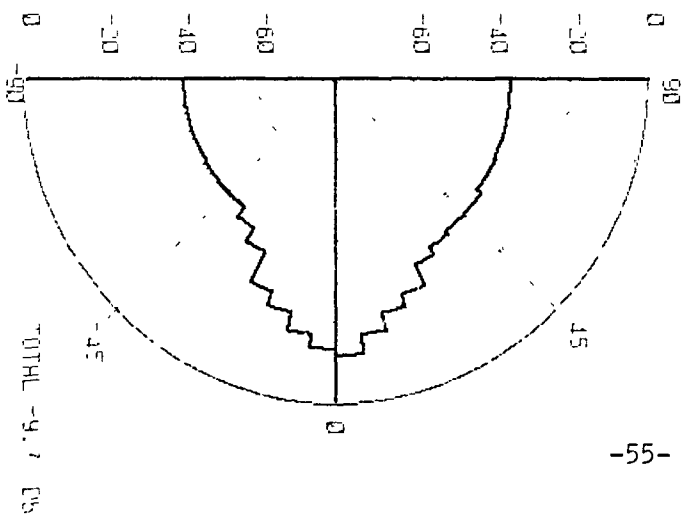
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

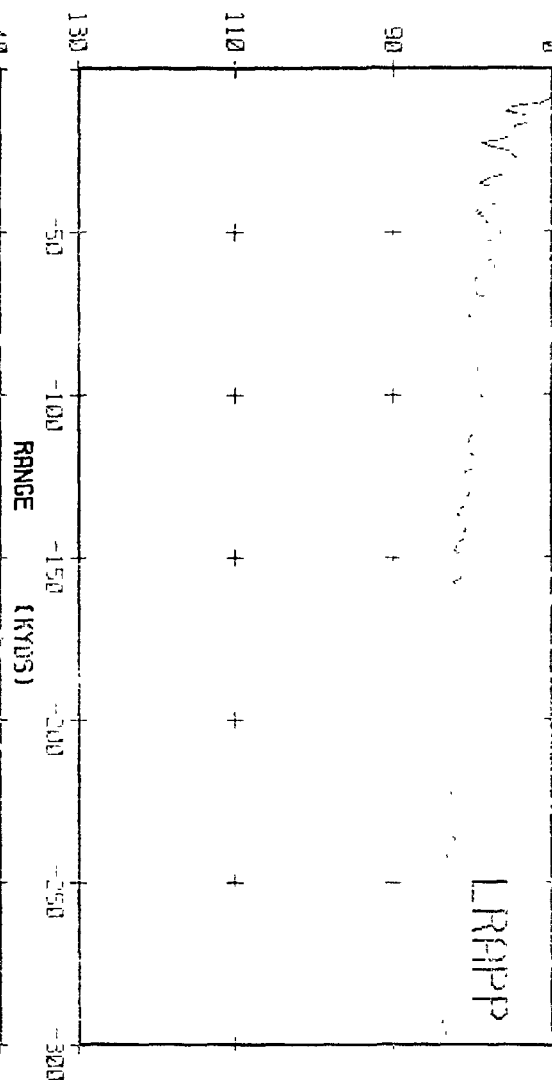


AREA 3B HINTER

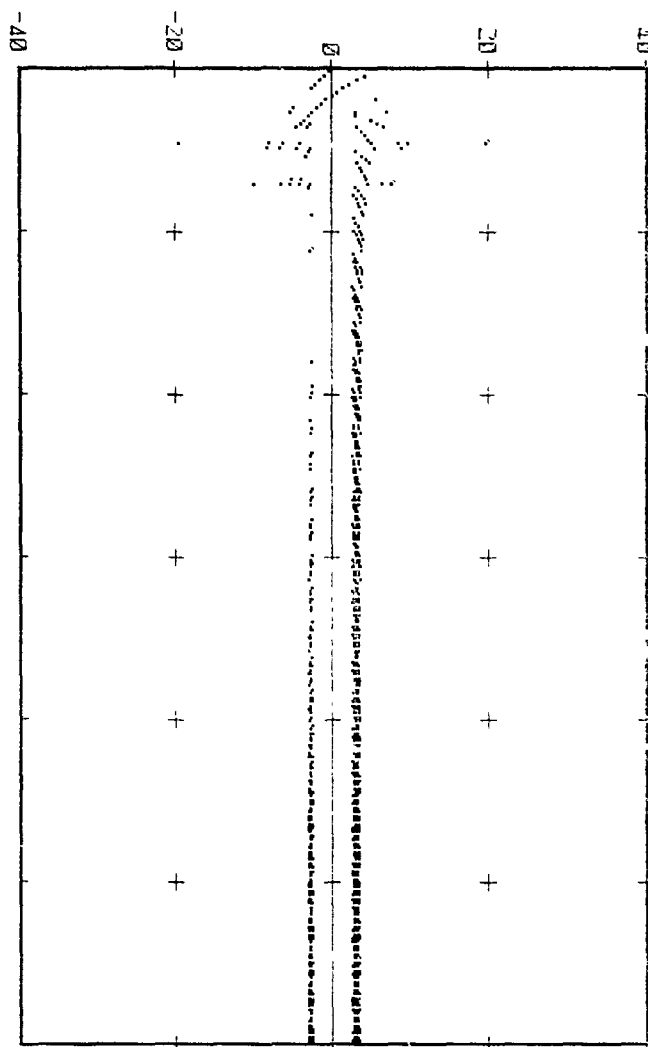
S 300 R 360 F 70

1450 14.5 1500 1550

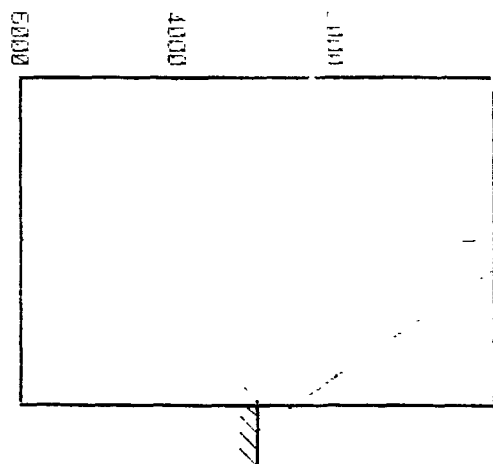
DB LOSS



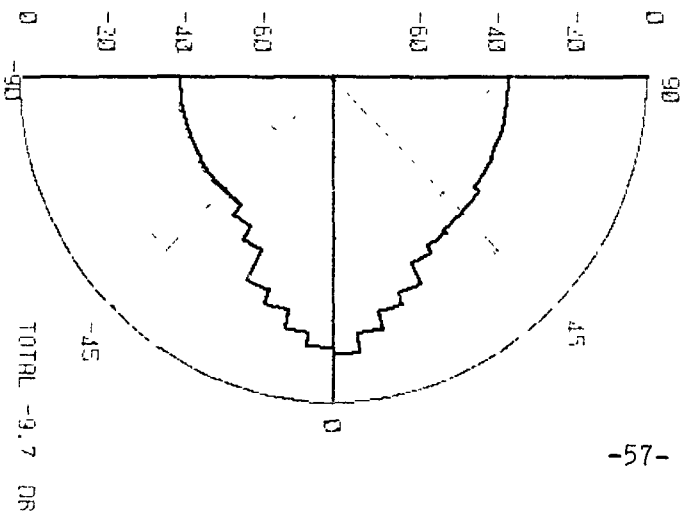
ARRIVAL ANGLE

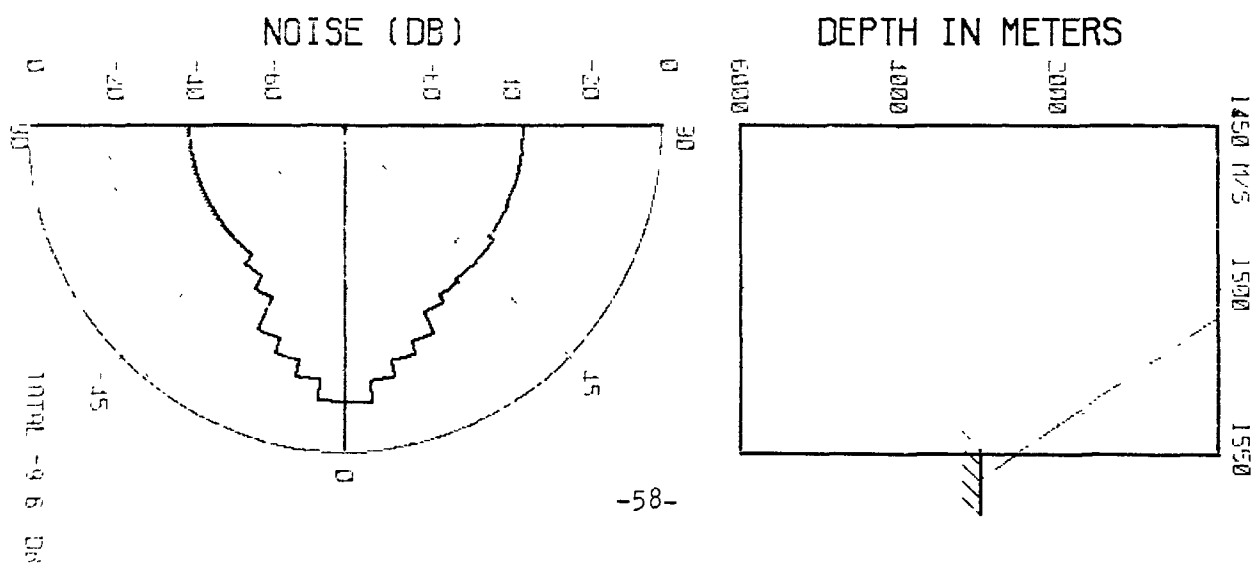
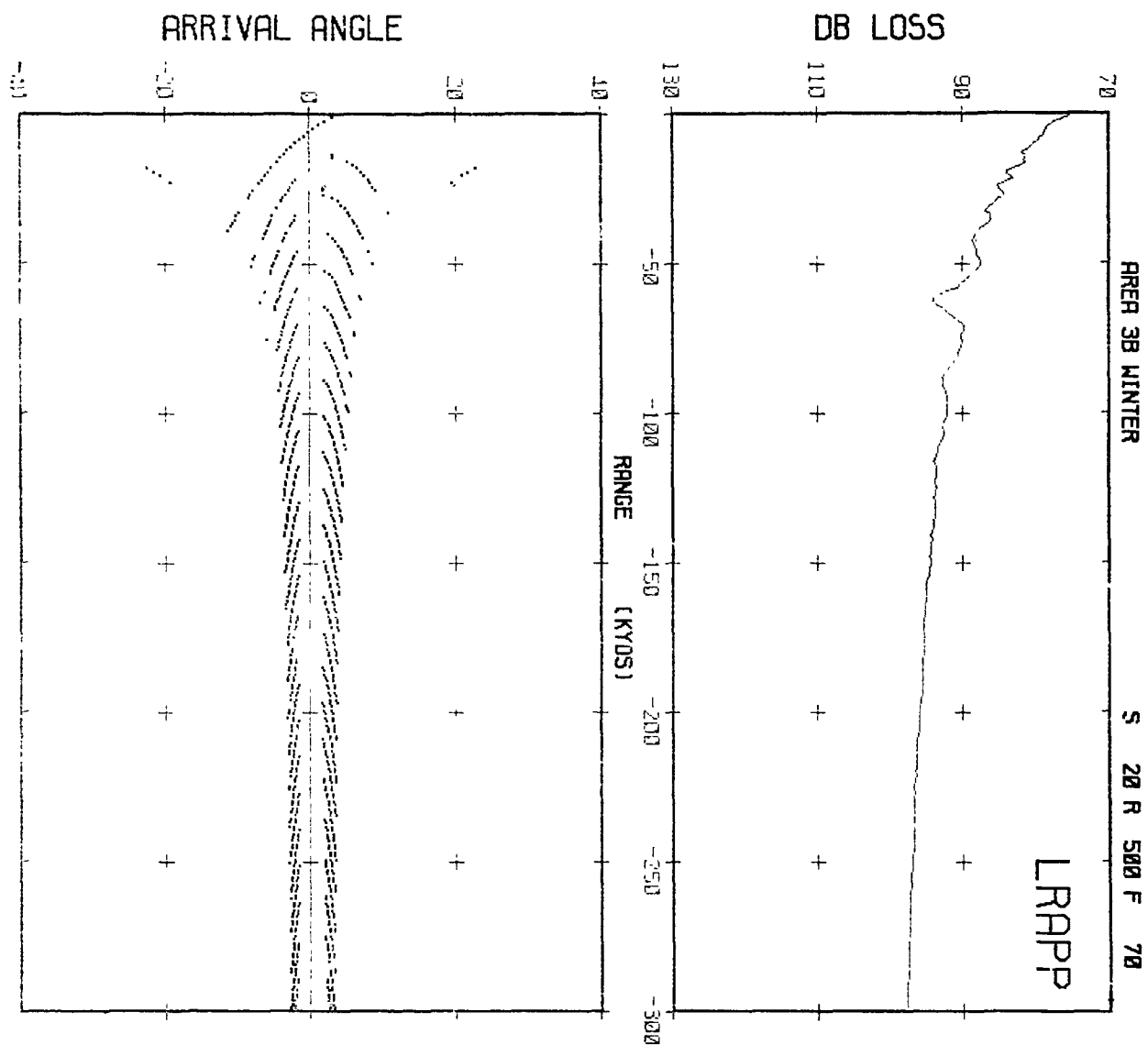


DEPTH IN METERS



NOISE (DB)



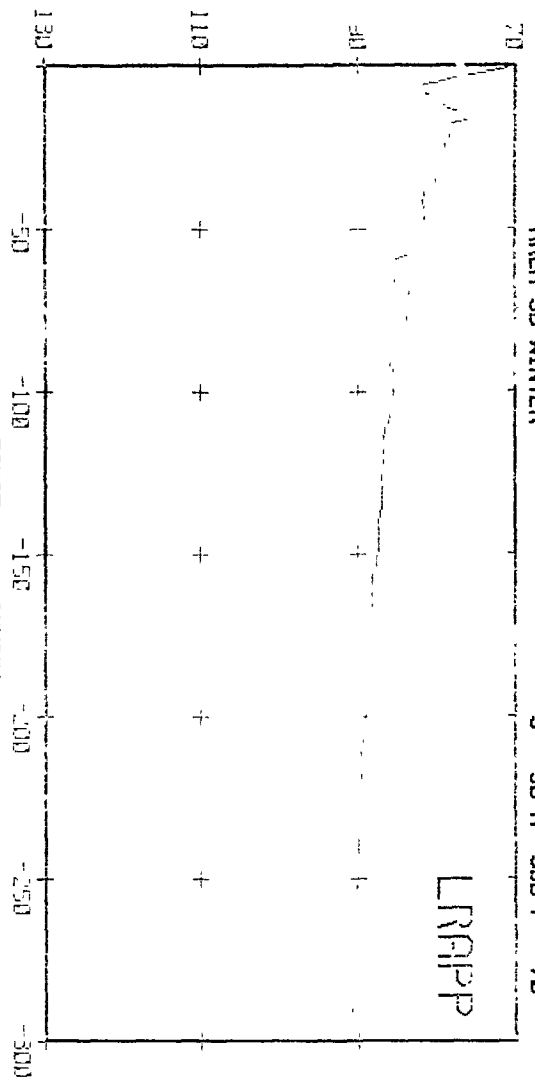


AREA 3B WINTER

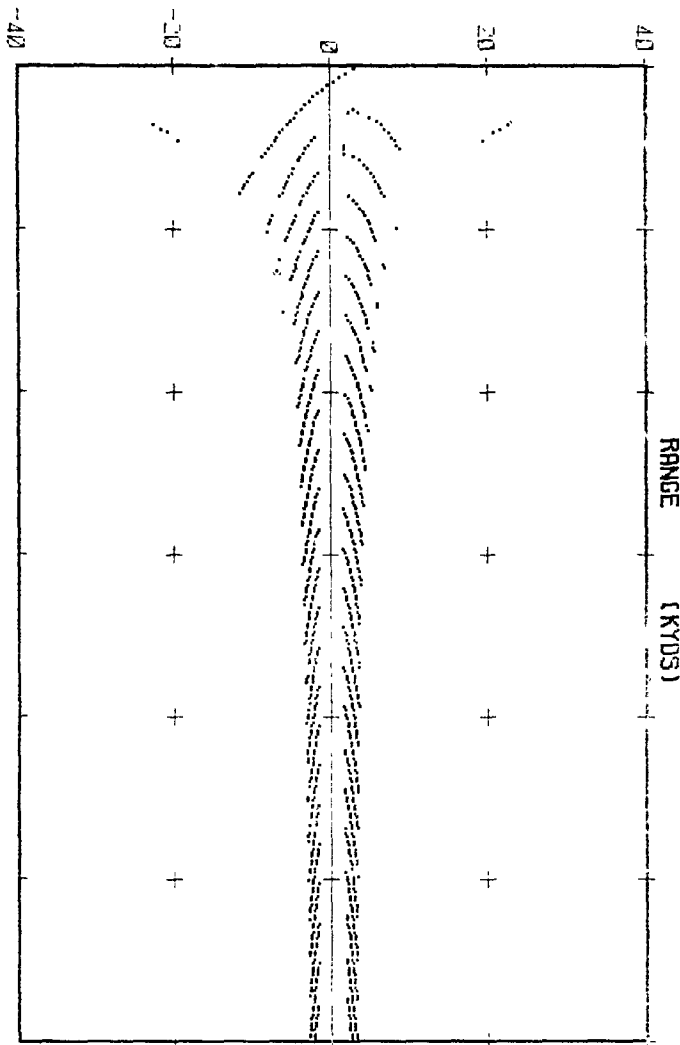
S 50 R SEC F 70

LRAPP

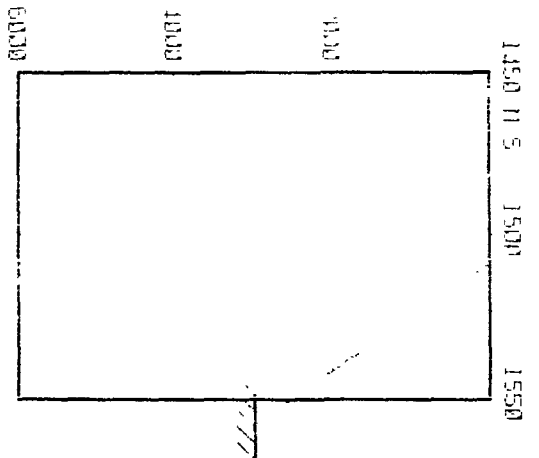
DB LOSS



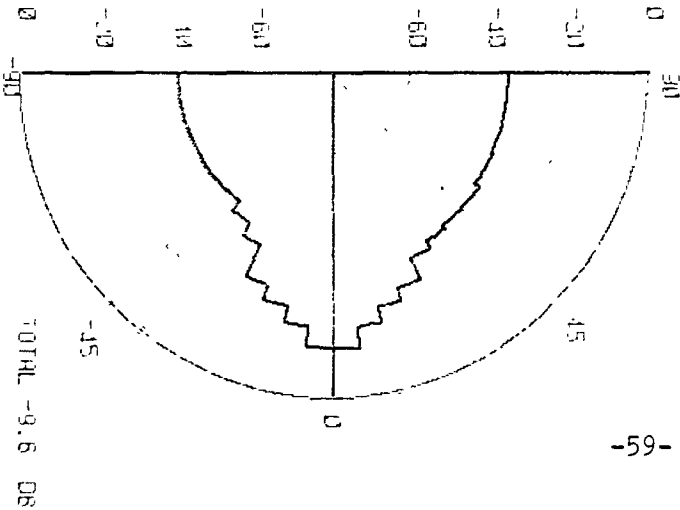
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

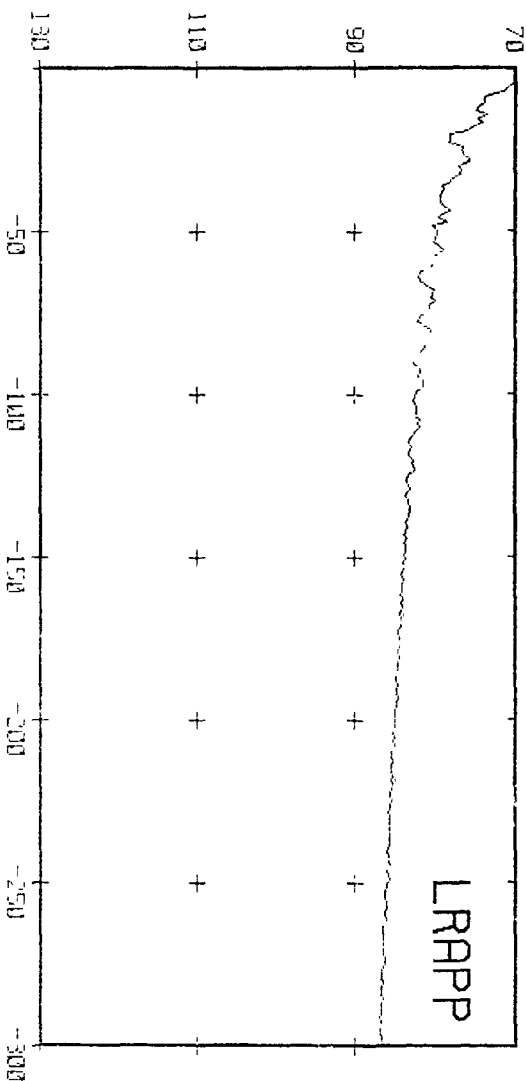


AREA 3B MINTER

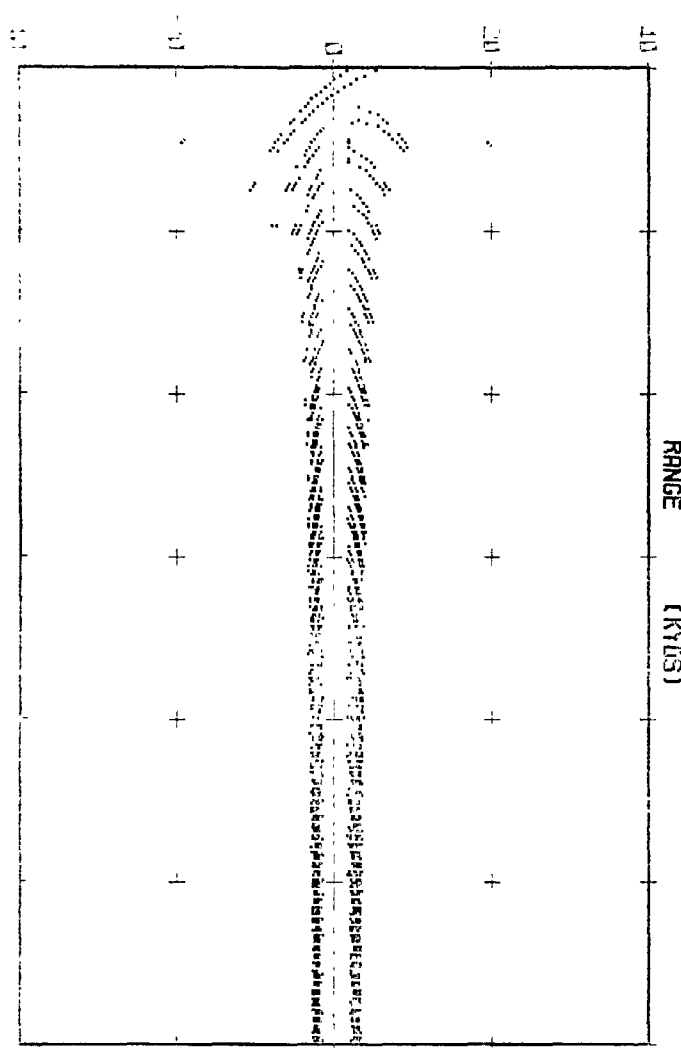
S 300 R 500 F 70

1450 M/S 1500 1550

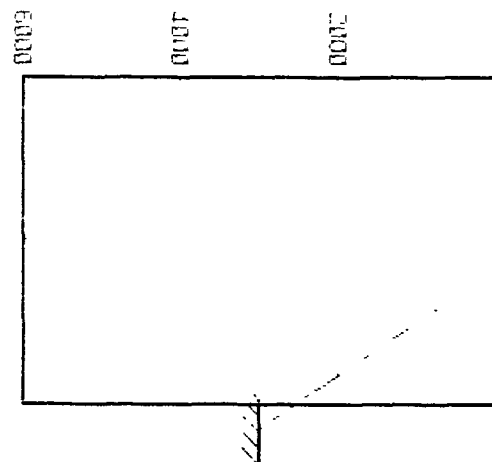
DB LOSS



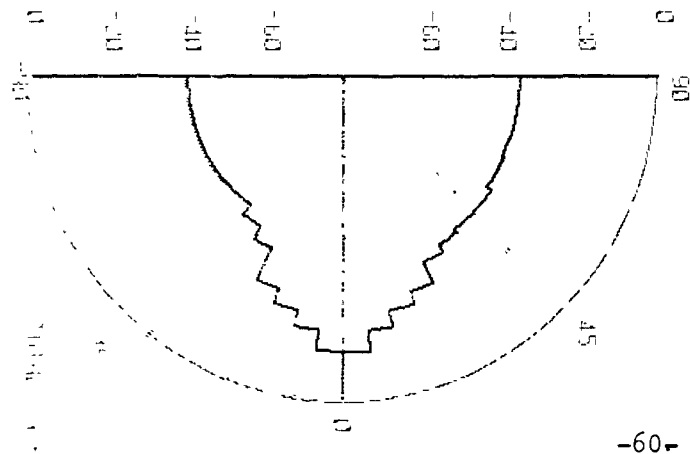
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

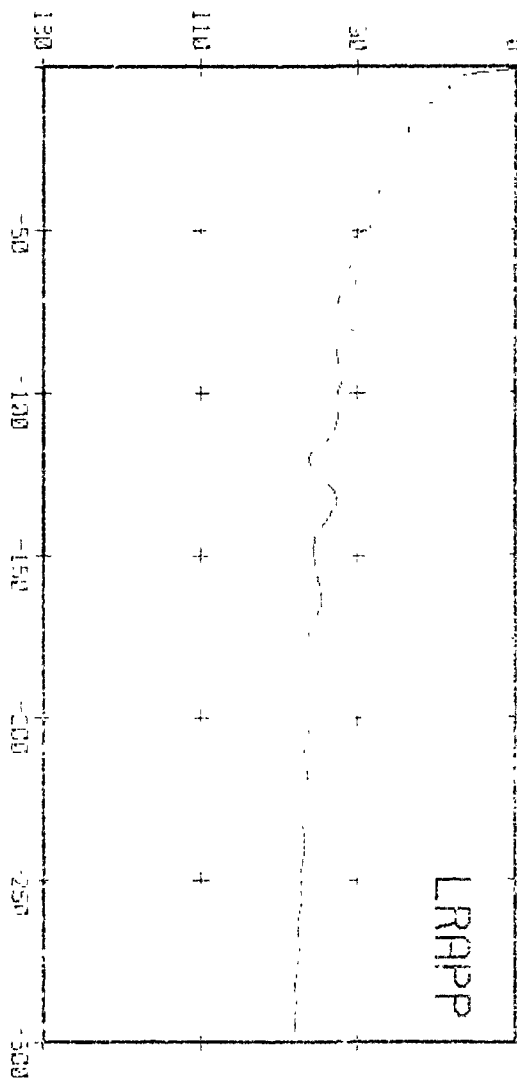


AREA 3B HINTER

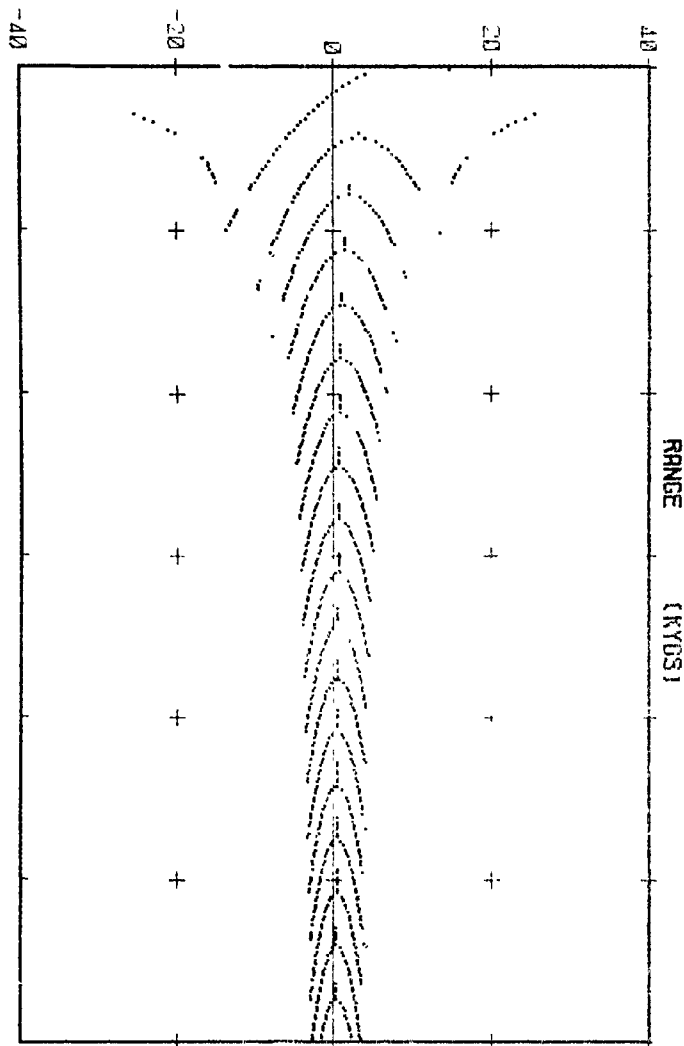
S 20 R 1000 F 70

1458 11/5 1500 1550

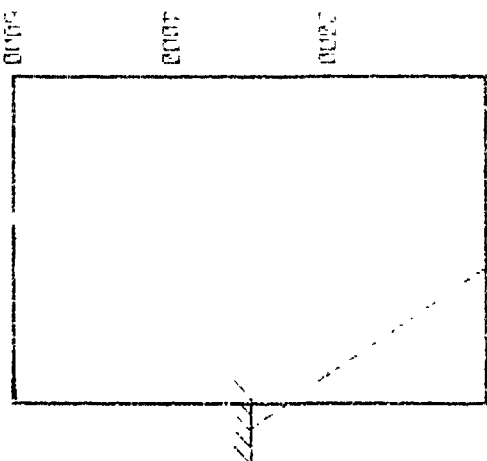
DB LOSS



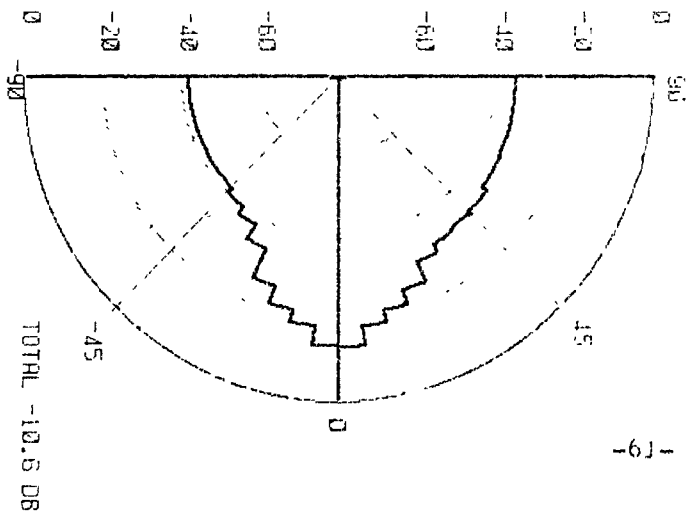
PRRIVAL ANGLE

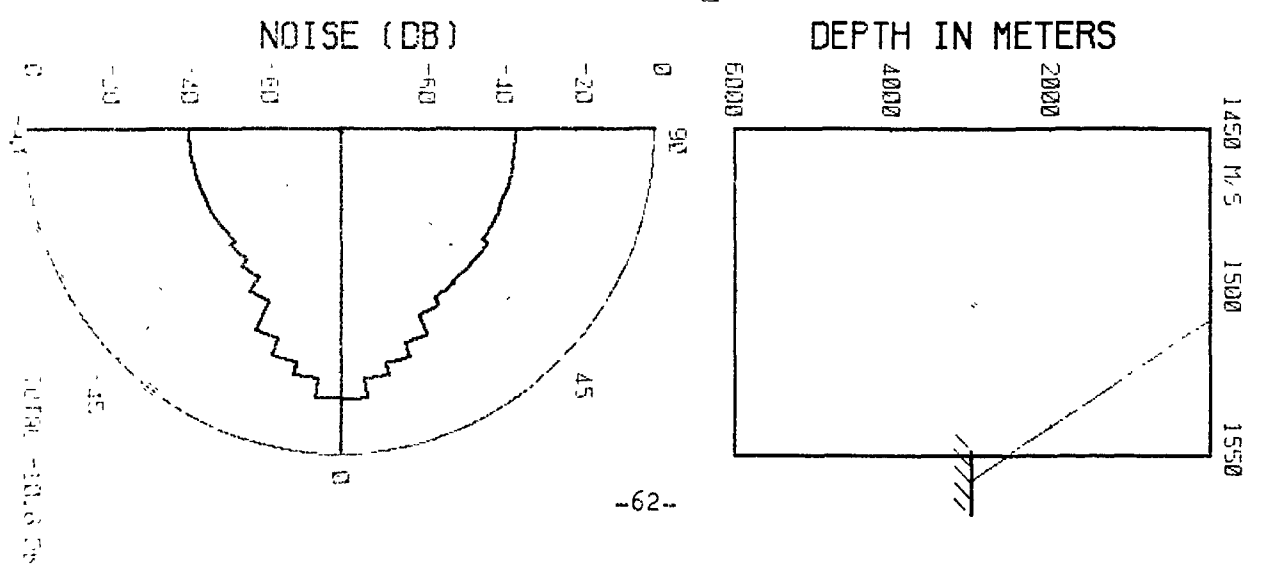
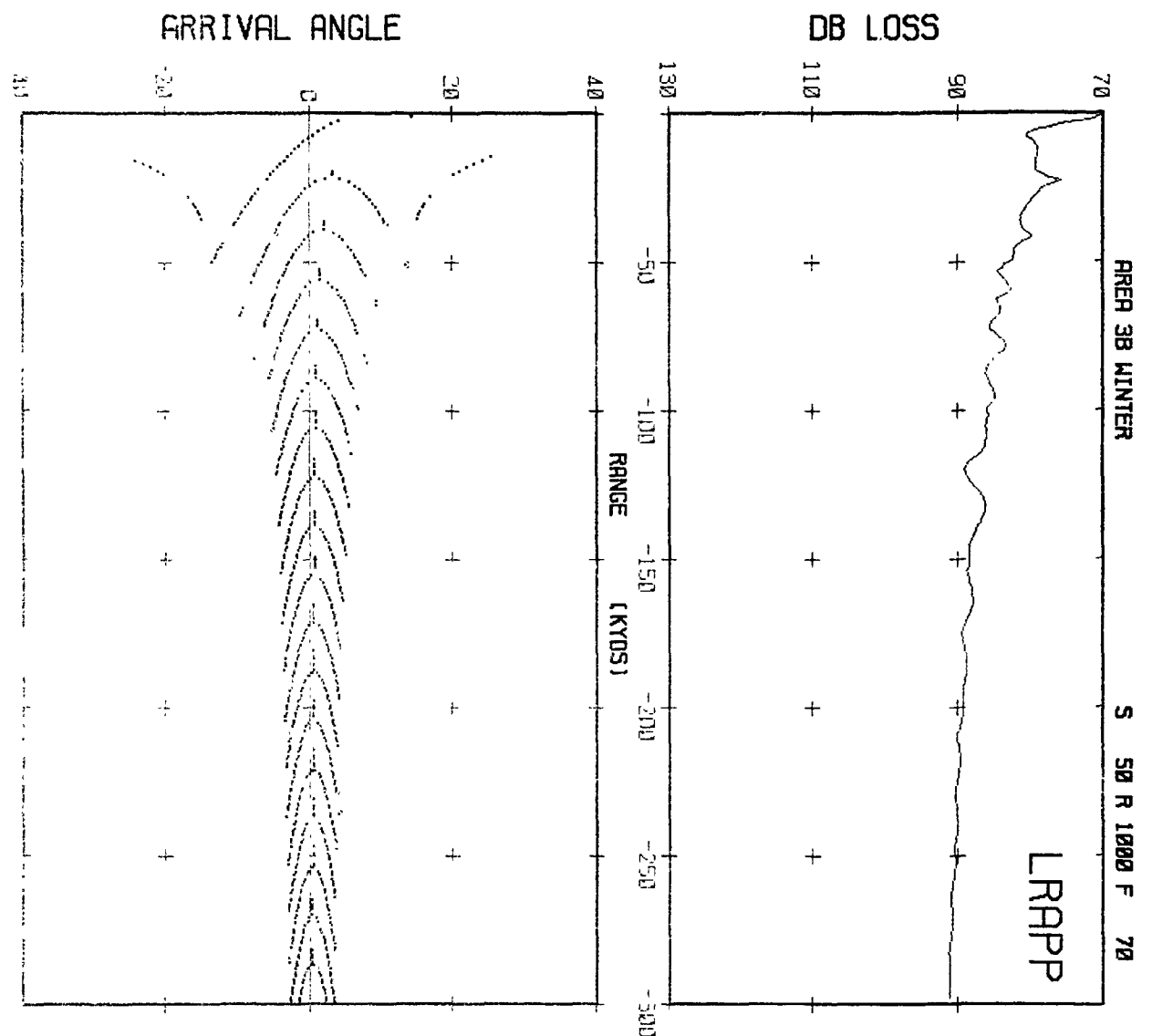


DEPTH IN METERS



NOISE (DB)



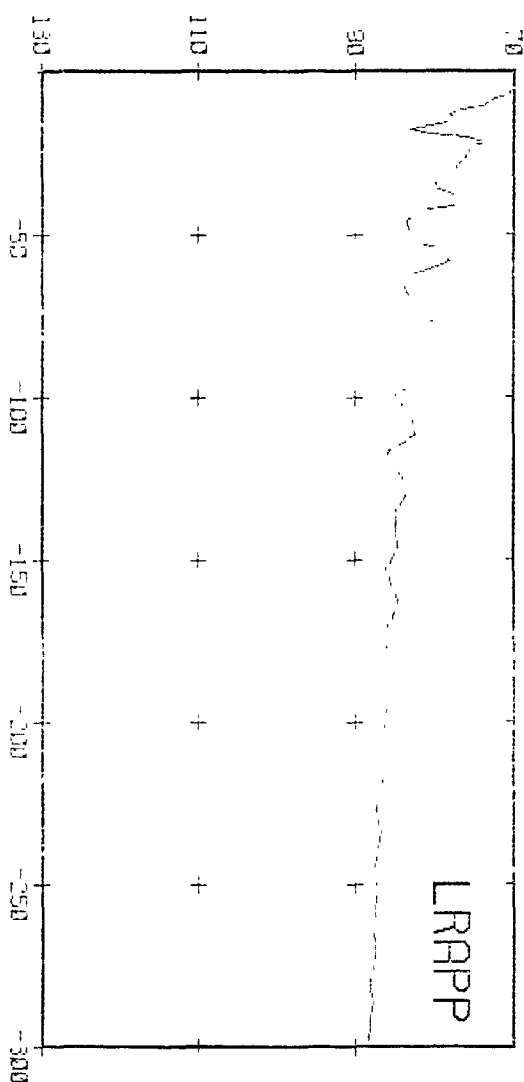


WATER 3B WINTER

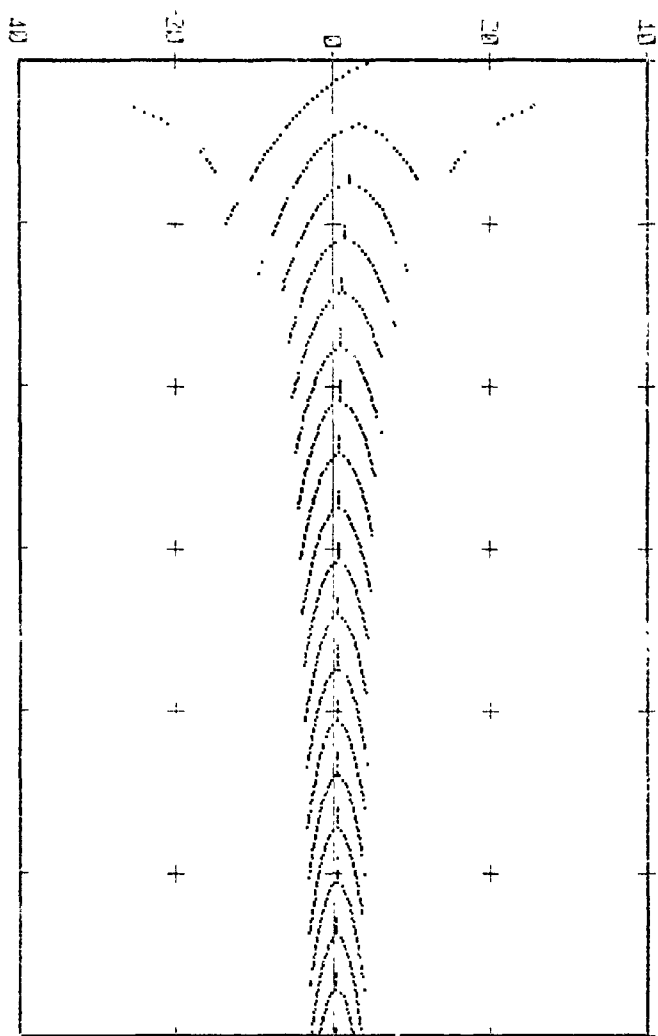
S 360 R 1000 F 70

LRAPP

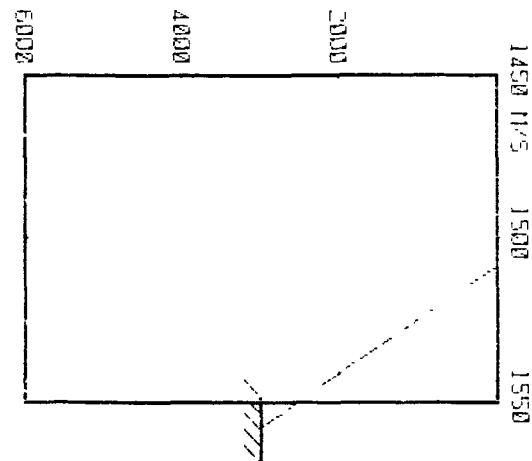
DB LOSS



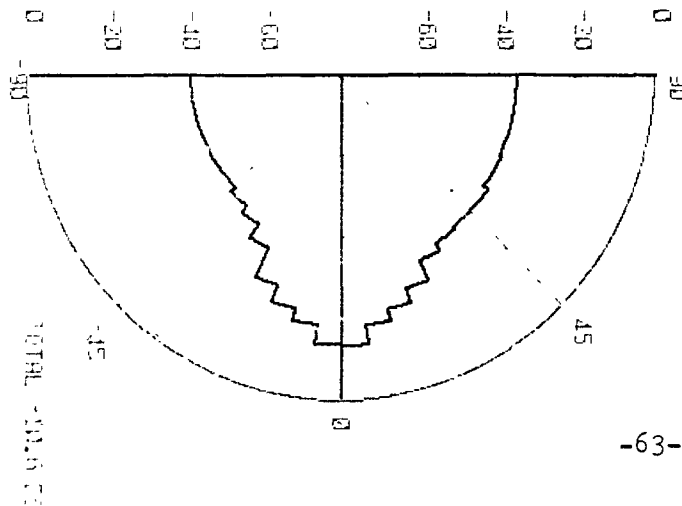
ARRIVAL ANGLE

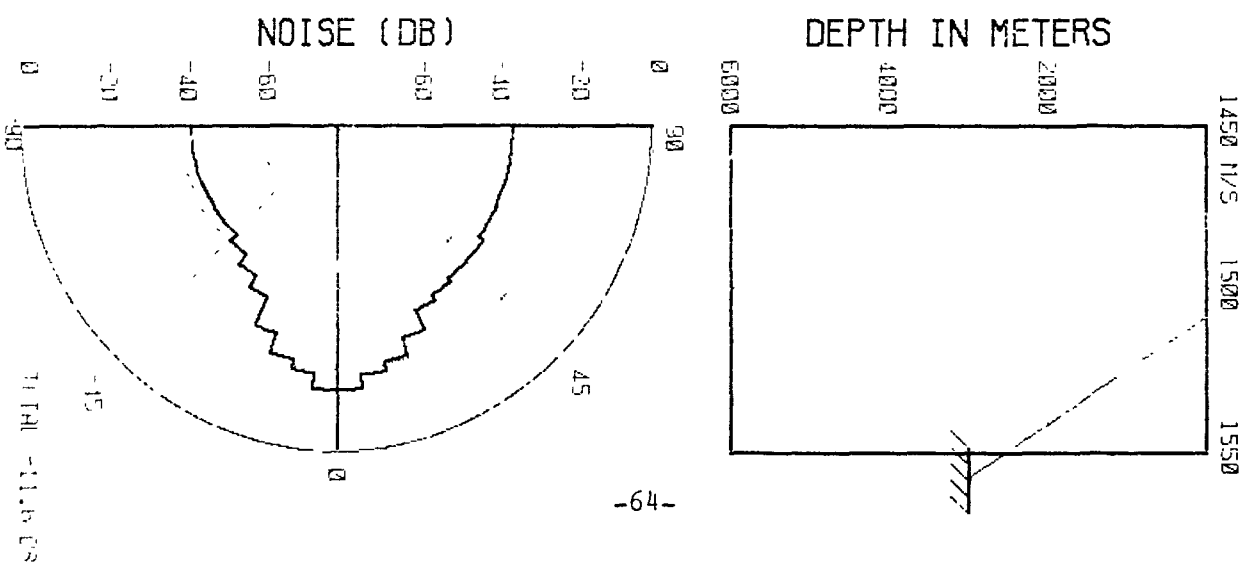
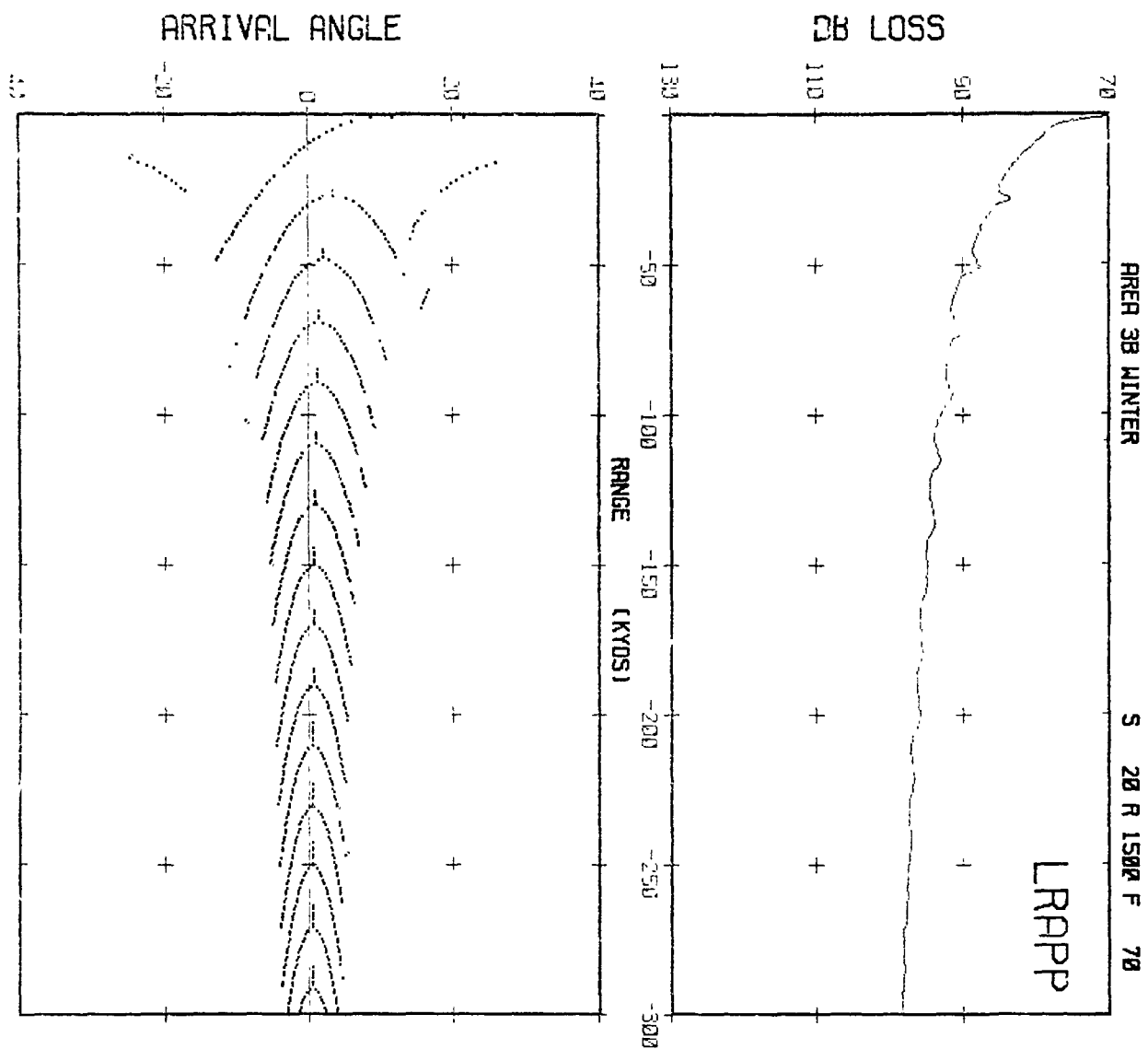


DEPTH IN METERS



NOISE (DB)

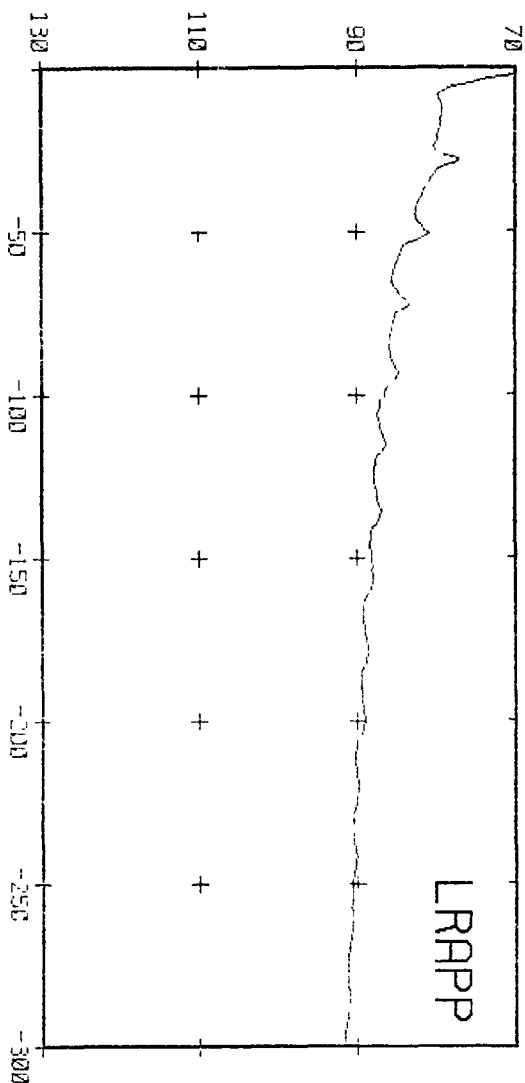




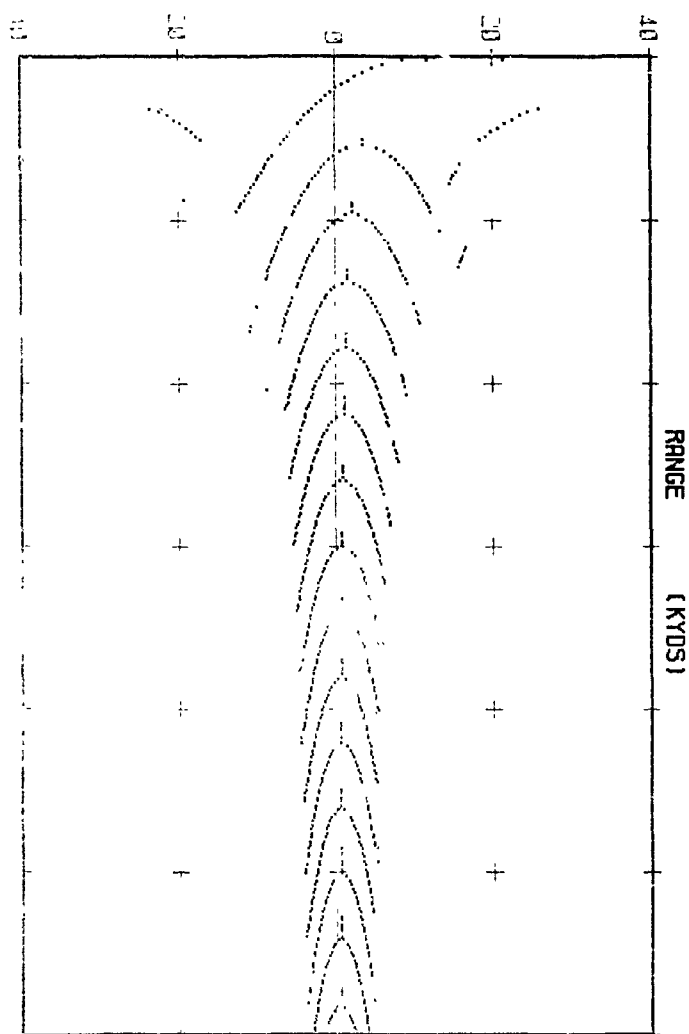
AREA 3B WINTER

S 50 R 1500 F 70

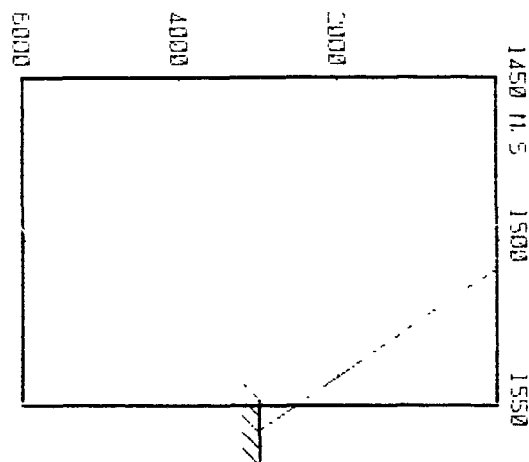
DB LOSS



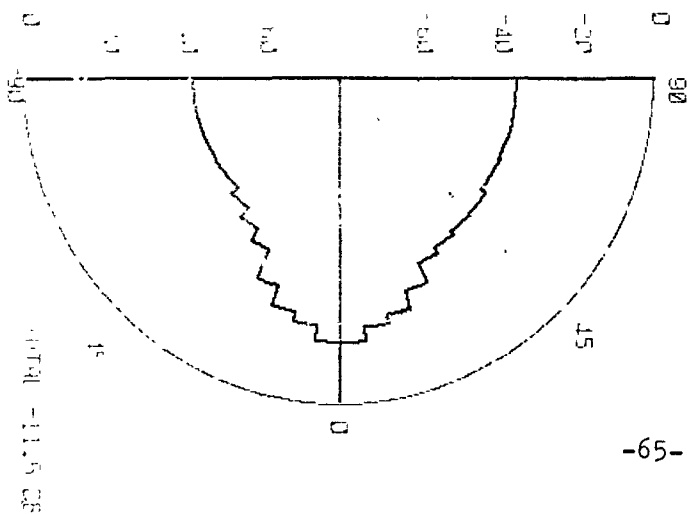
ARRIVAL ANGLE

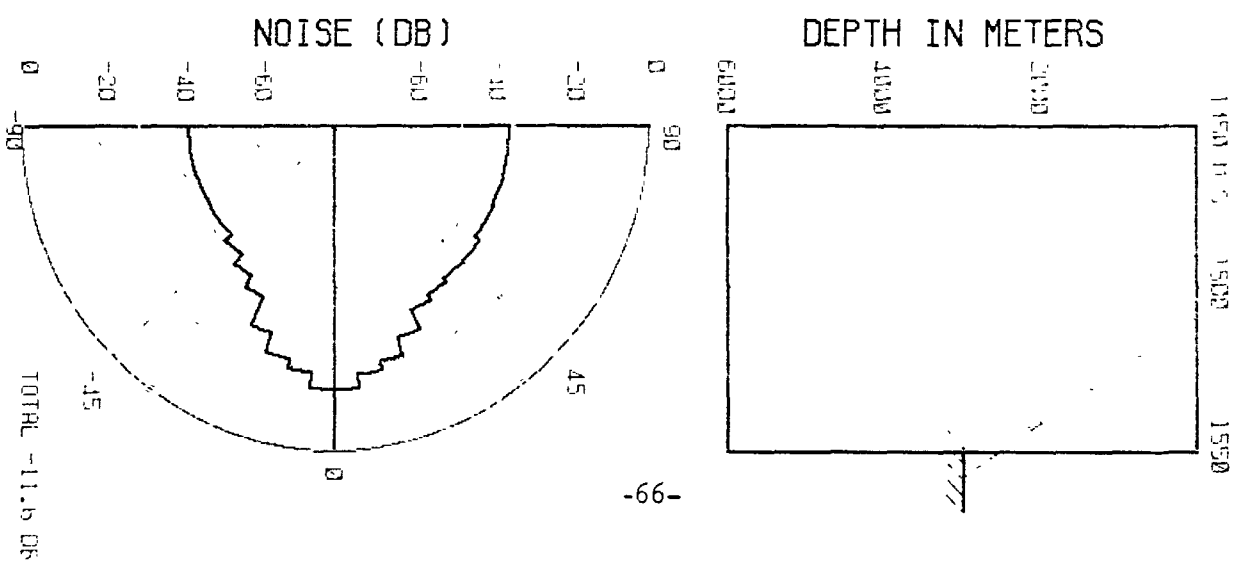
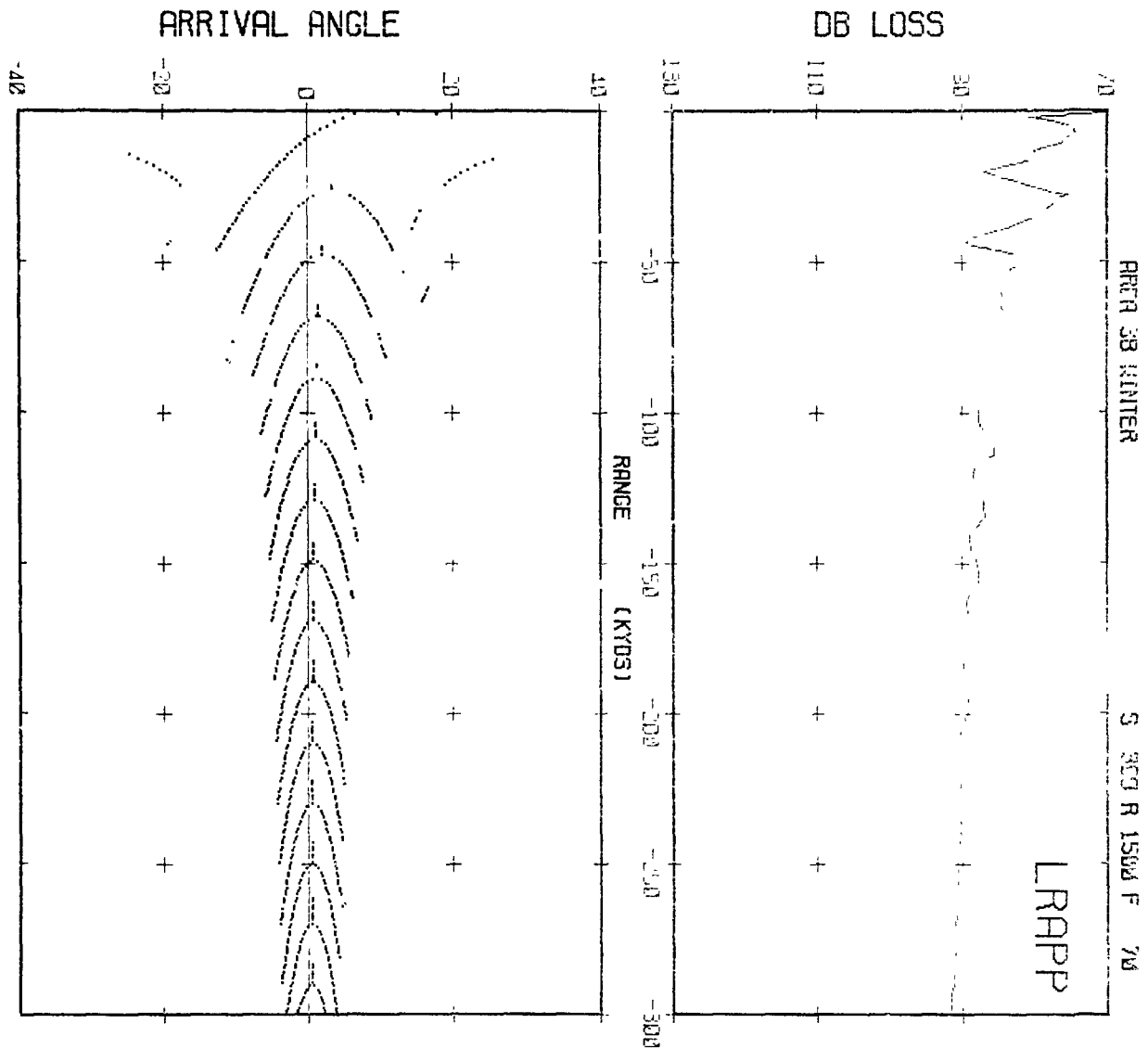


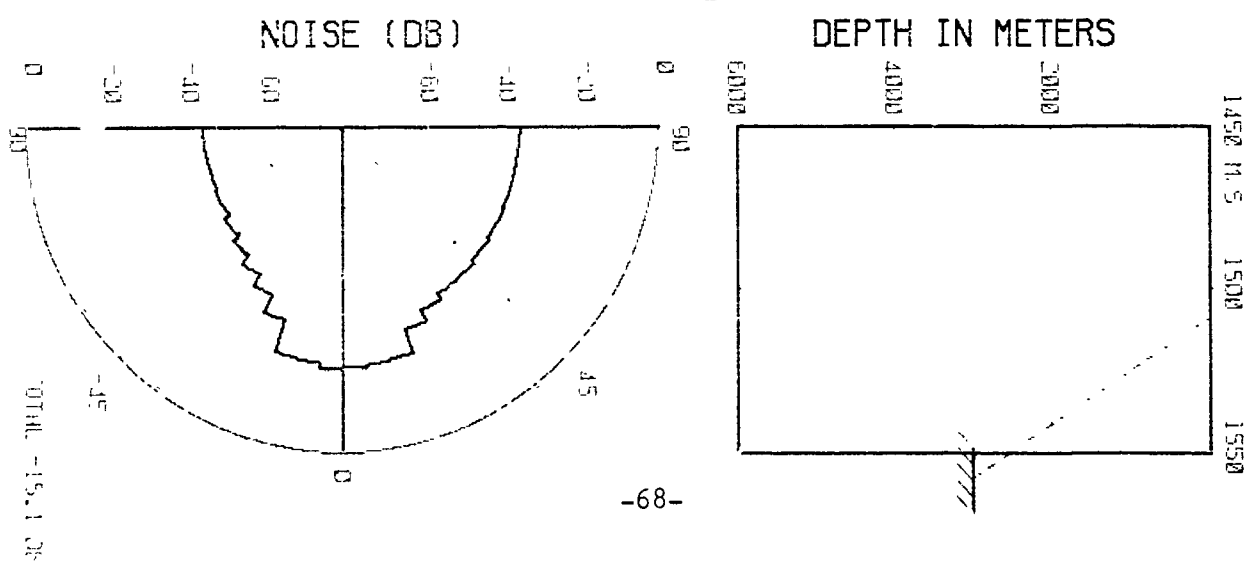
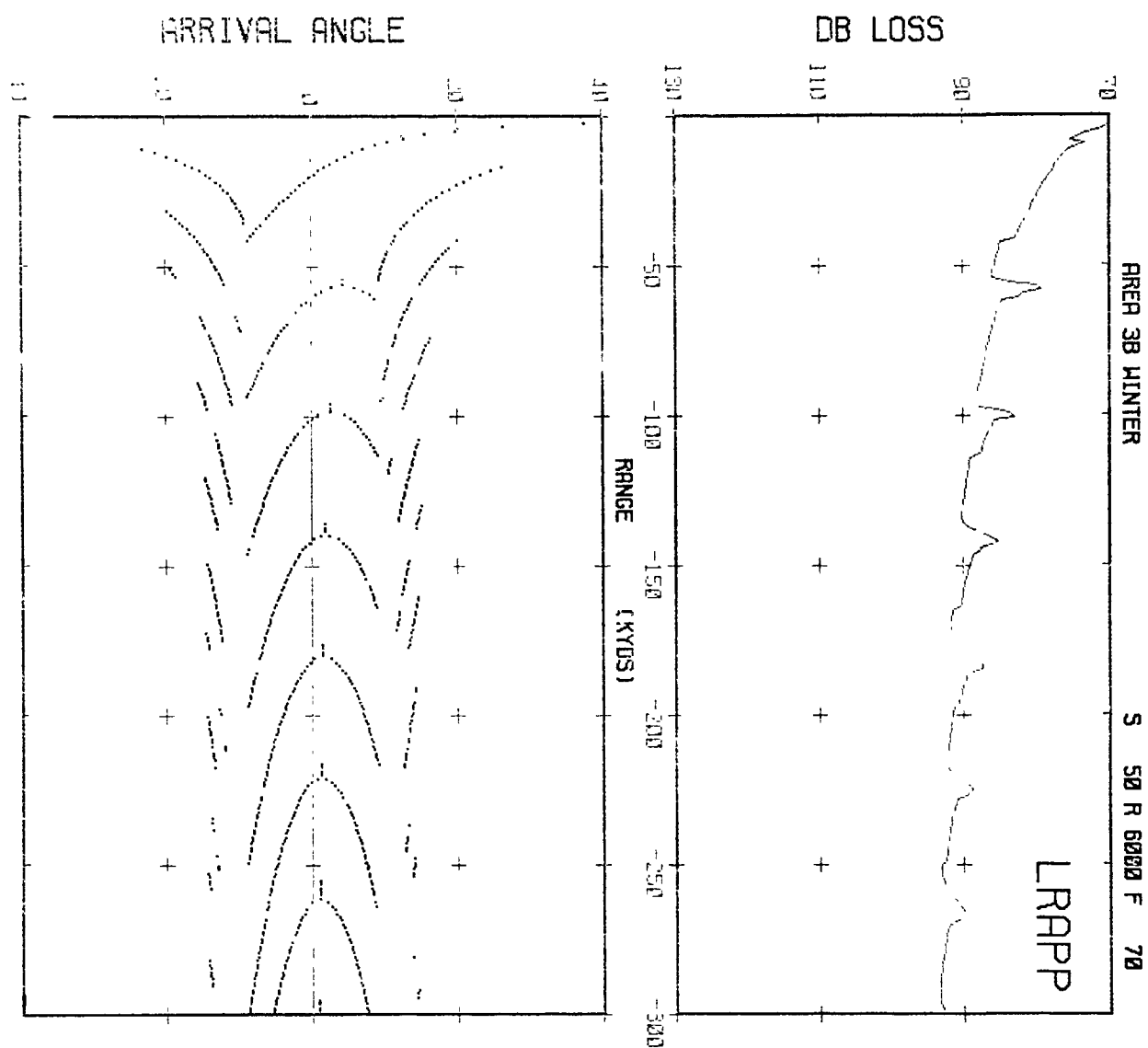
DEPTH IN METERS



NOISE (DB)





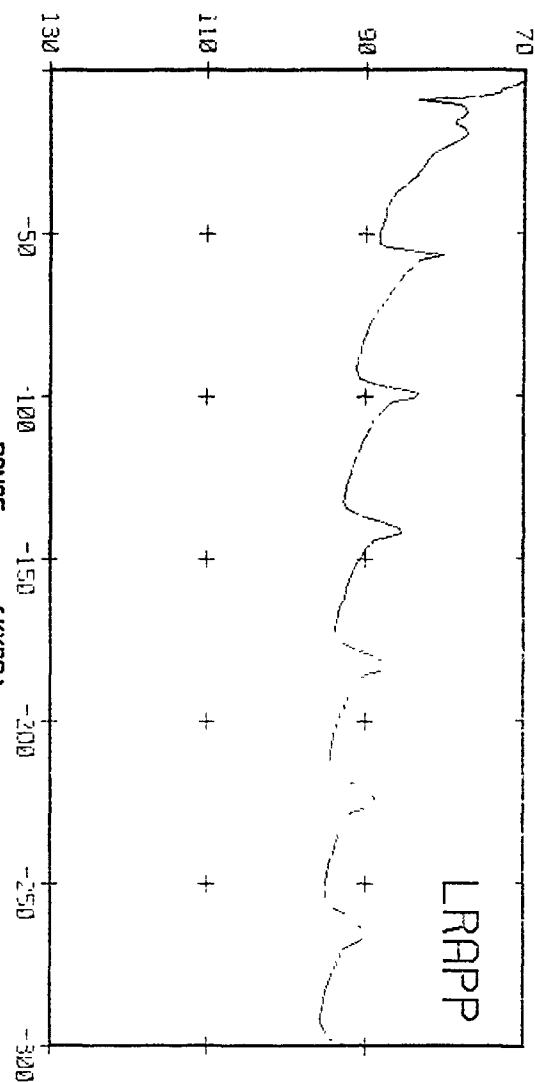


AREA 3B WINTER

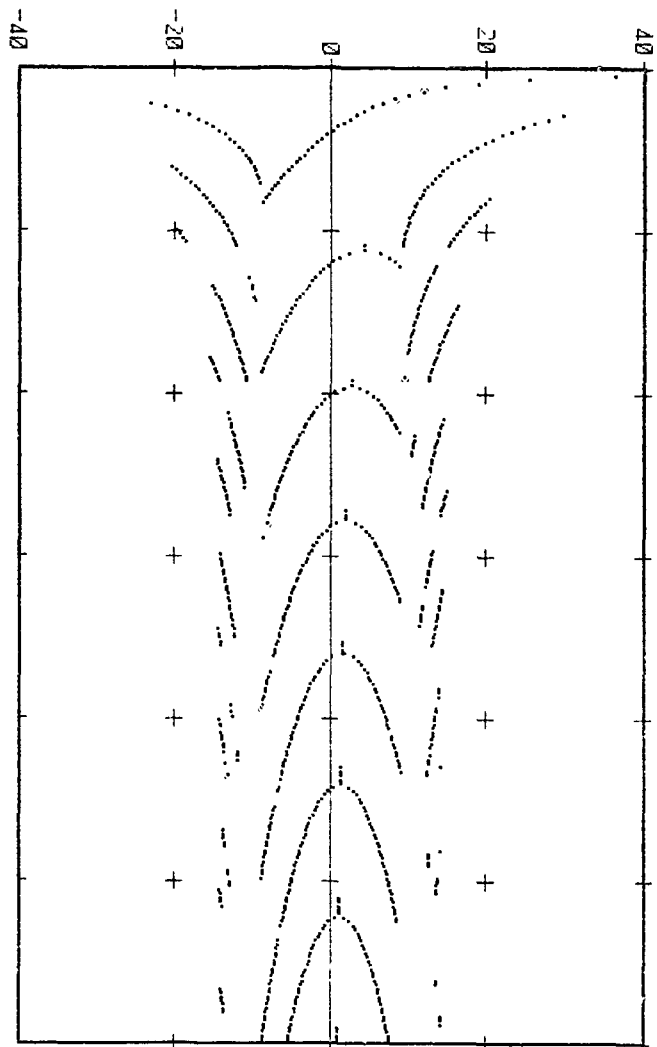
S 300 R 6000 F 70

LRAPP

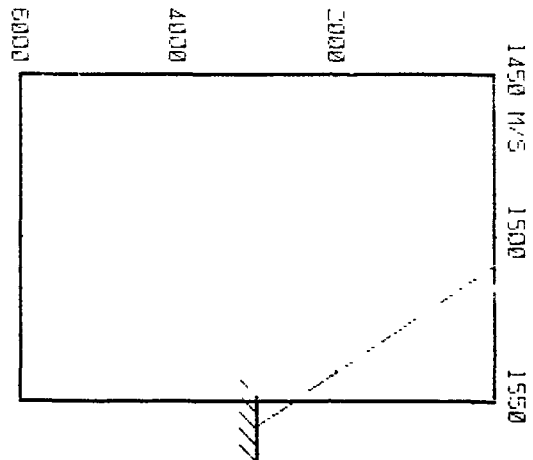
DB LOSS



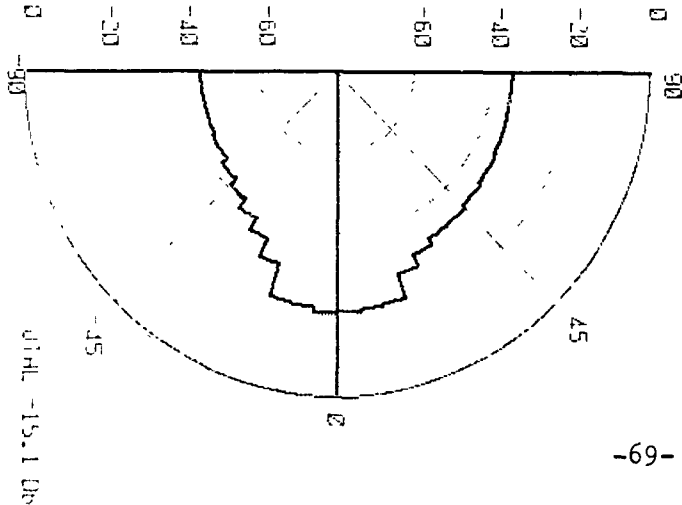
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

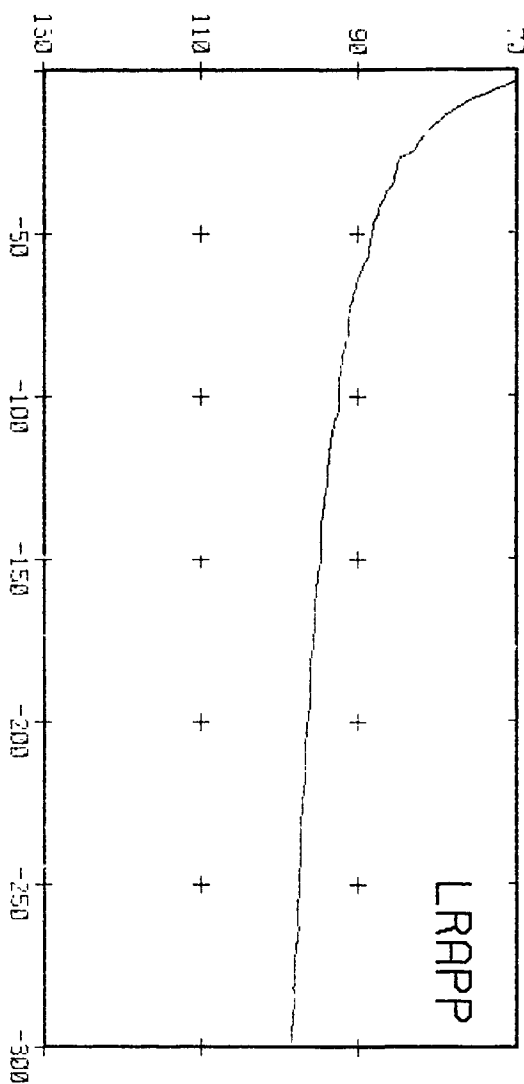


AREA 3B WINTER

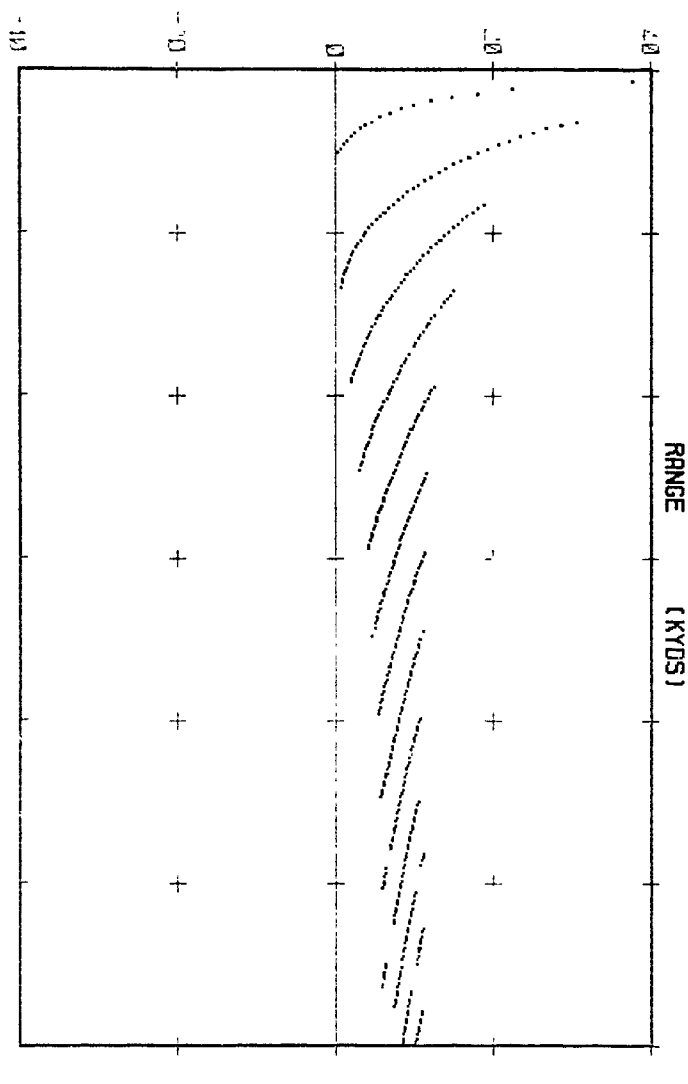
S 20 R 9842 F 70

1450 M/S 1500 1550

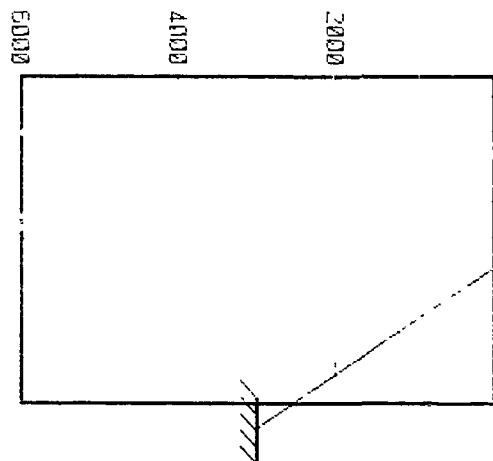
DB LOSS



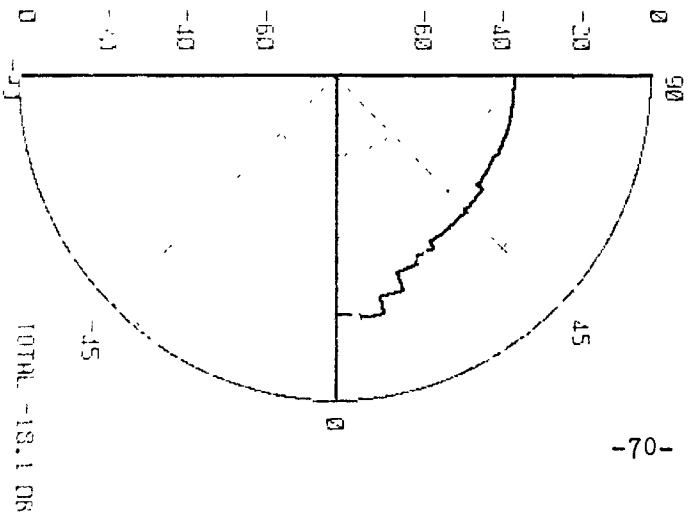
ARRIVAL ANGLE



DEPTH IN METERS



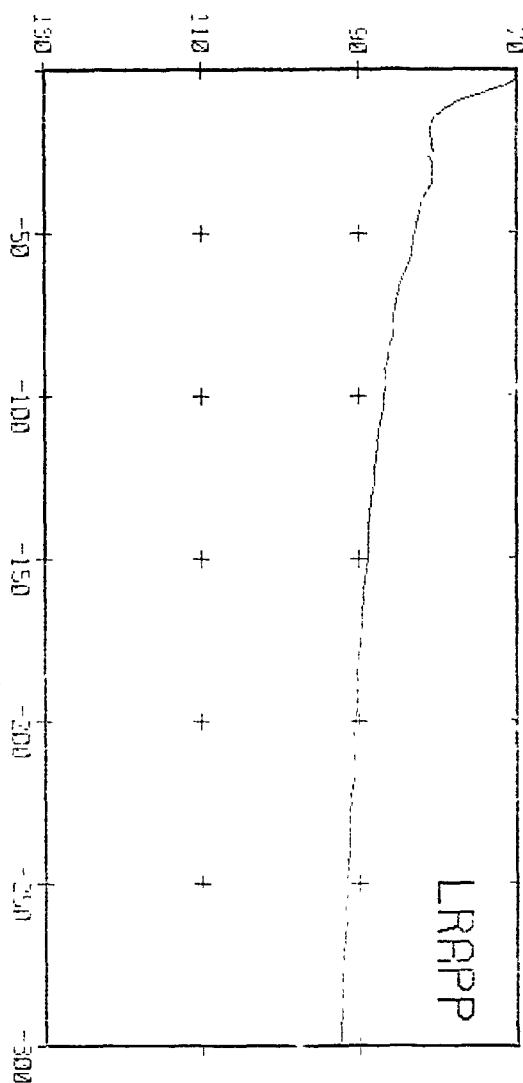
NOISE (DB)



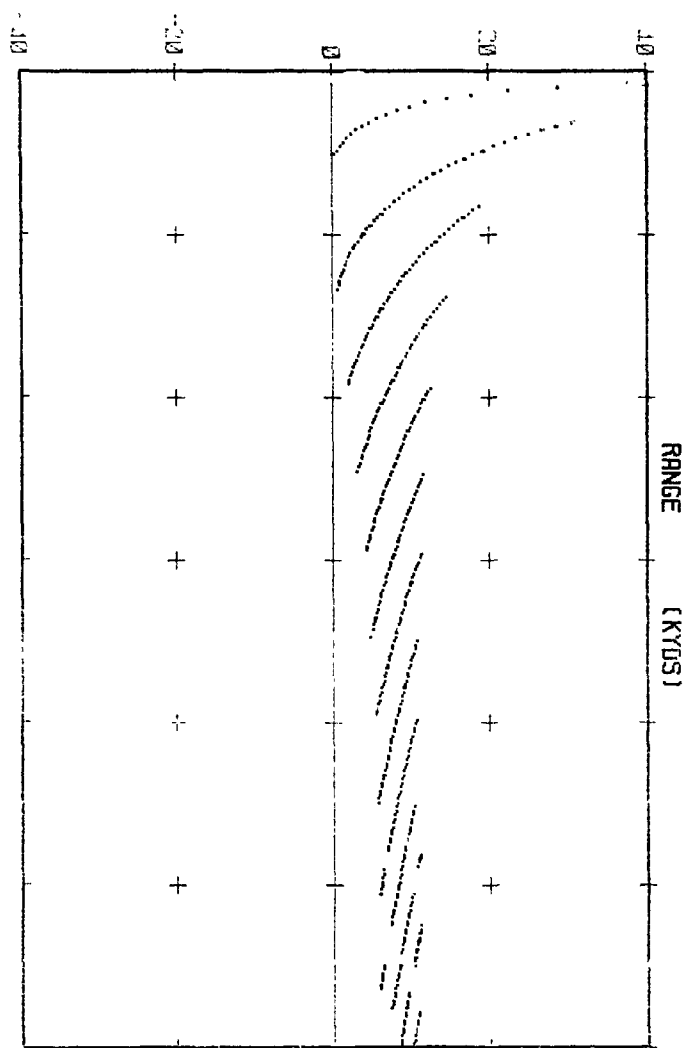
AREA 3B WINTER

S 50 R 9842 F 70

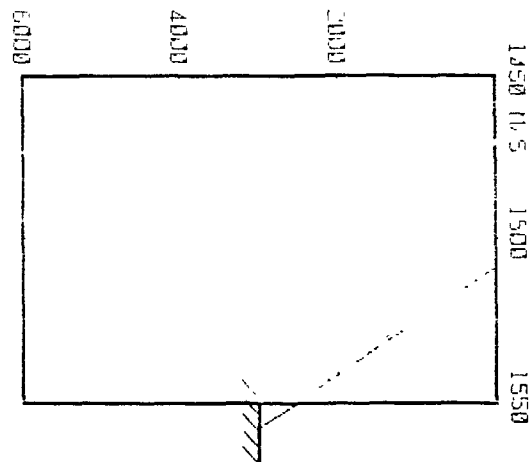
DB LOSS



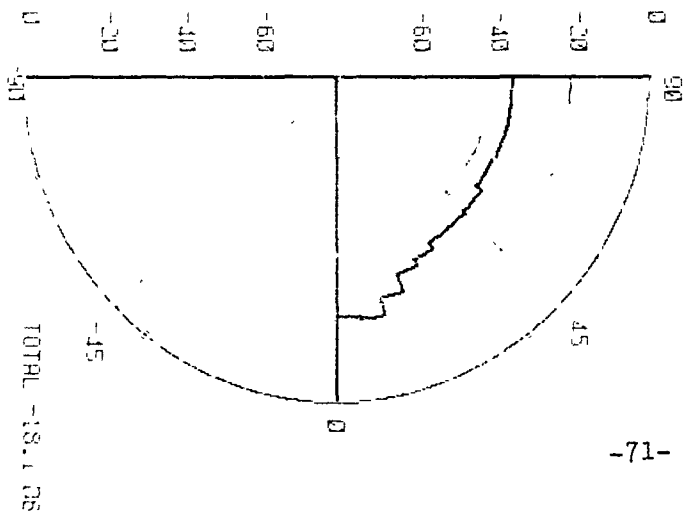
ARRIVAL ANGLE

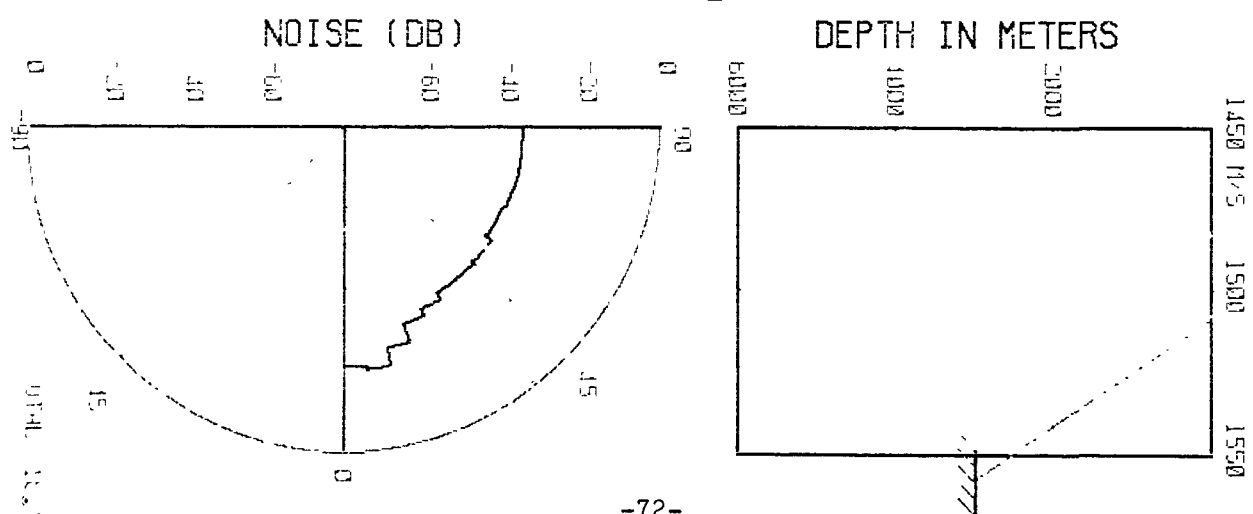
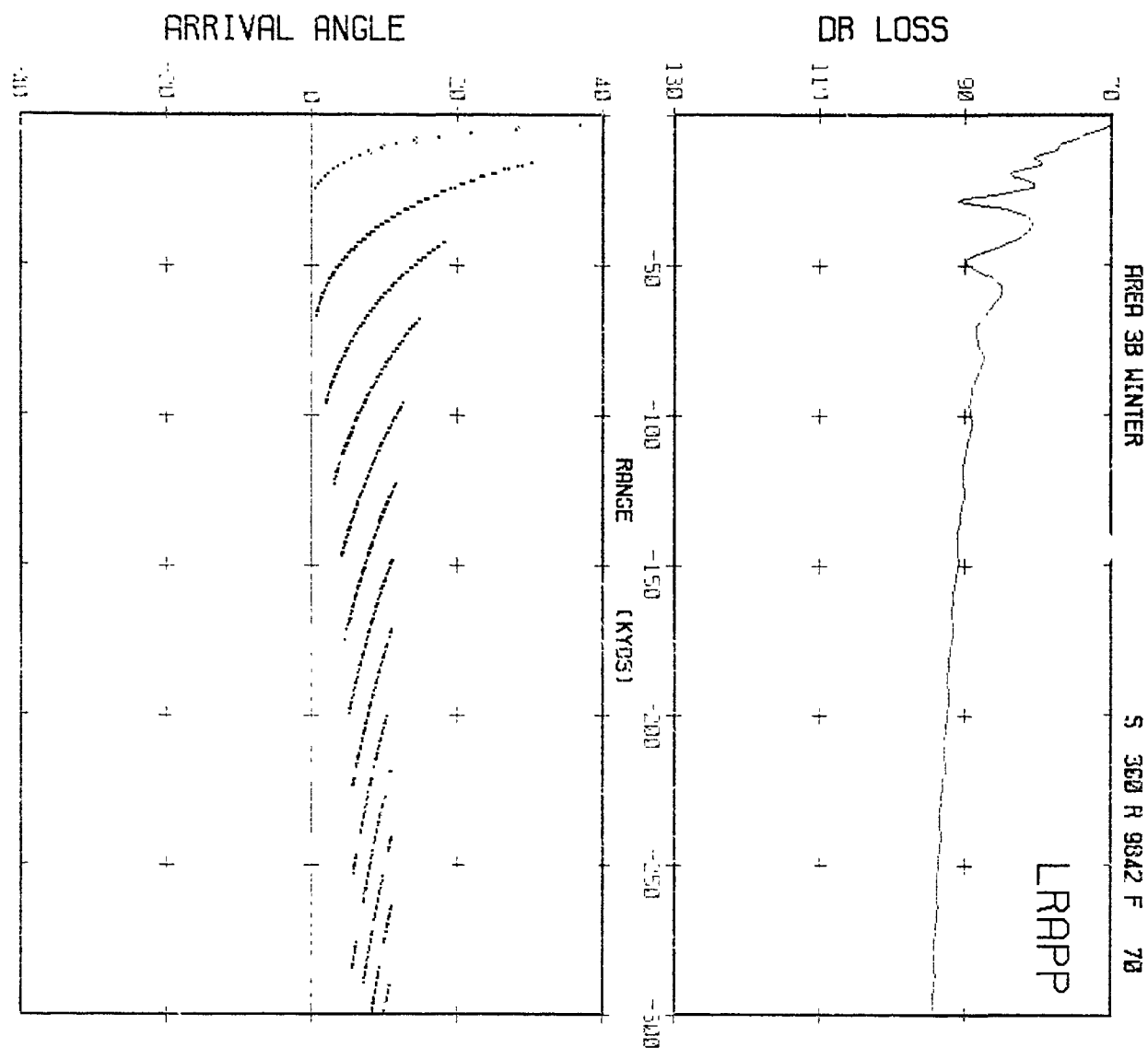


DEPTH IN METERS



NOISE (DB)

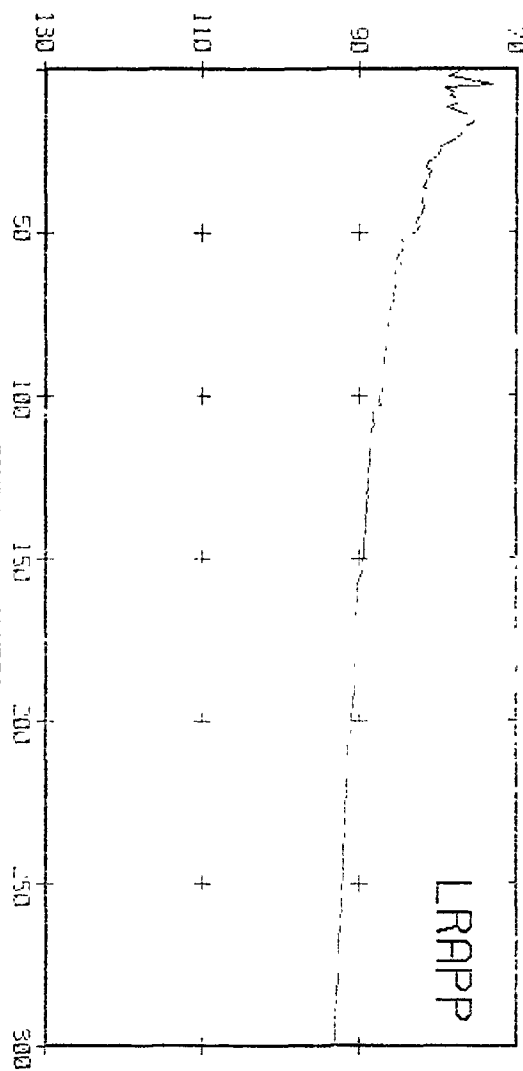




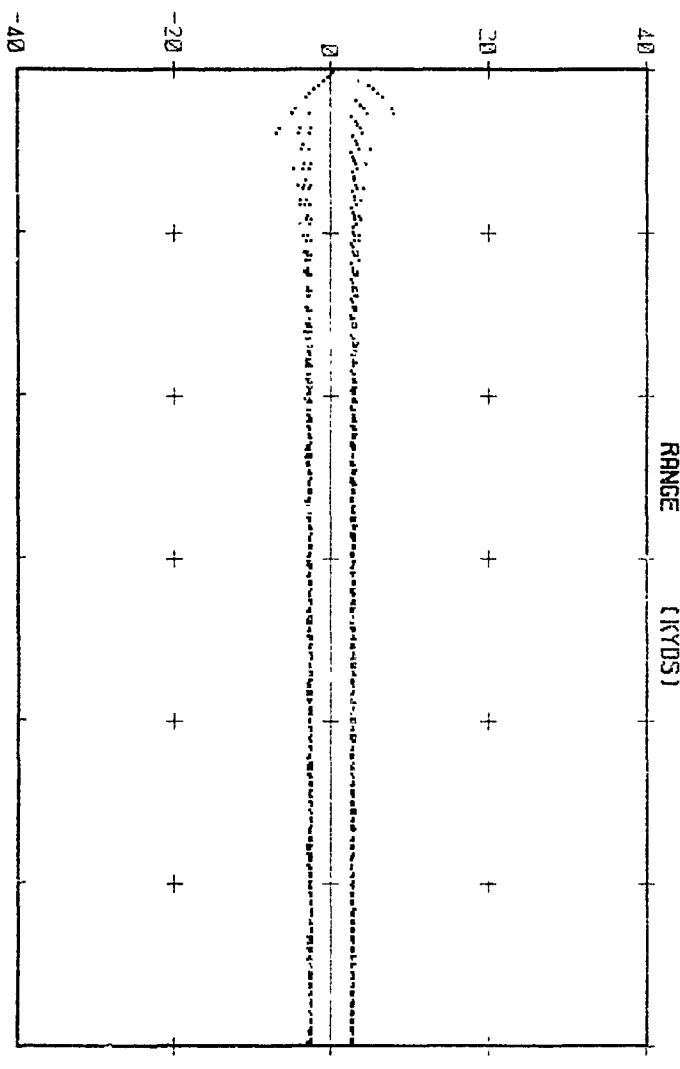
AREA 3B WINTER

S 20 R 60 F 15M

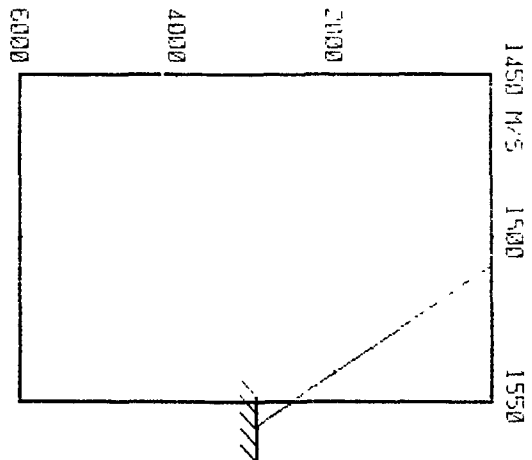
DB LOSS



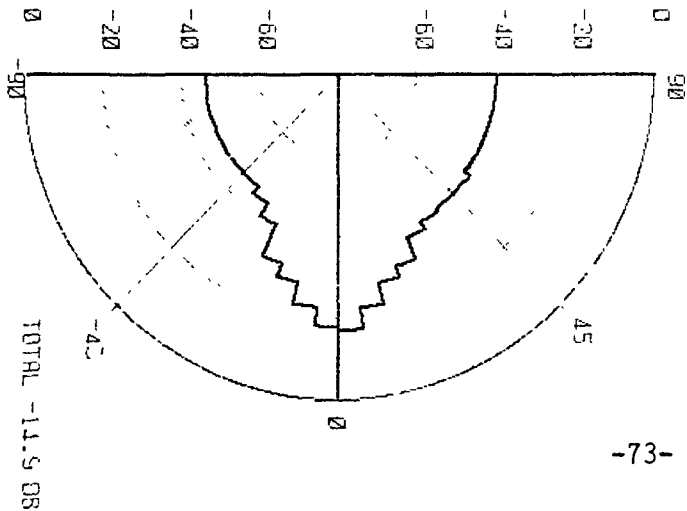
ARRIVAL ANGLE

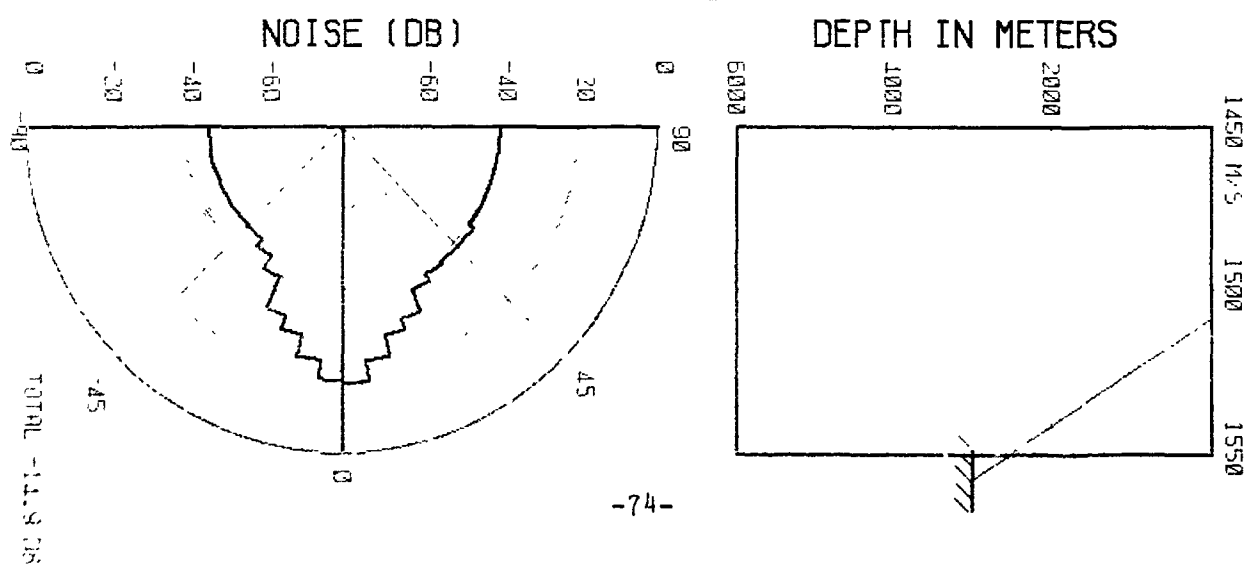
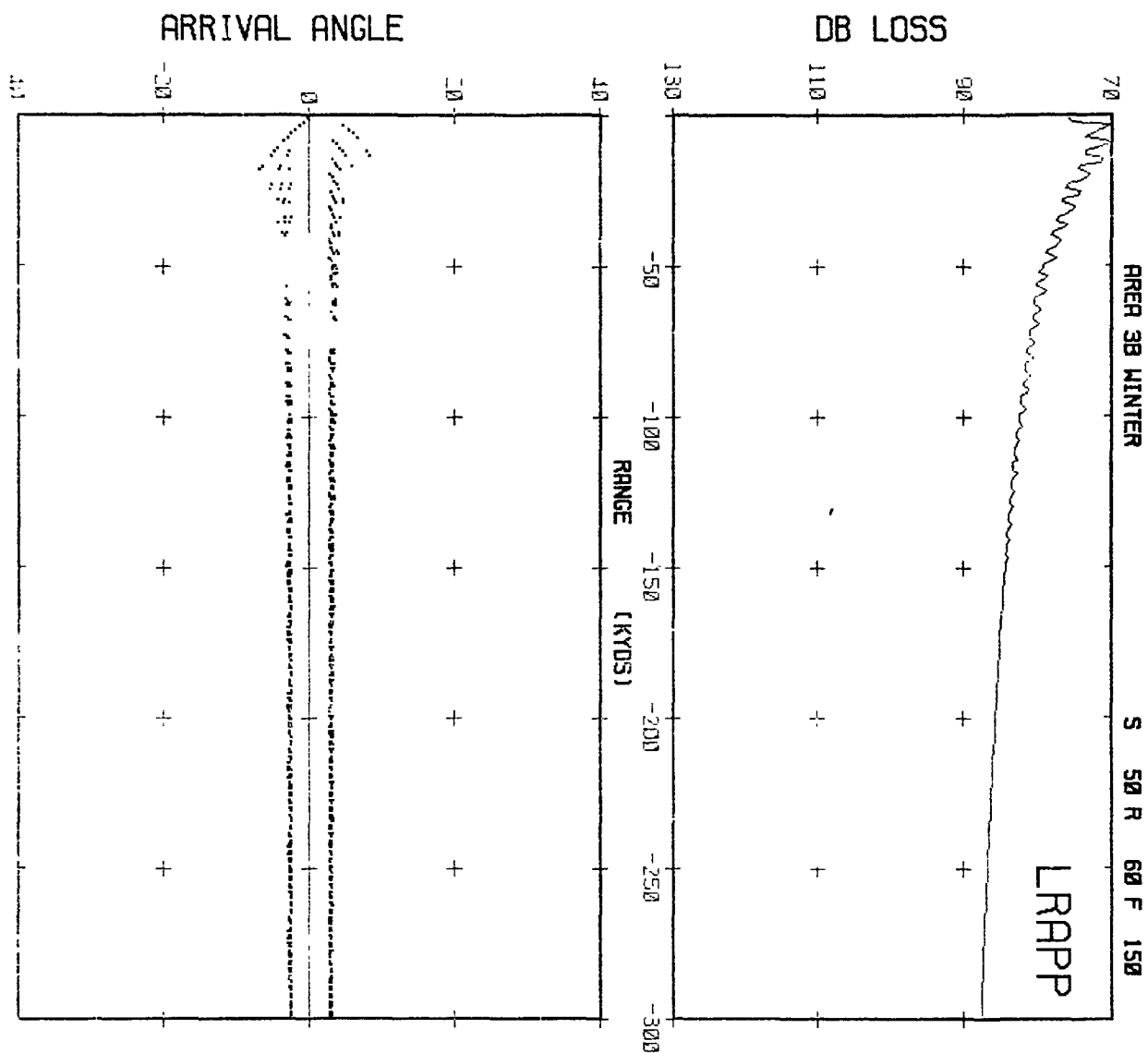


DEPTH IN METERS



NOISE (DB)



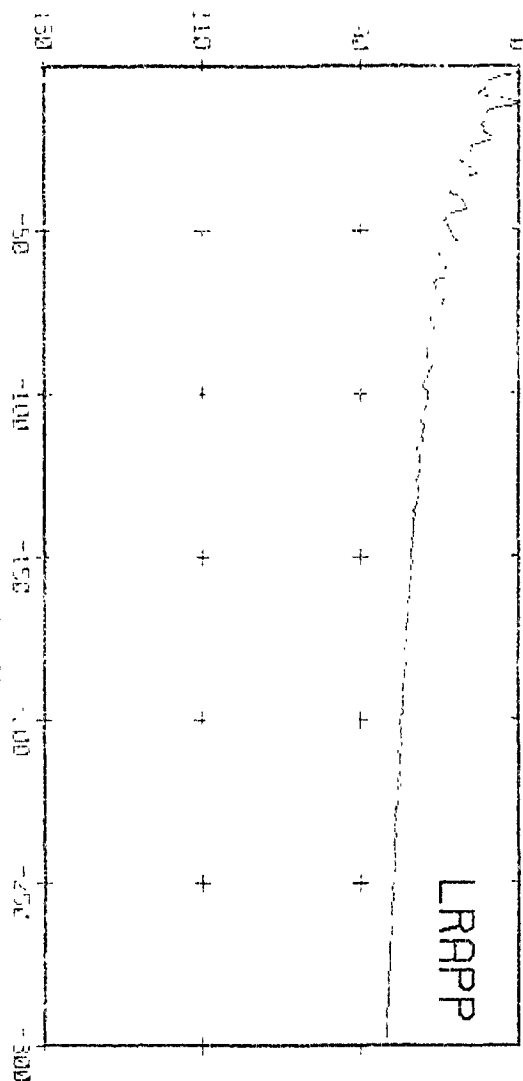


AREA 3B WINTER

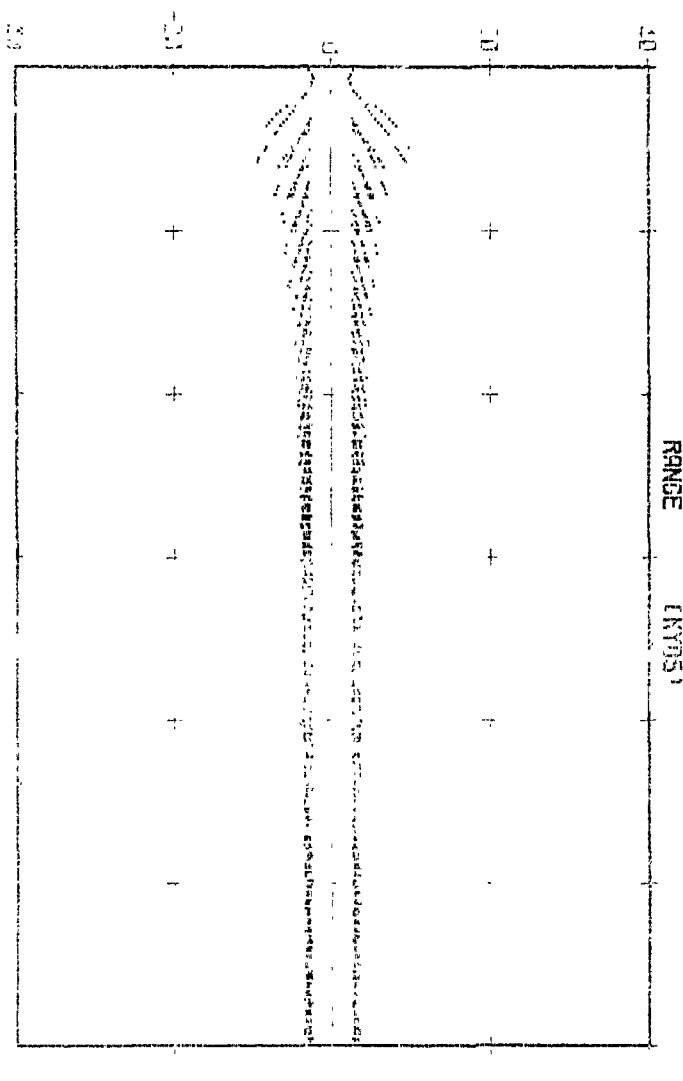
S 300 R 60 F 150

1450 1455 1500 1550

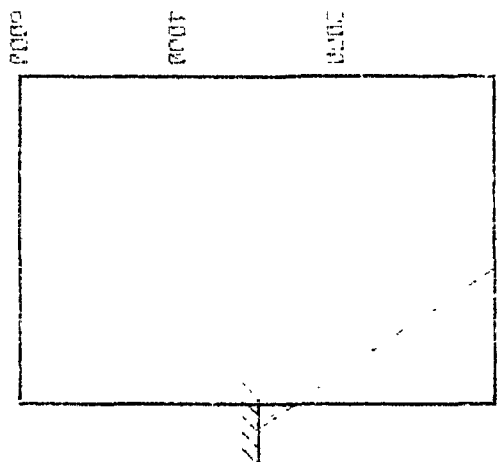
DB LOSS



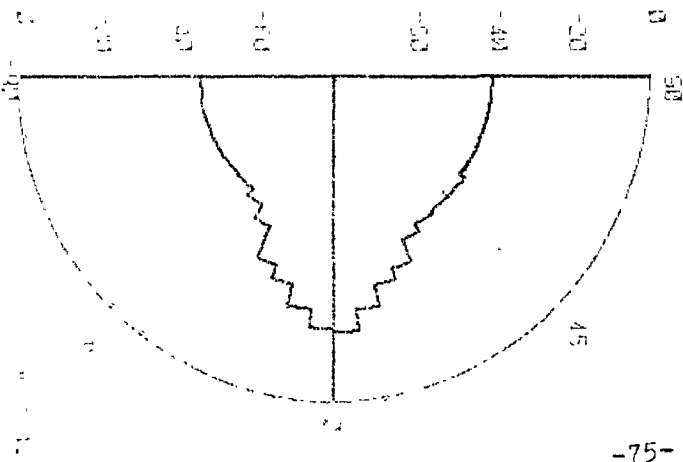
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

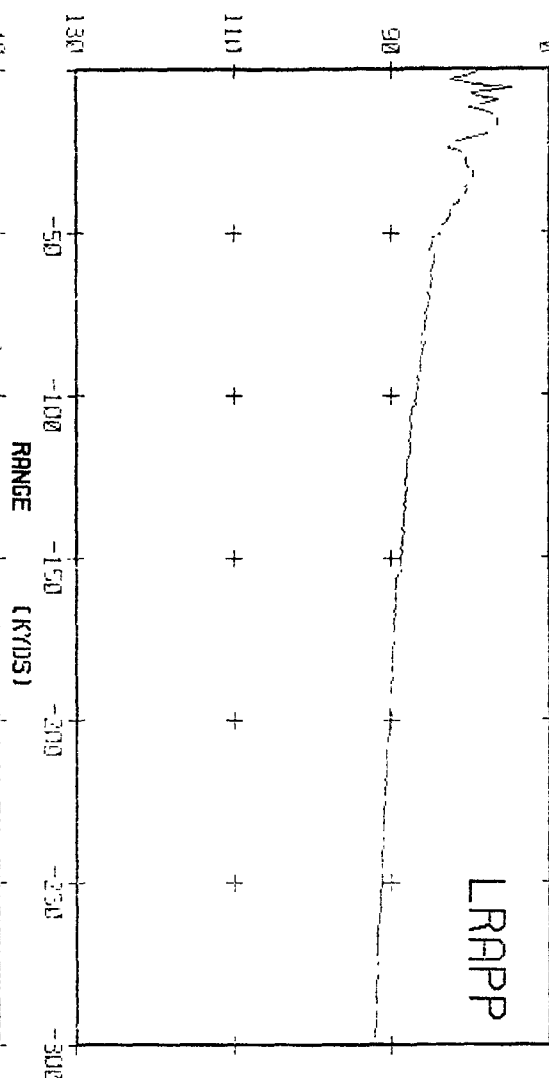


AREA 3B WINTER

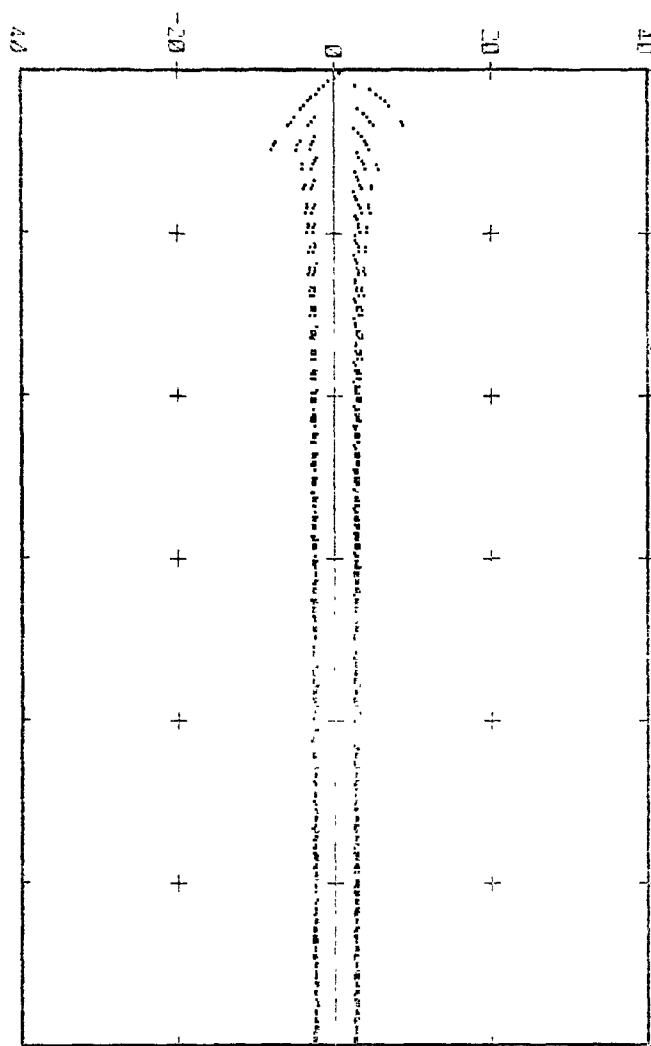
S 20 R 160 F 150

1450 M/S 1500 1550

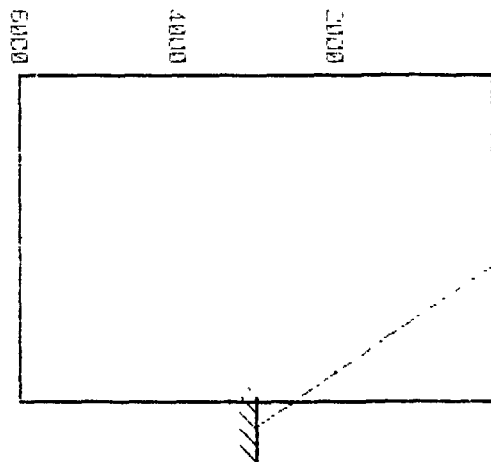
DB LOSS



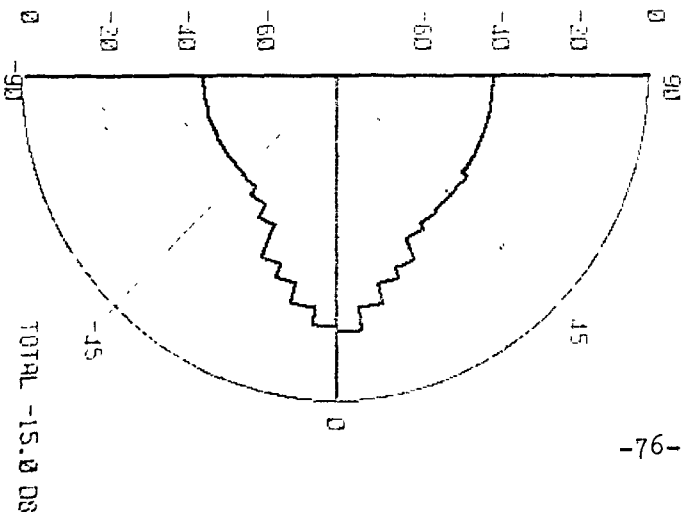
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

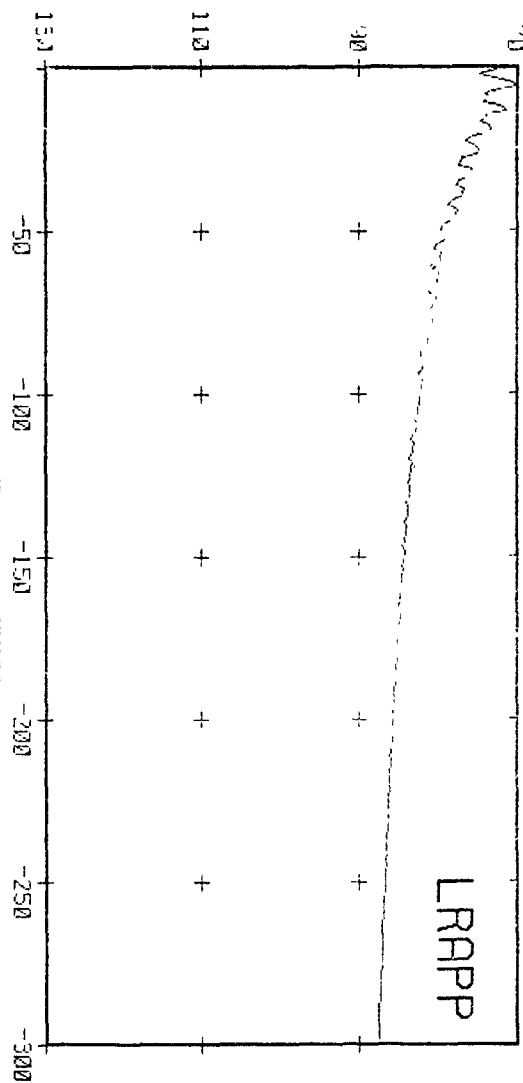


AREA 3B WINTER

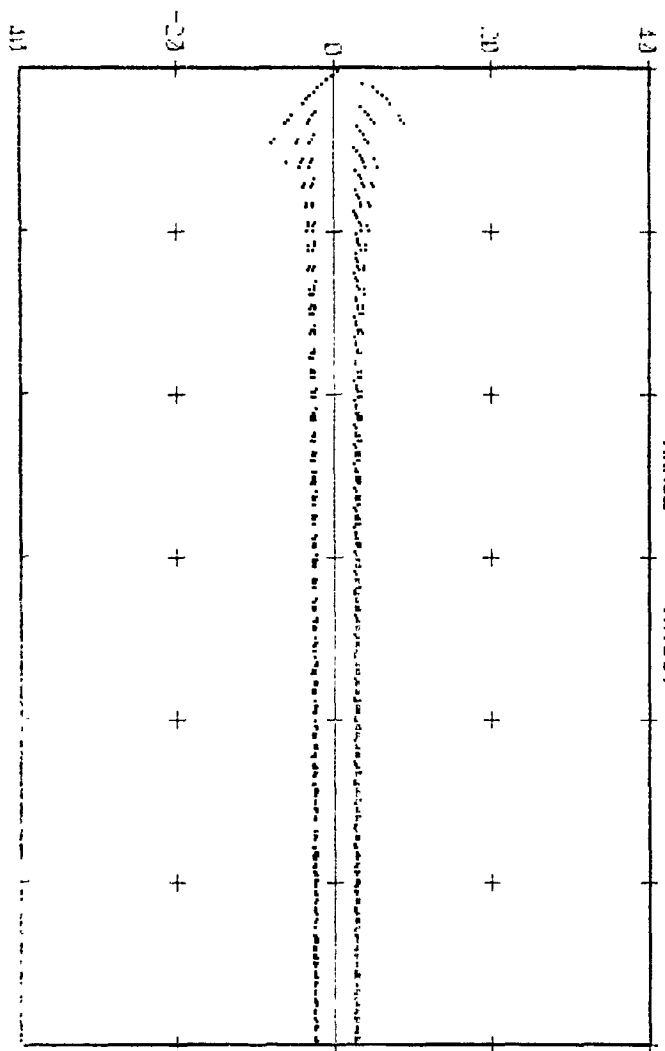
S 50 R 100 F 150

1450 11-5 1500 1550

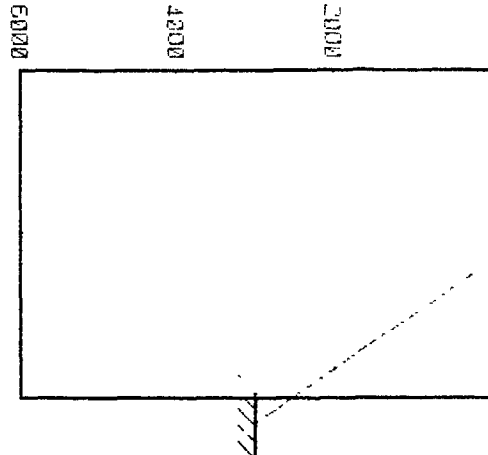
DB LOSS



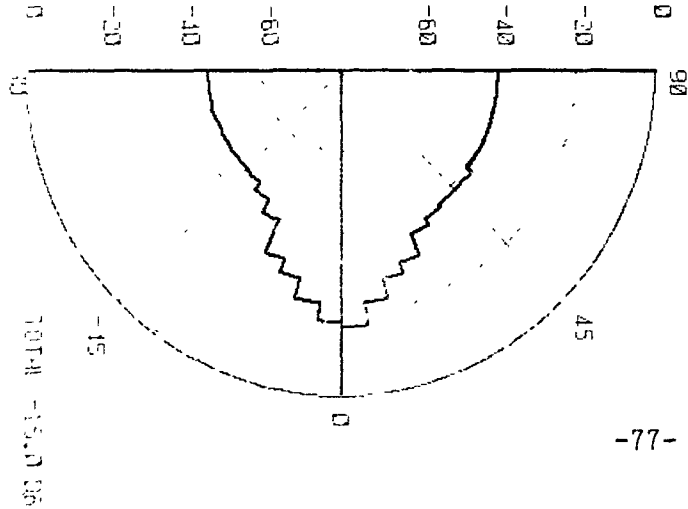
ARRIVAL ANGLE



DEPTH IN METERS



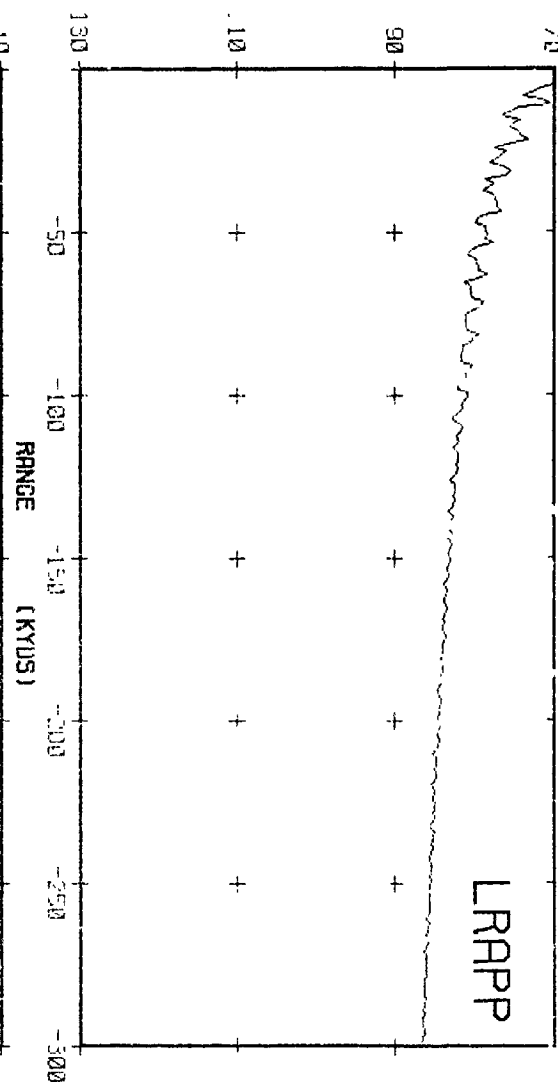
NOISE (DB)



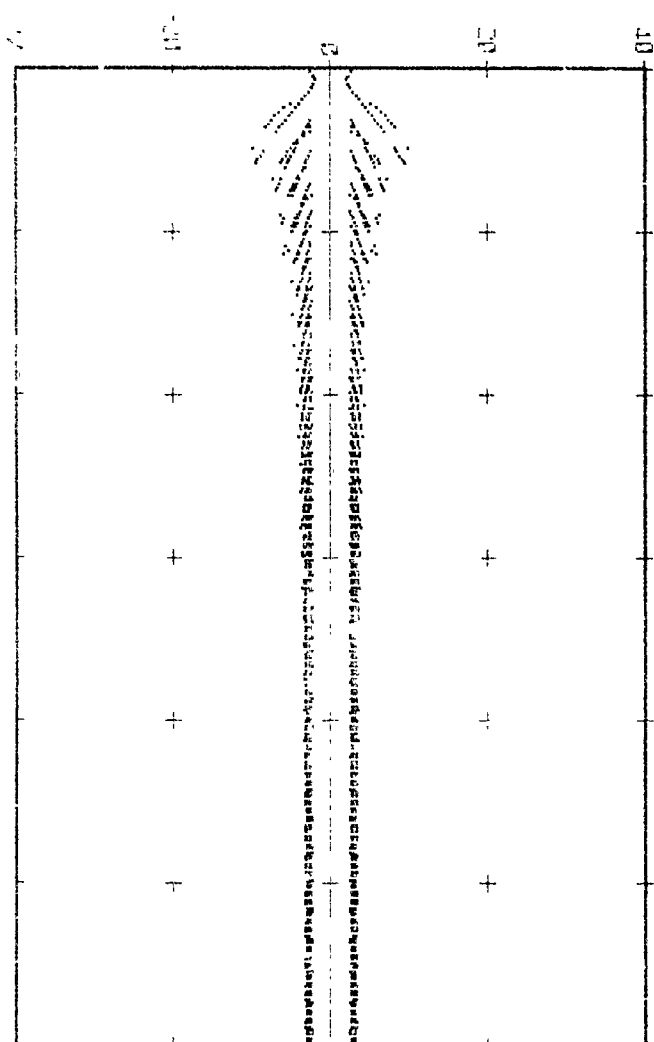
AREA 3B WINTER

S 300 R 100 F 150

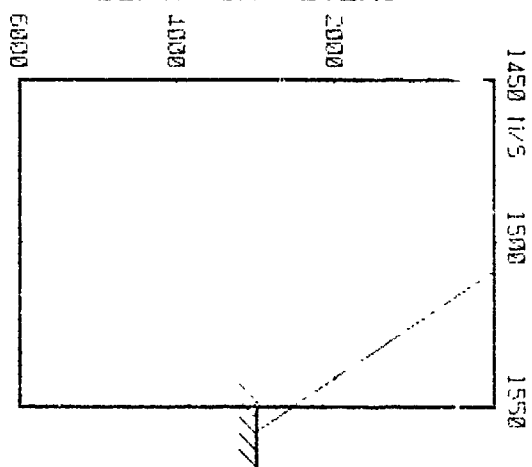
DB LOSS



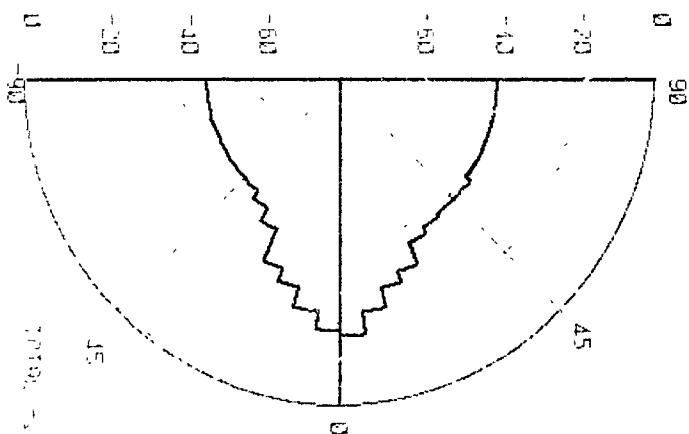
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

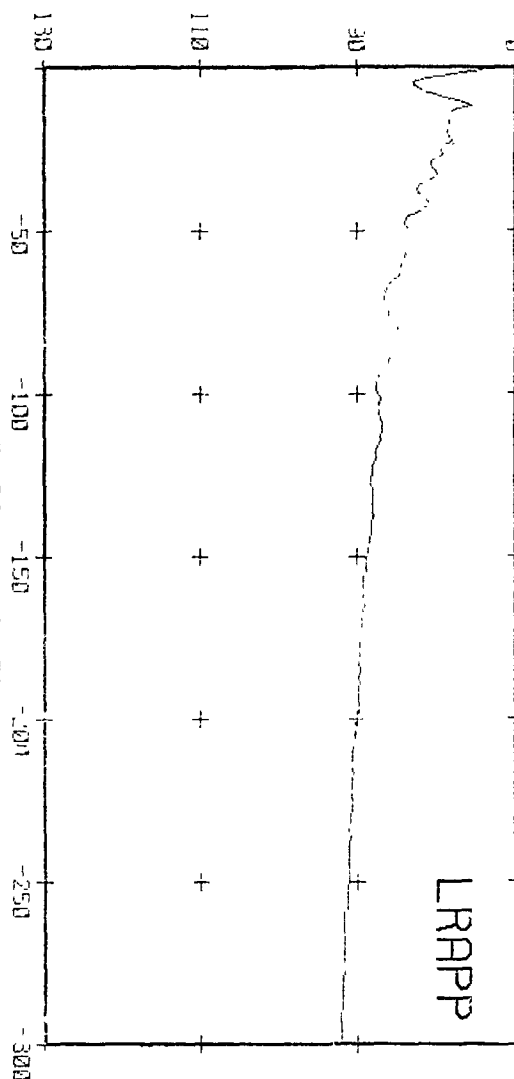


AREA 38 WINTER

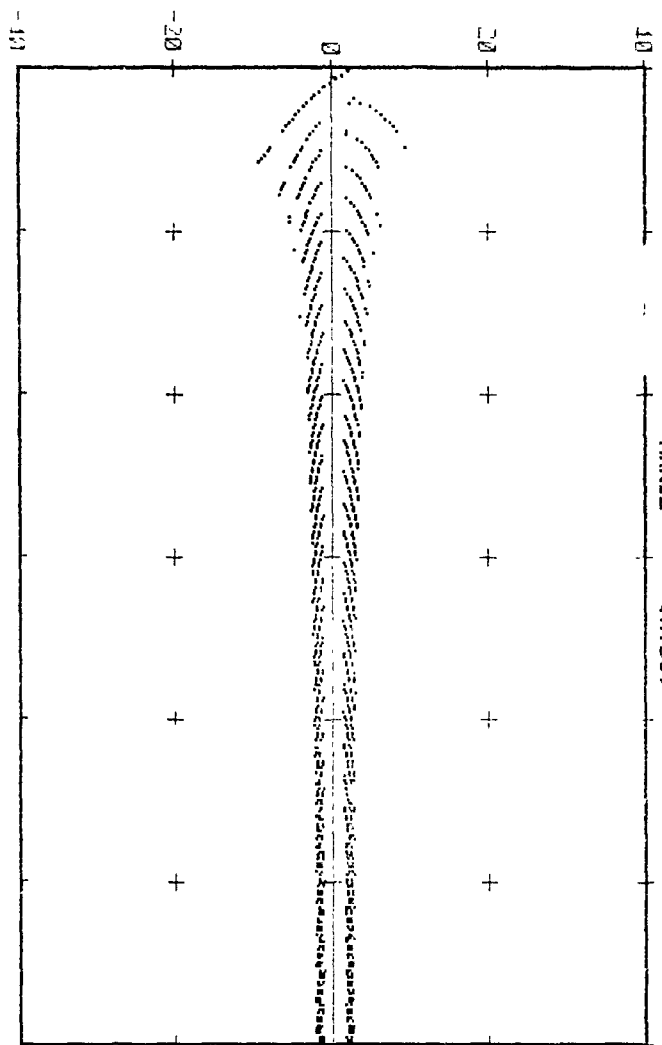
S 20 R 300 F 150

1450 H-5 1500 1550

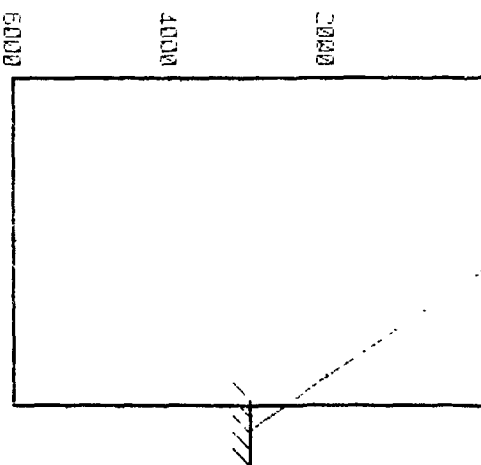
DB LOSS



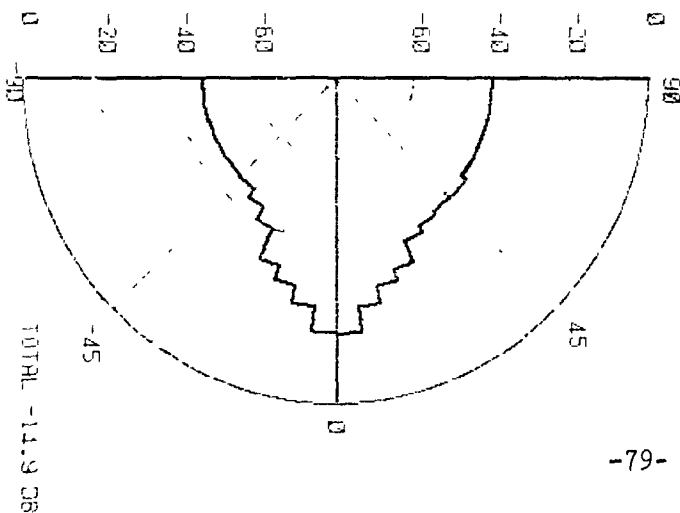
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

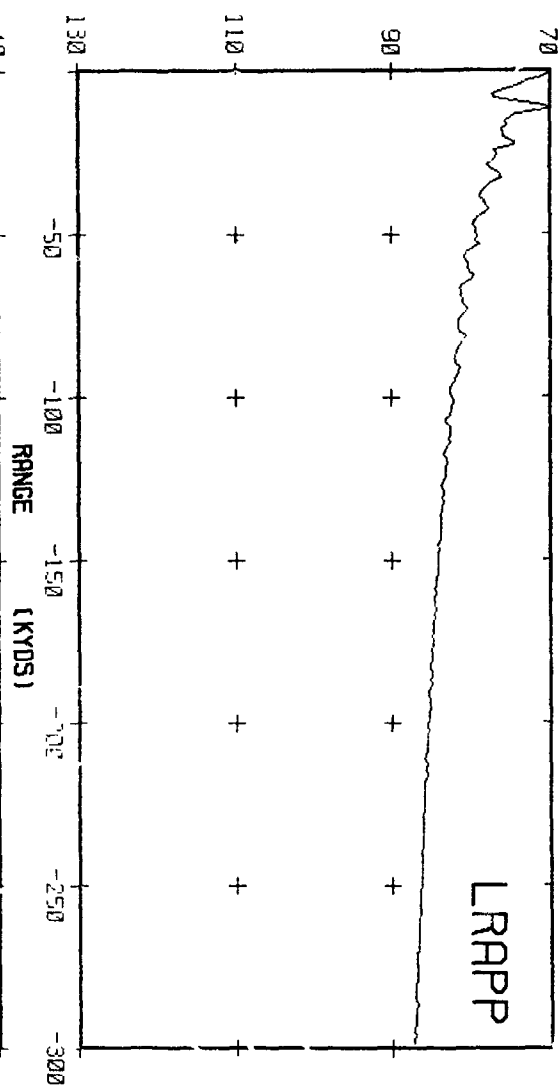


AREA 3B WINTER

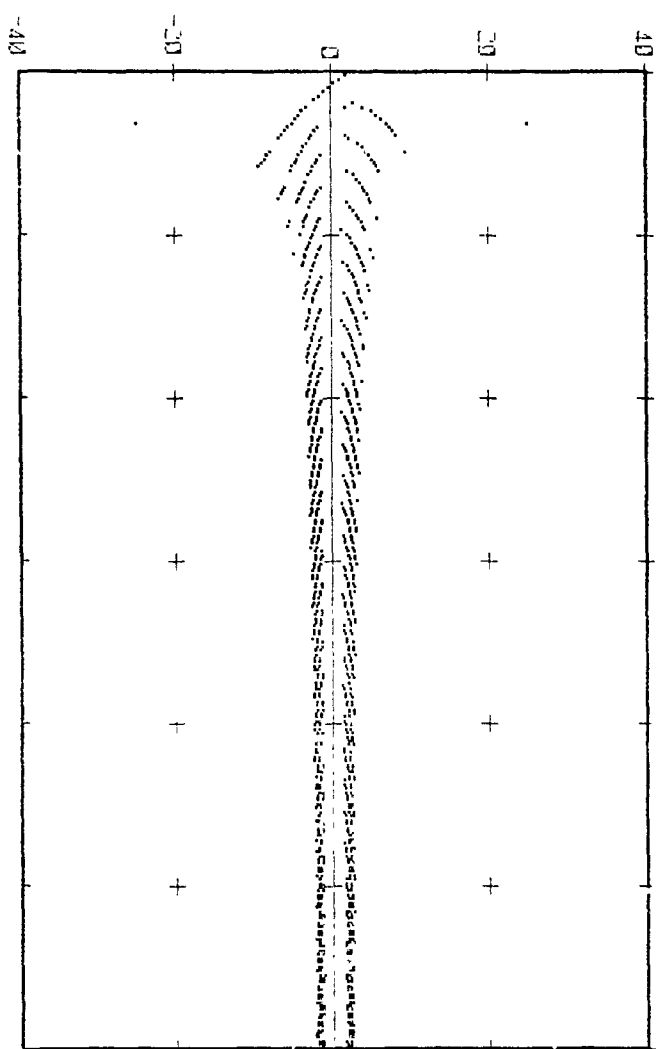
S 50 R 300 F 150

1450 M/S 1500 1550

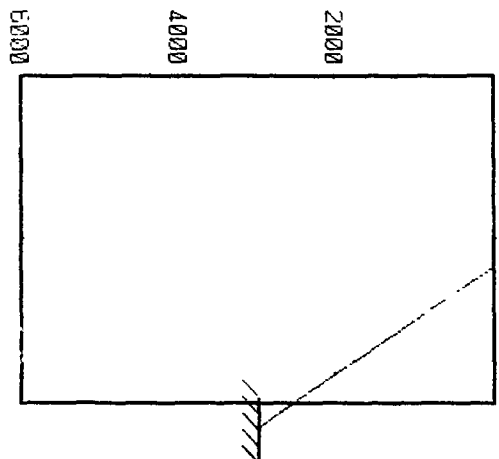
DB LOSS



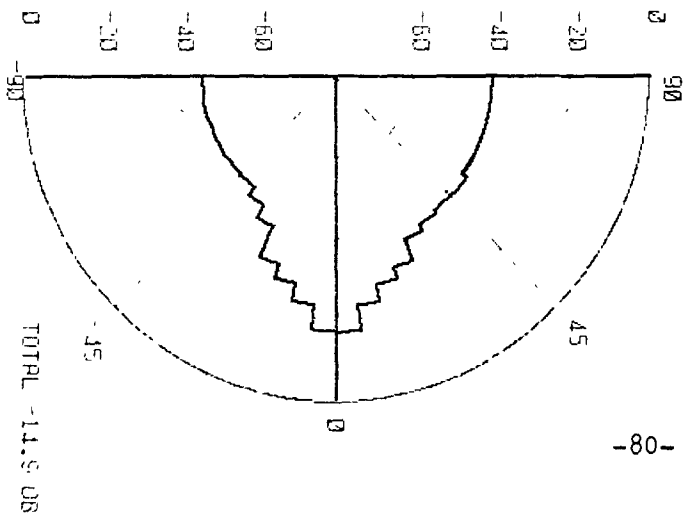
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

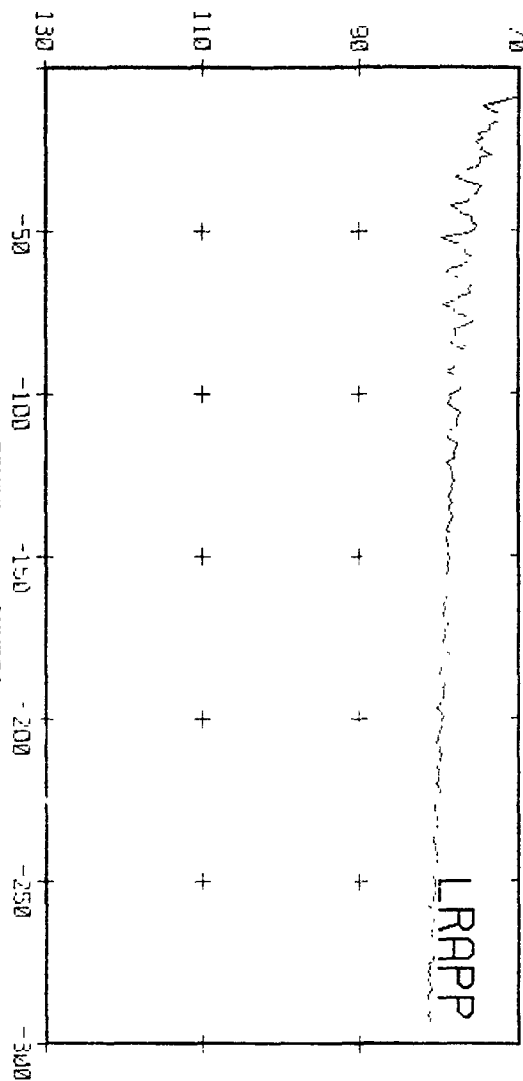


AREA 3B WINTER

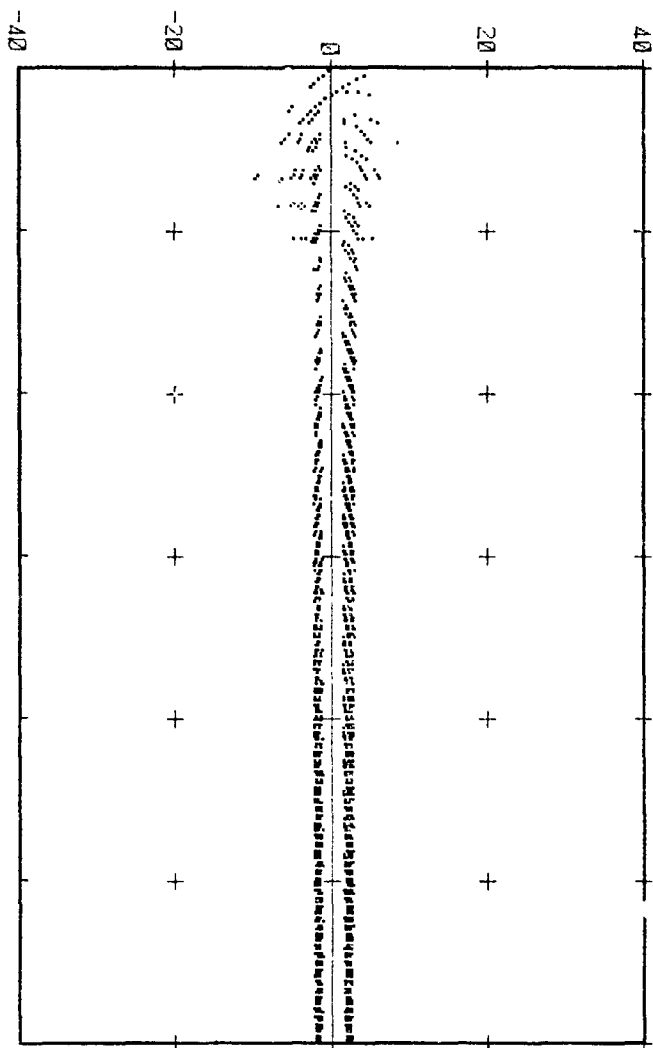
S 300 R 300 F 150

1450 H/5 1500 1550

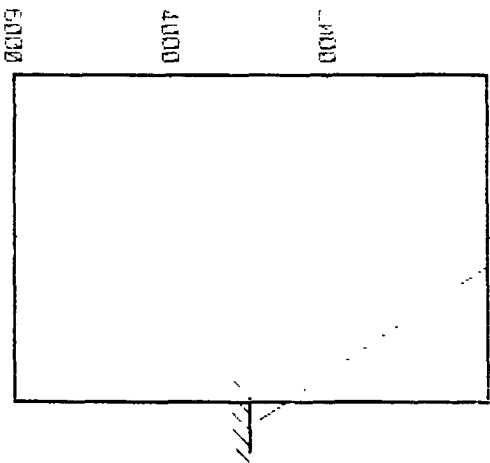
DB LOSS



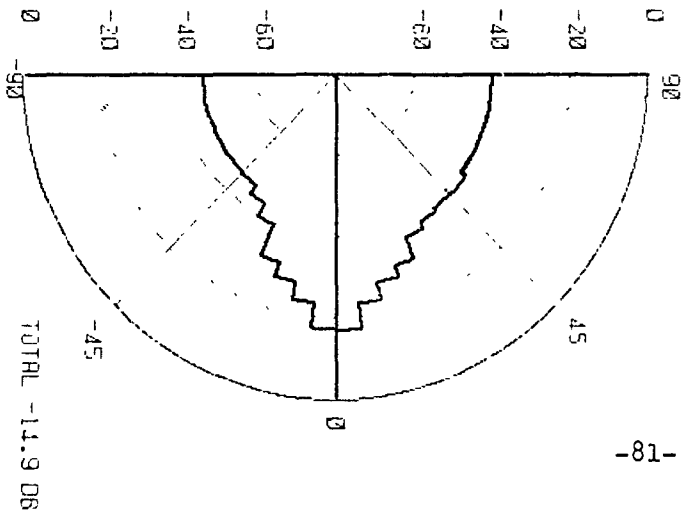
ARRIVAL ANGLE

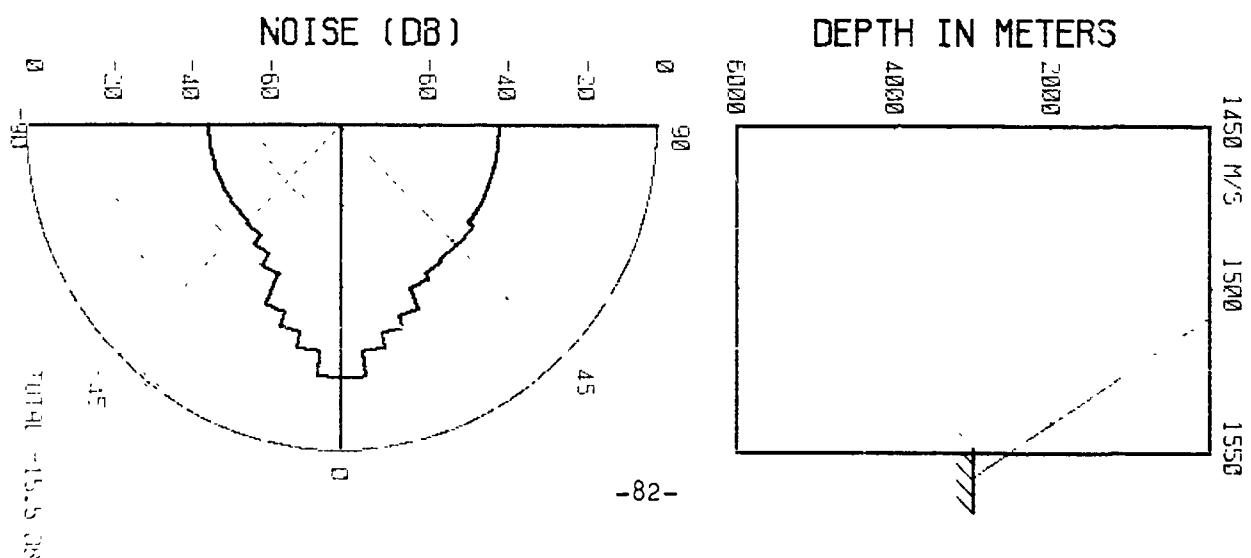
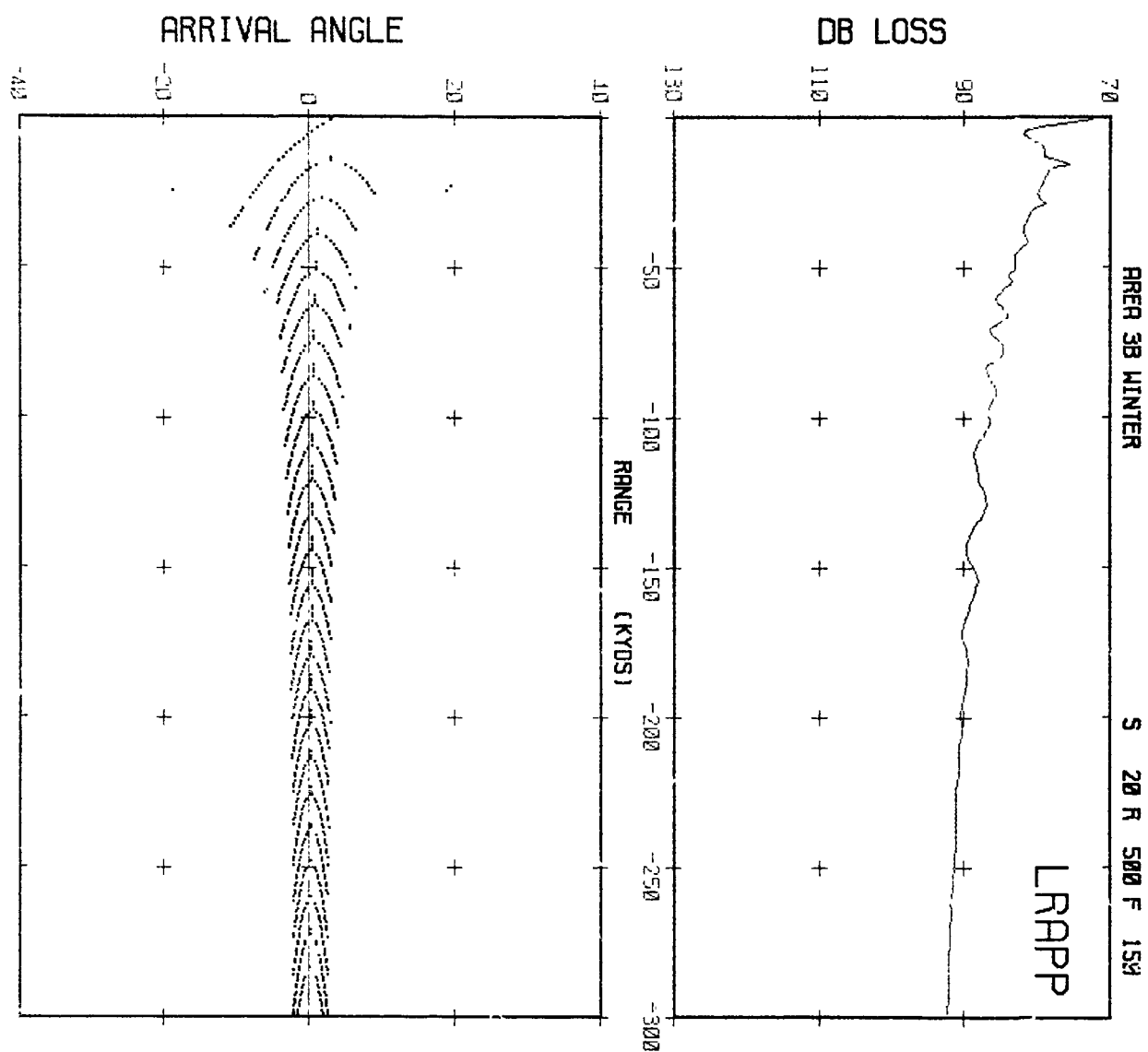


DEPTH IN METERS



NOISE (DB)



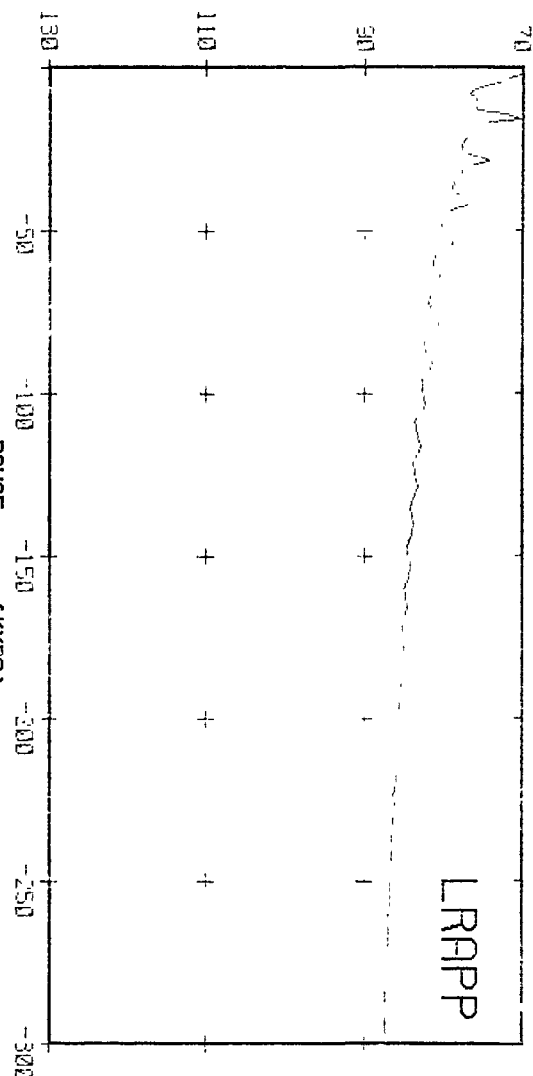


AREA 3B WINTER

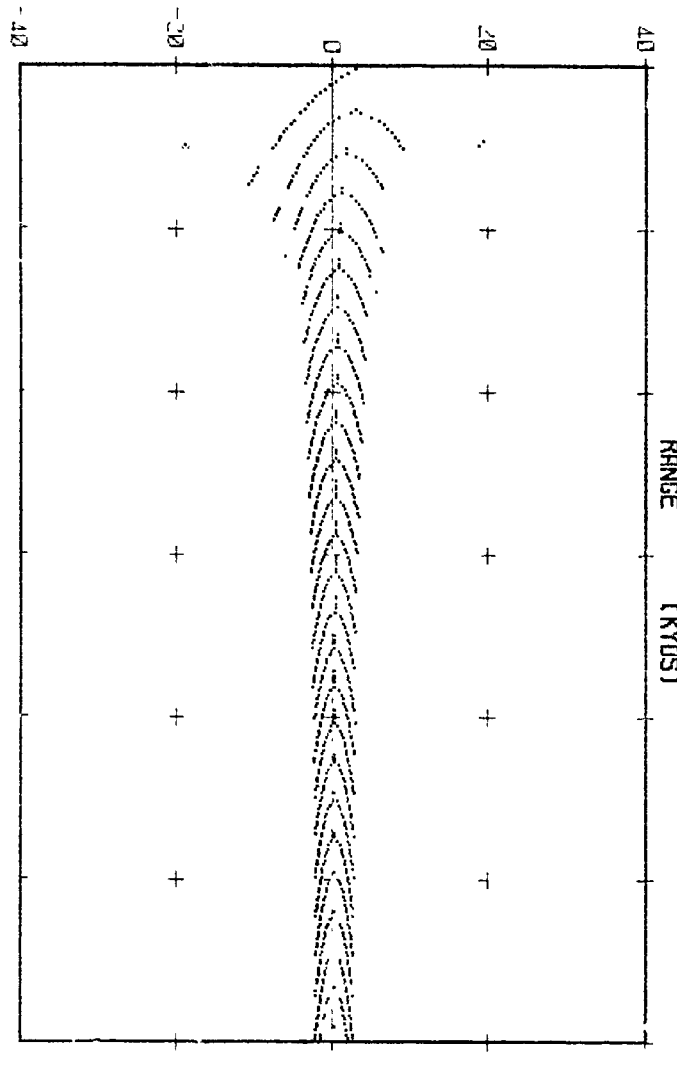
S 50 R 500 F 150

1450 H S 1500 1550

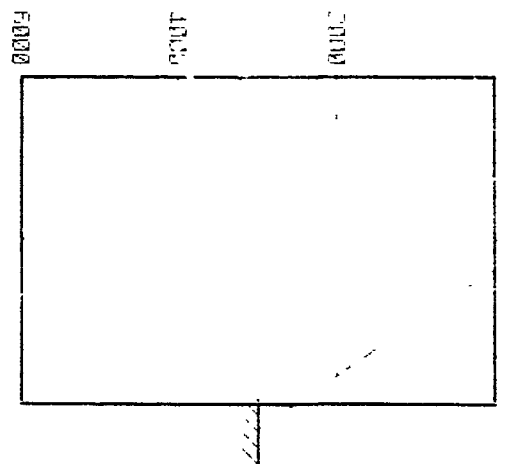
DB LOSS



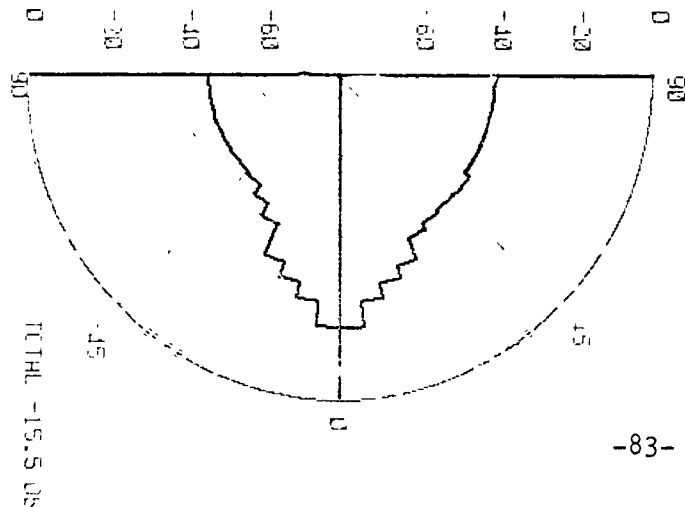
ARRIVAL ANGLE

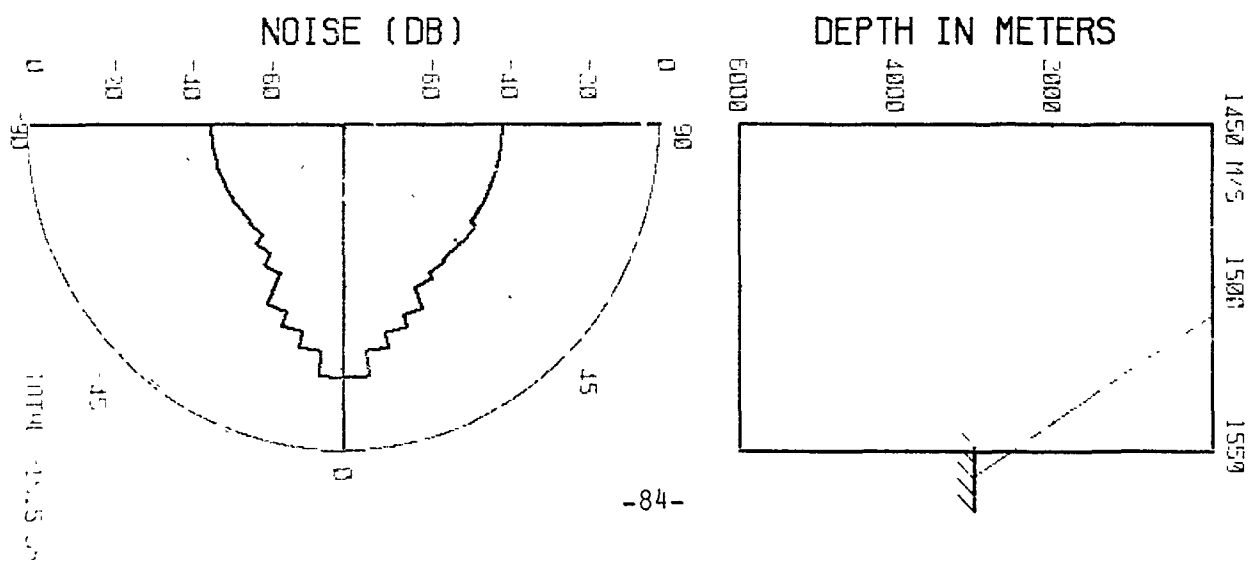
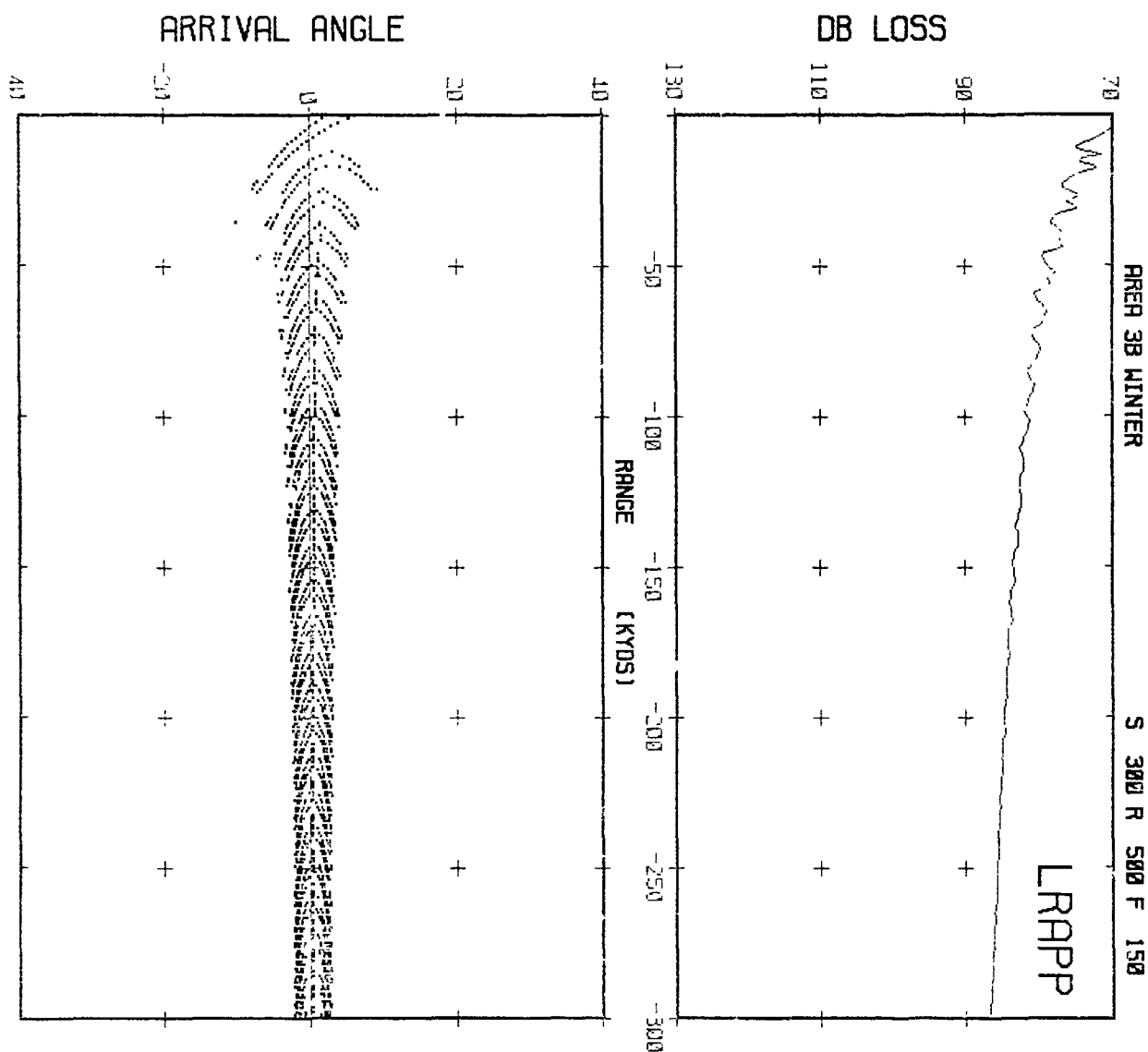


DEPTH IN METERS



NOISE (DB)



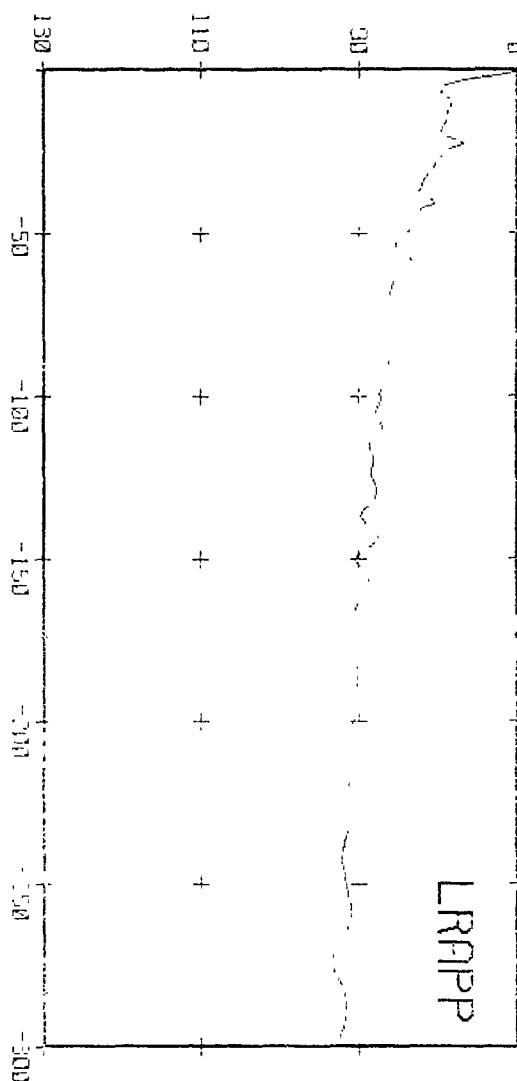


ALAN 38 WINTER

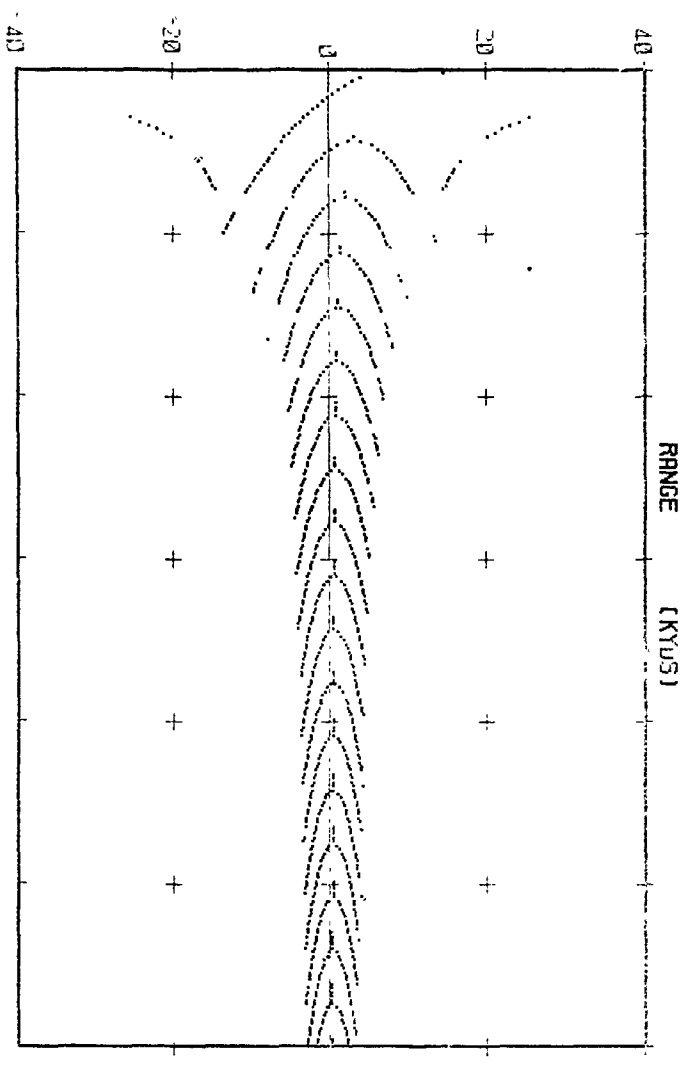
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1450 H 1500 1550

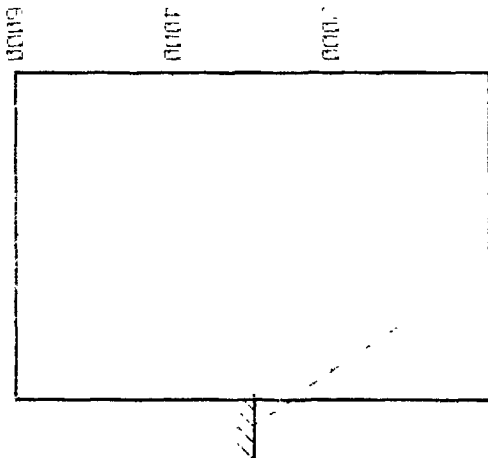
DB LOSS



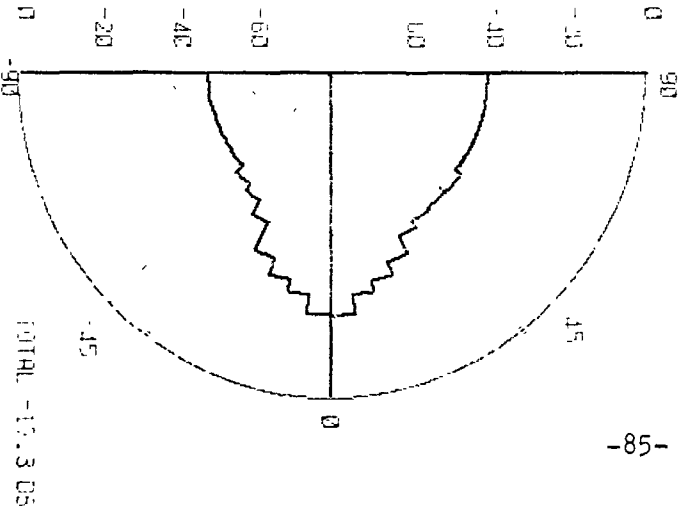
ARRIVAL ANGLE

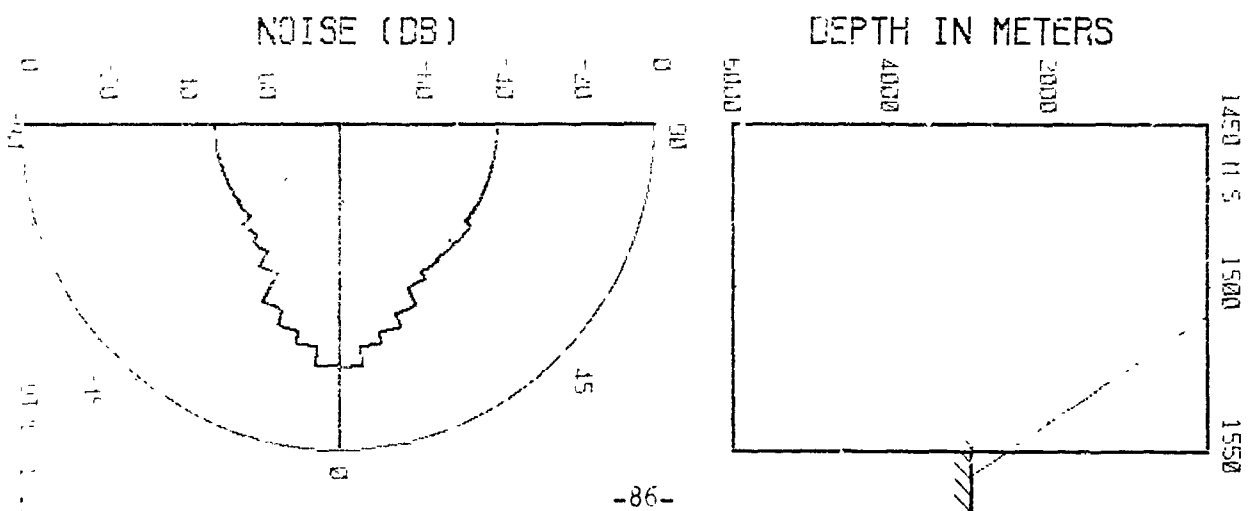
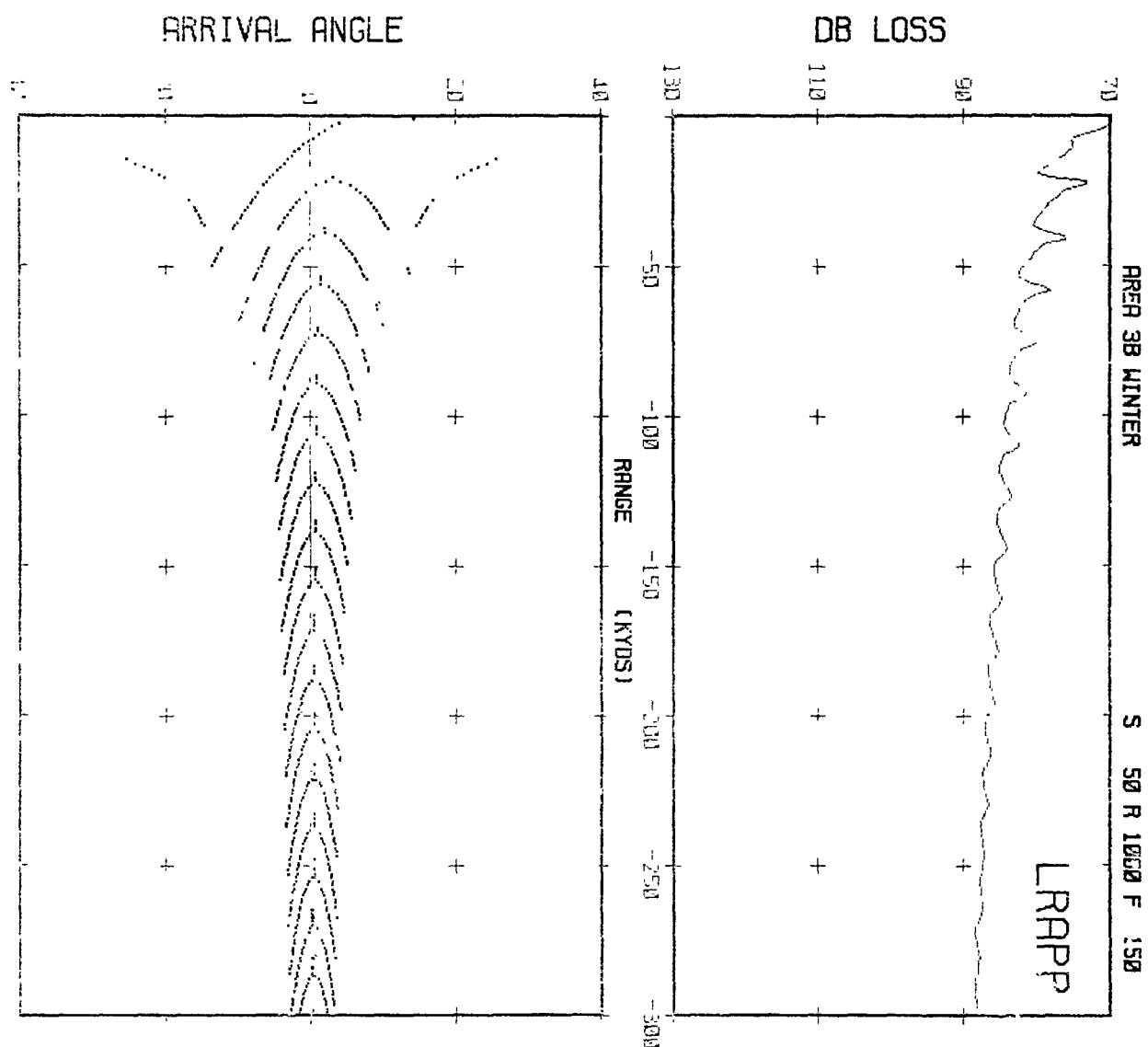


DEPTH IN METERS



NOISE (DB)

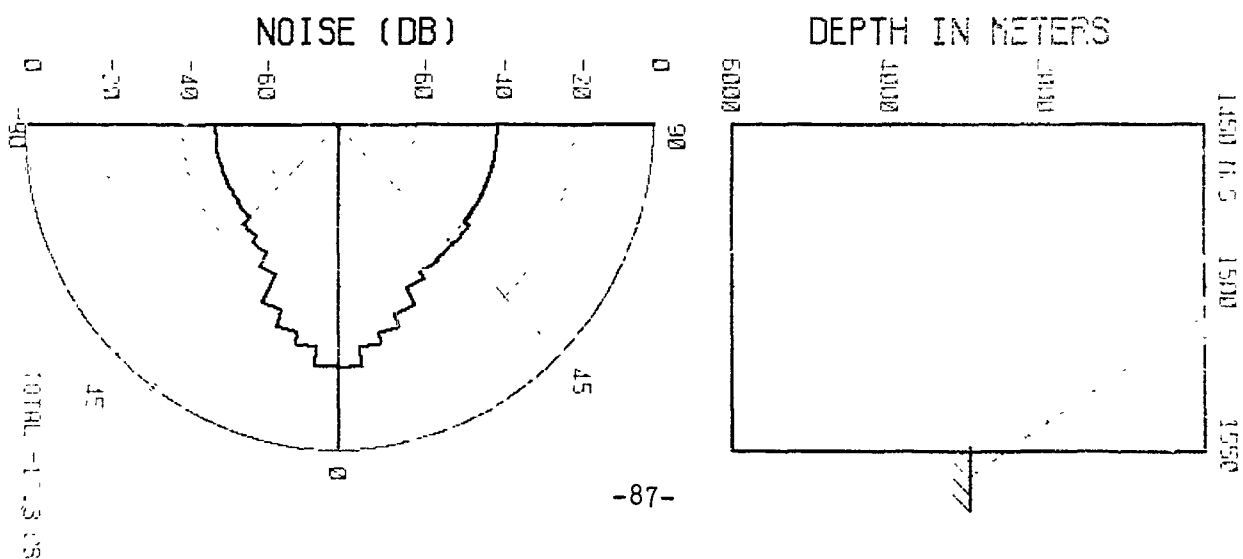
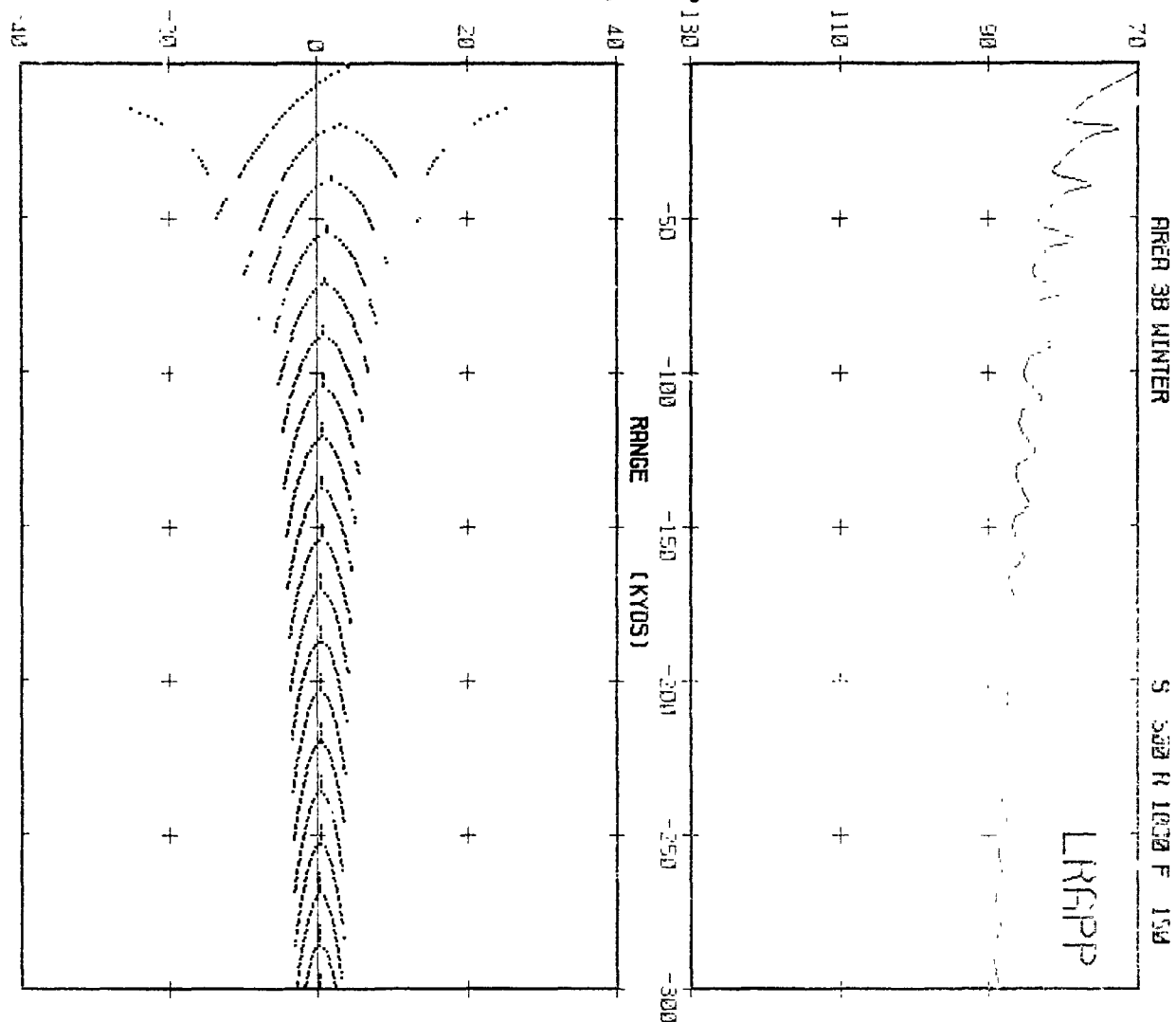


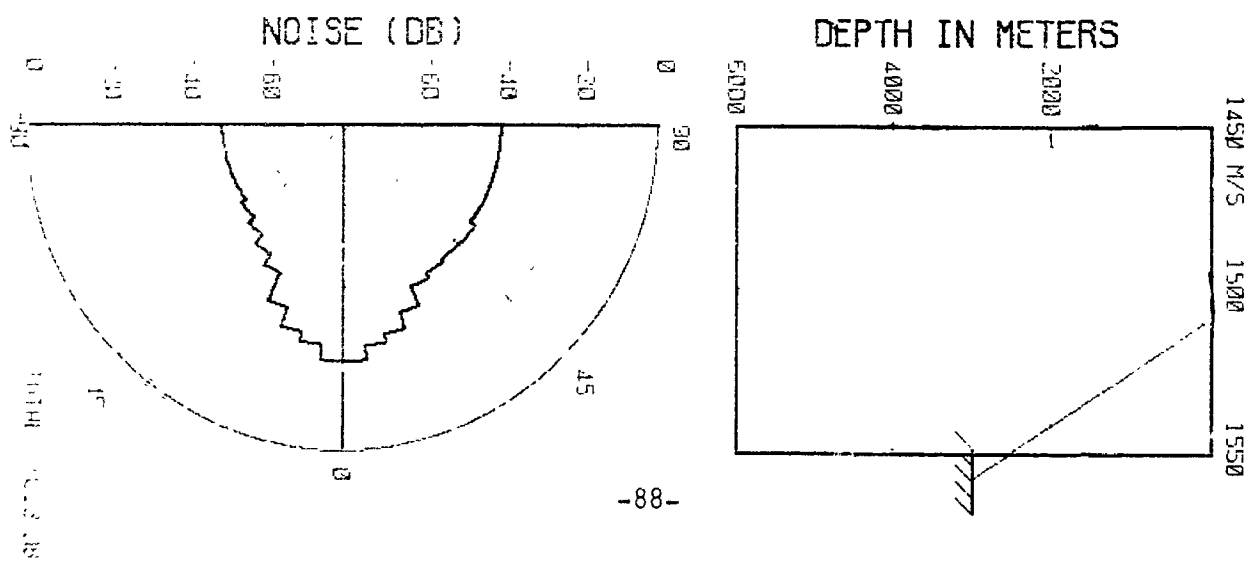
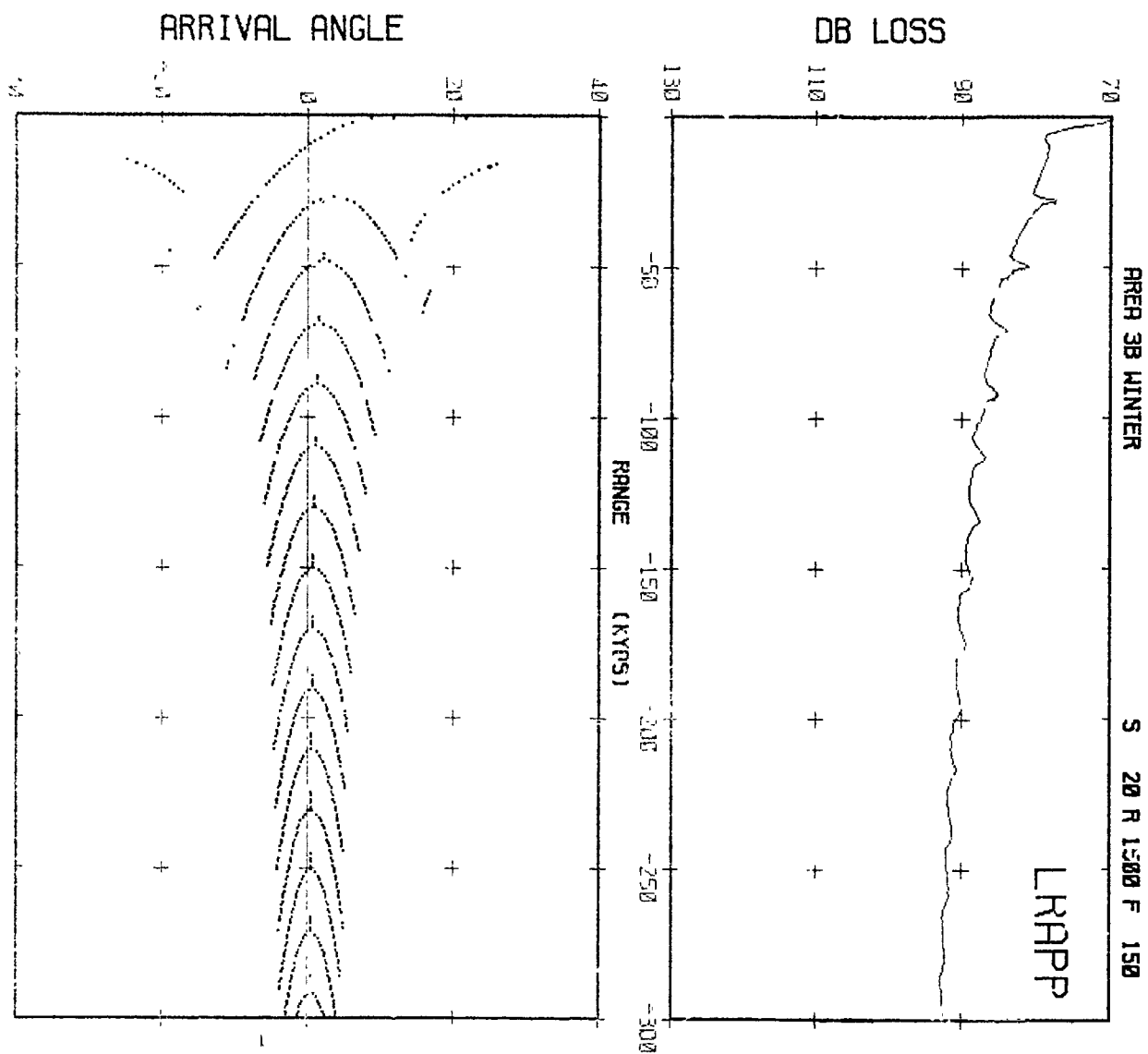


ARRIVAL ANGLE

Copy available to DDC does not
 permit fully legible reproduction

DB LOSS



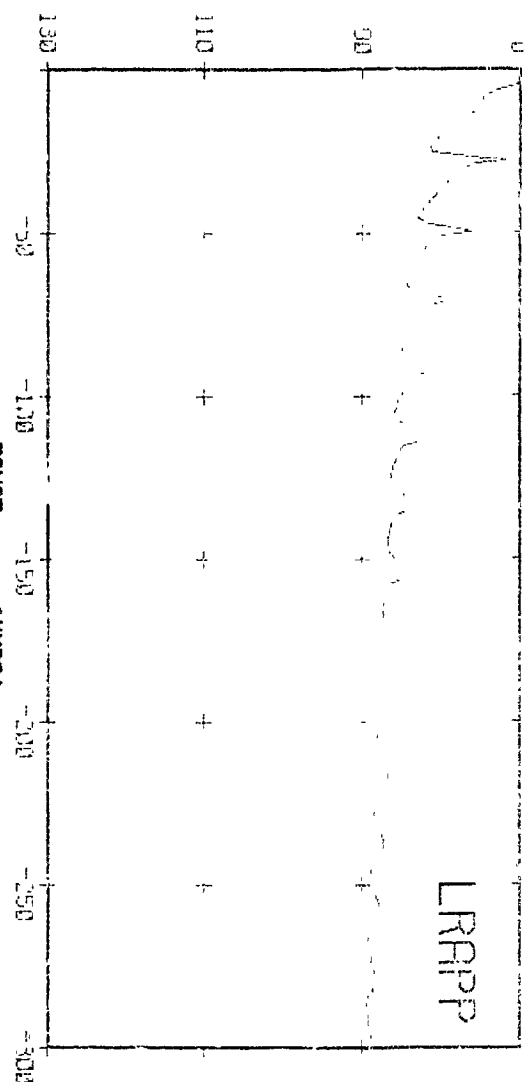


AREA 38 WINTER

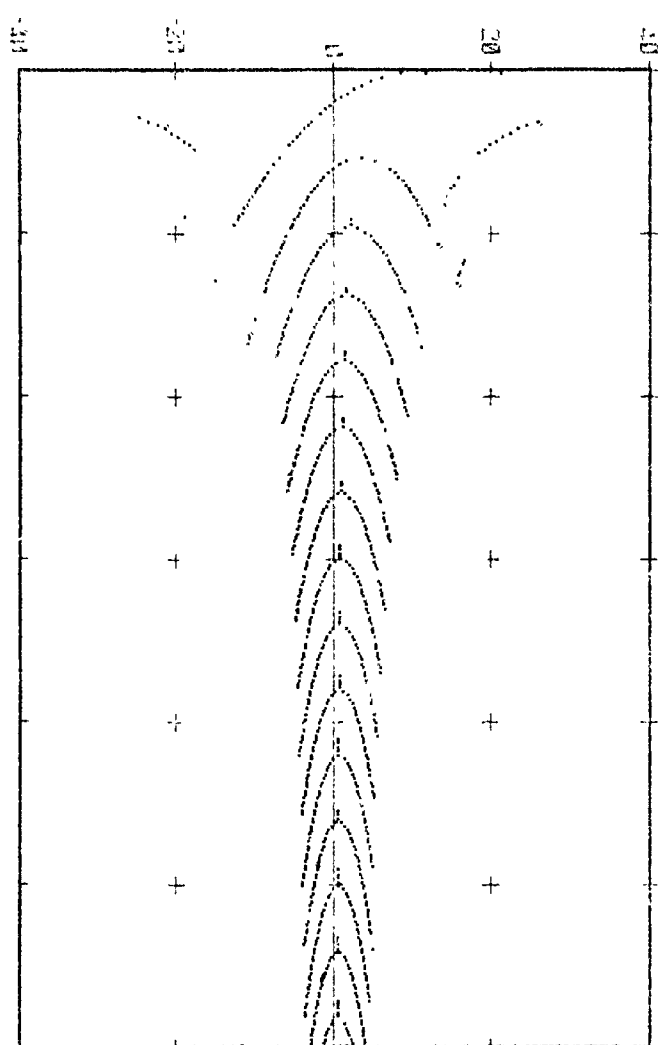
S 50 R 1500 F 150

LRAPP

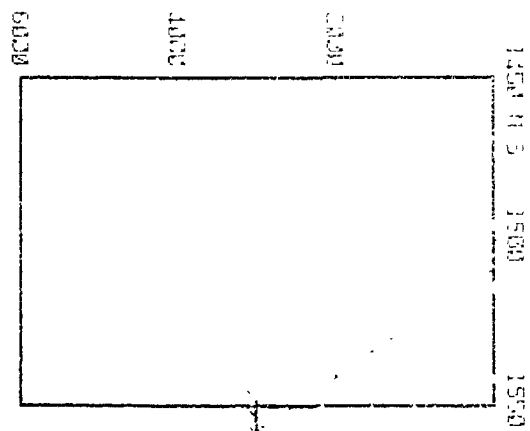
DB LOSS



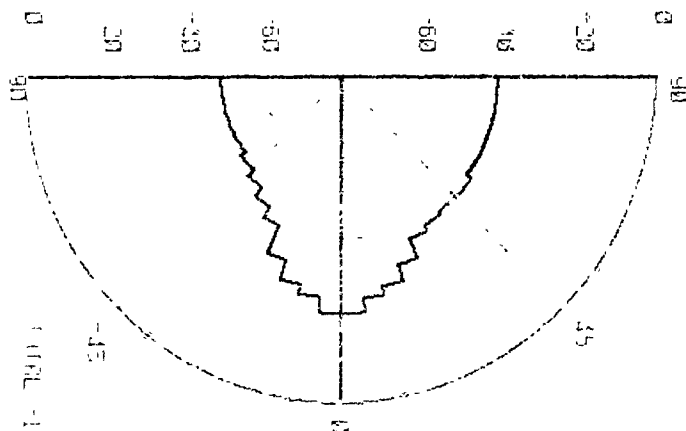
ARRIVAL ANGLE

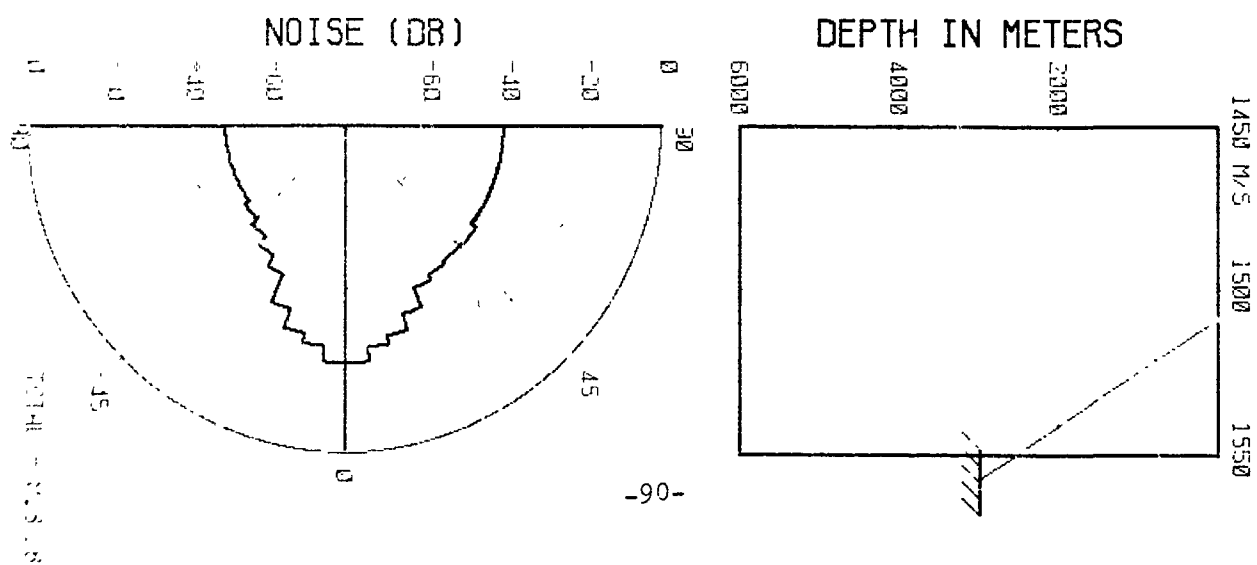
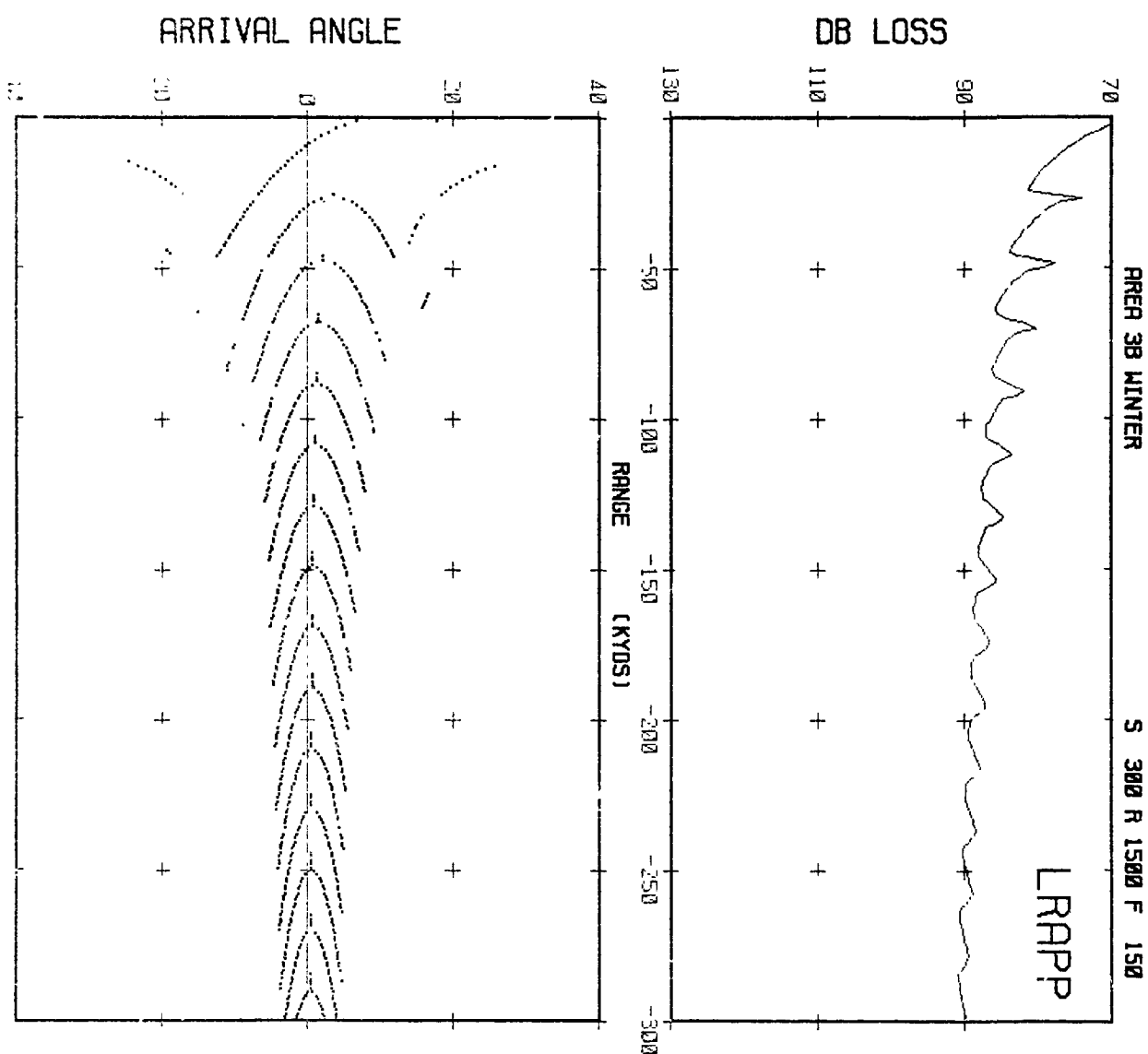


DEPTH IN METERS



NOISE (DB)



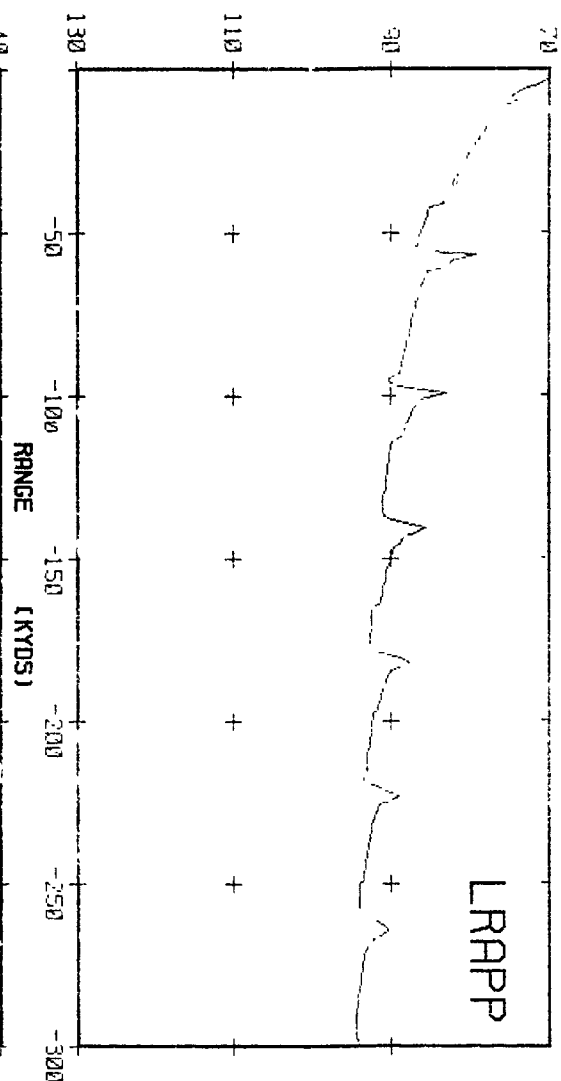


AREA 3B WINTER

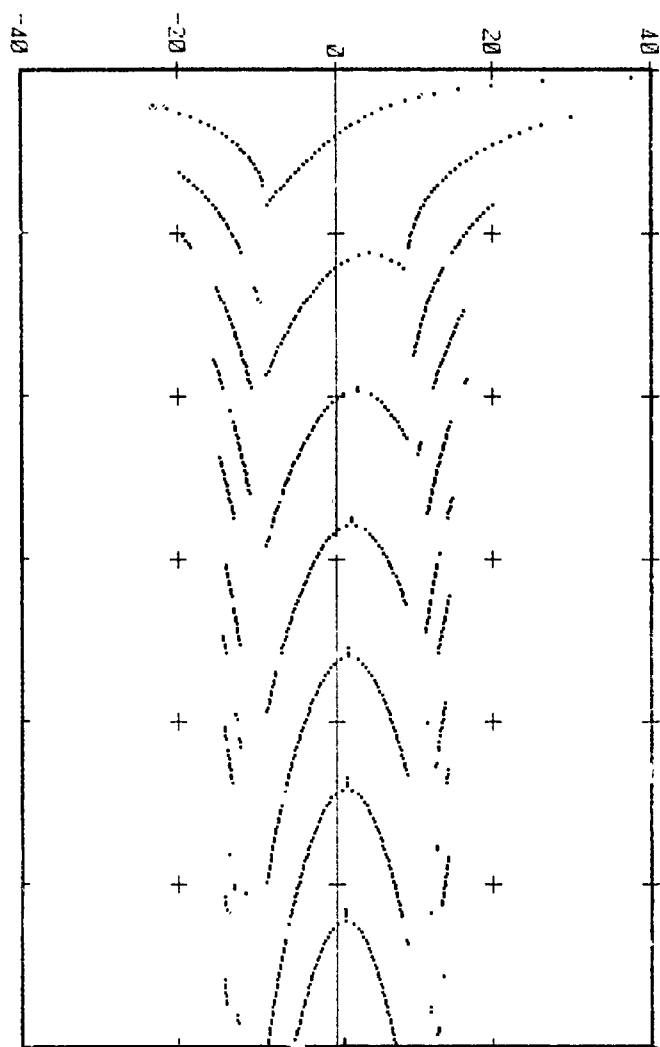
S 20 R 0000 F 150

LRAPP

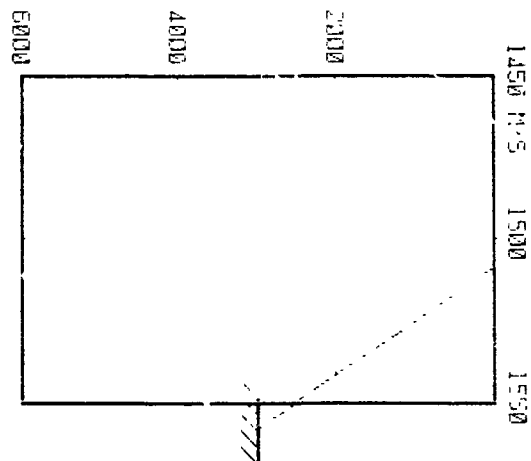
DB LOSS



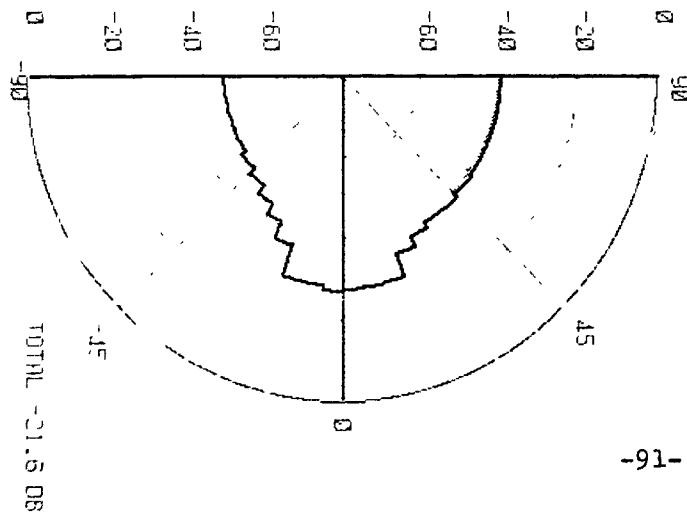
ARRIVAL ANGLE

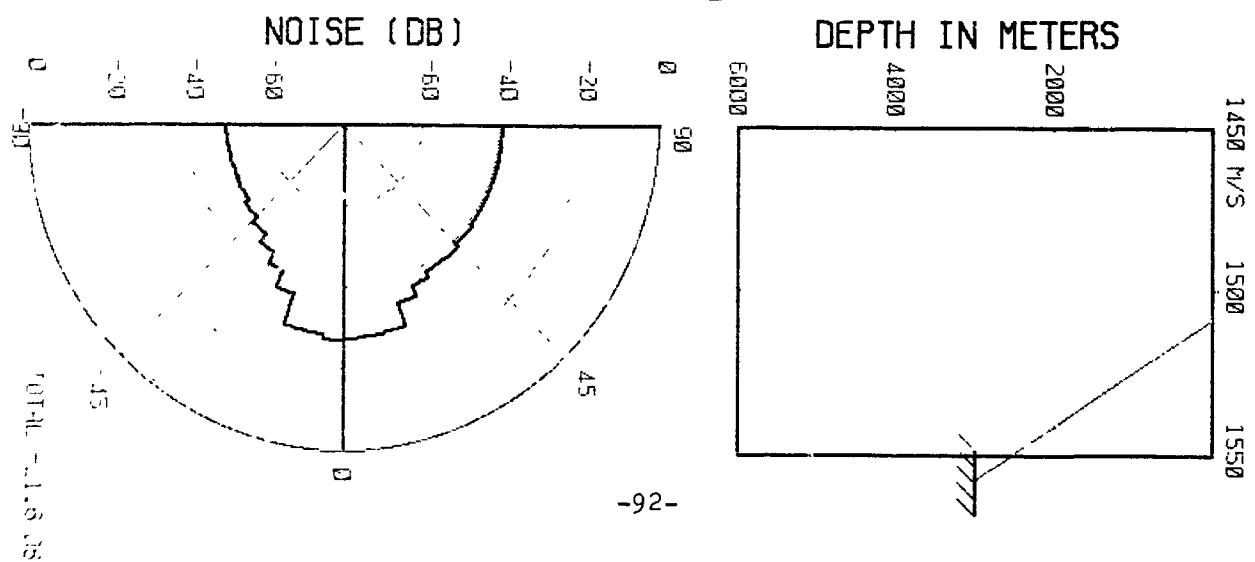
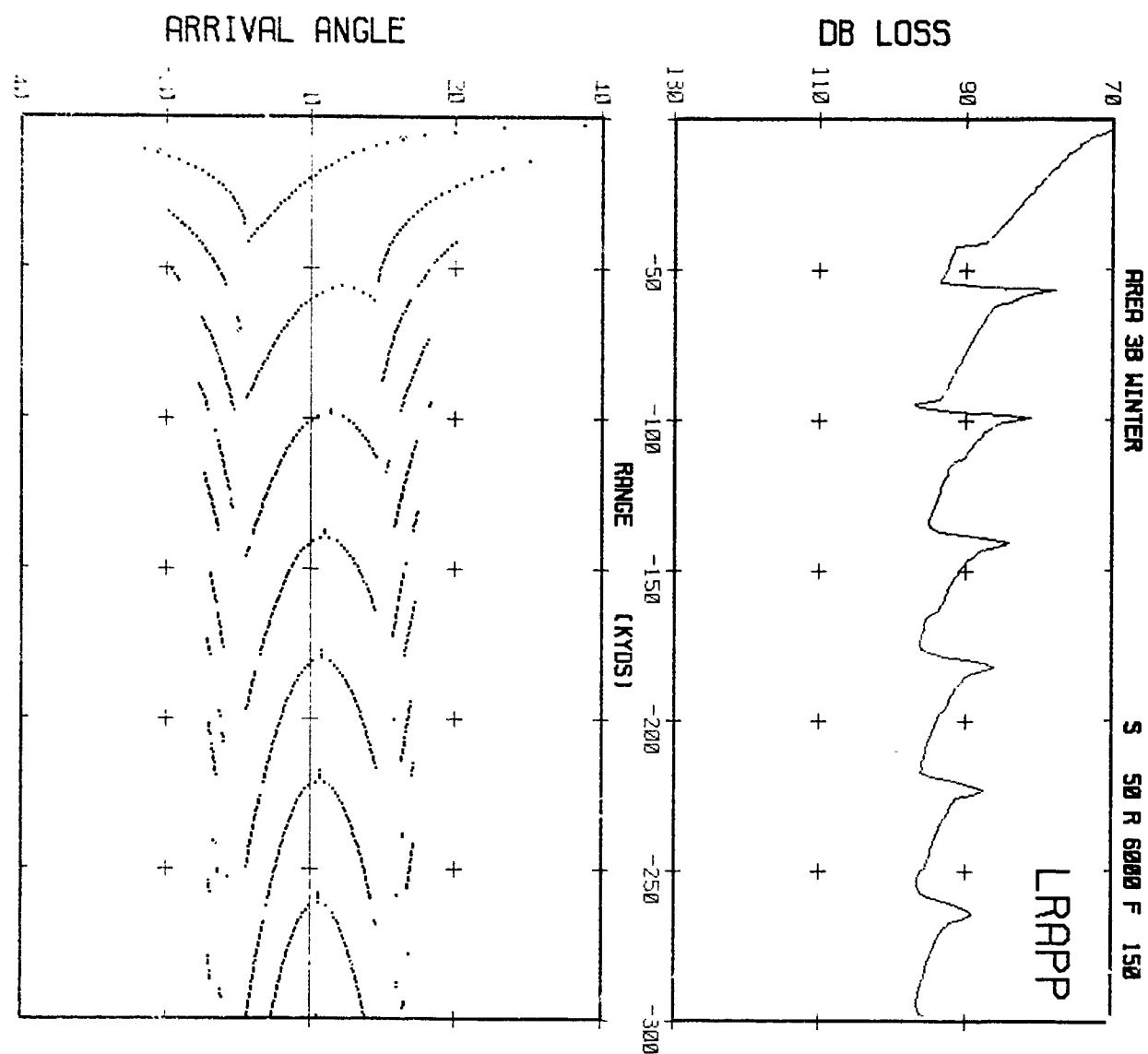


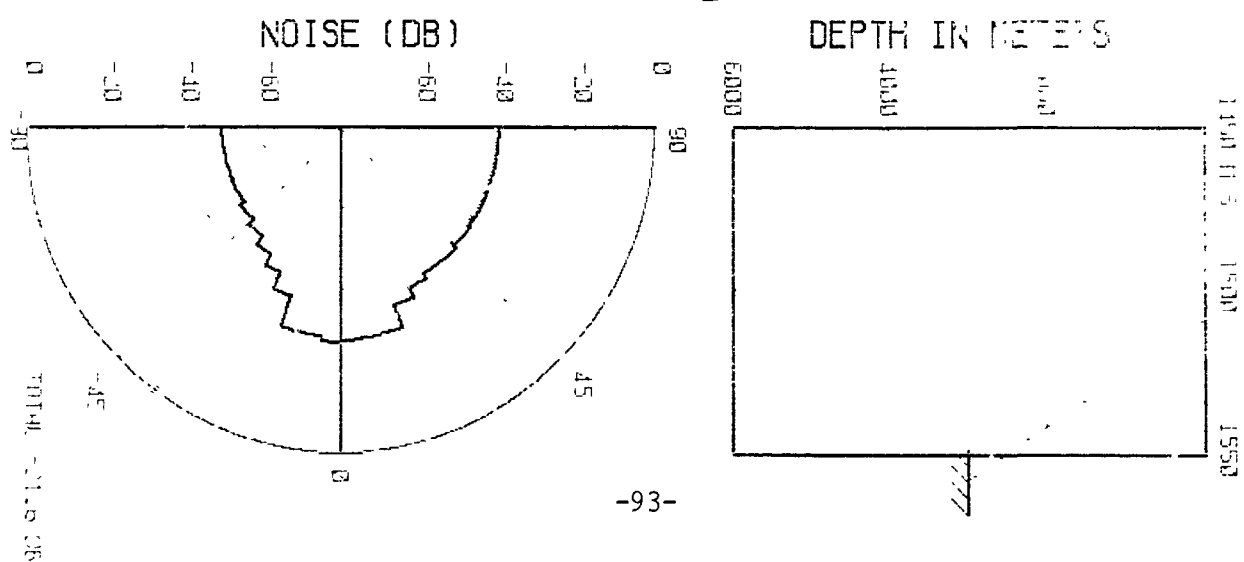
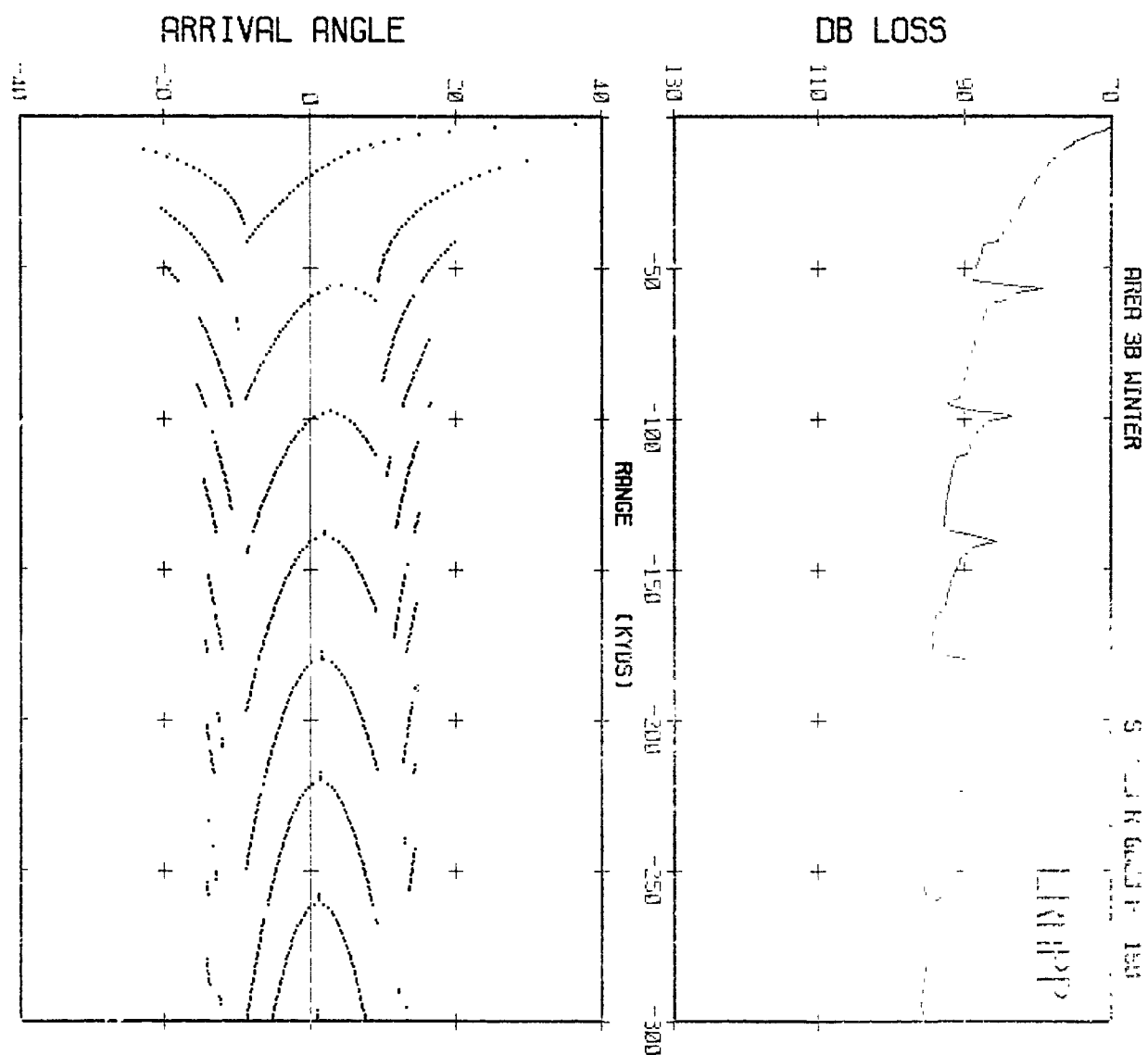
DEPTH IN METERS



NOISE (DB)





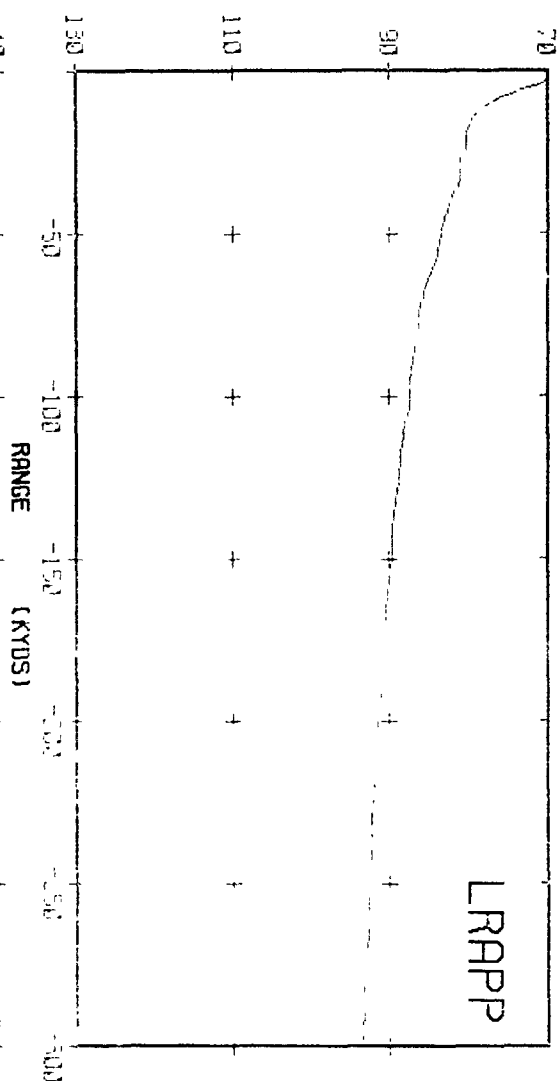


AREA 3B WINTER

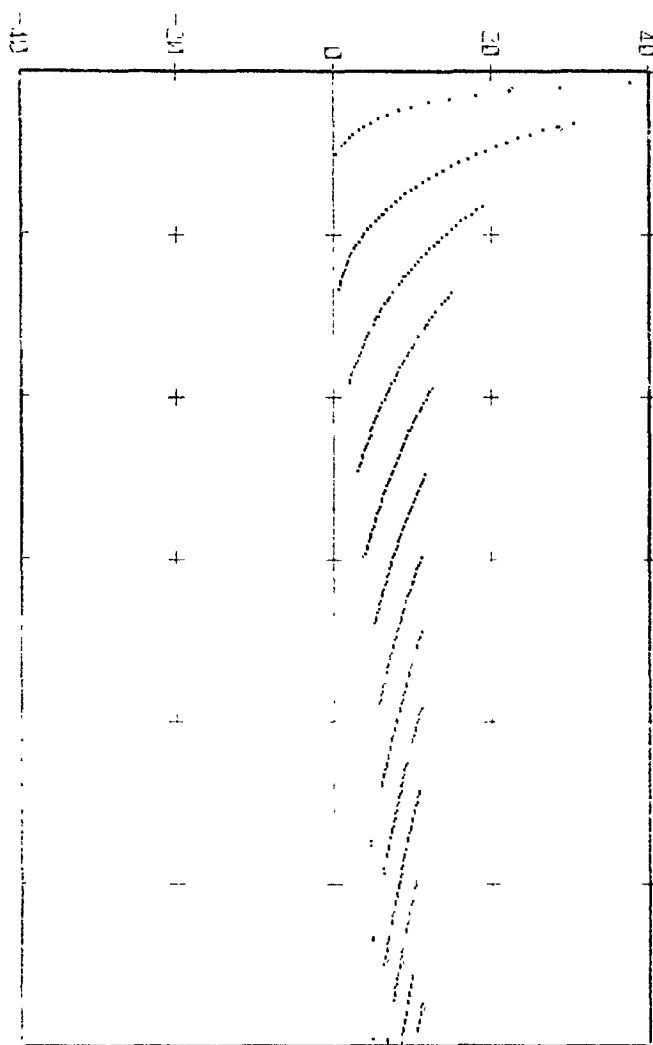
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1450 M/S 1500 1550

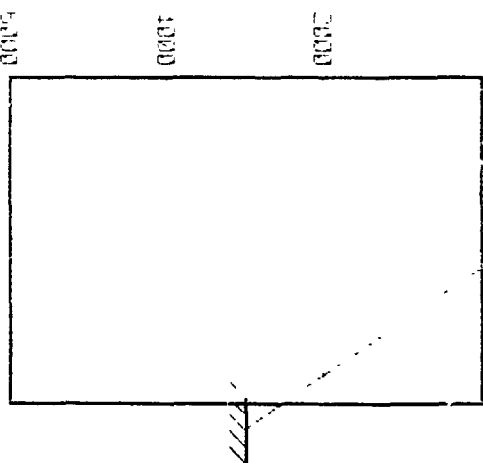
DB LOSS



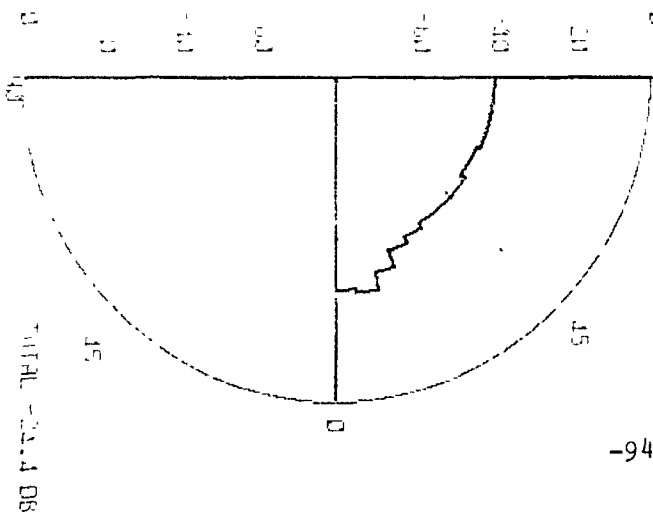
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

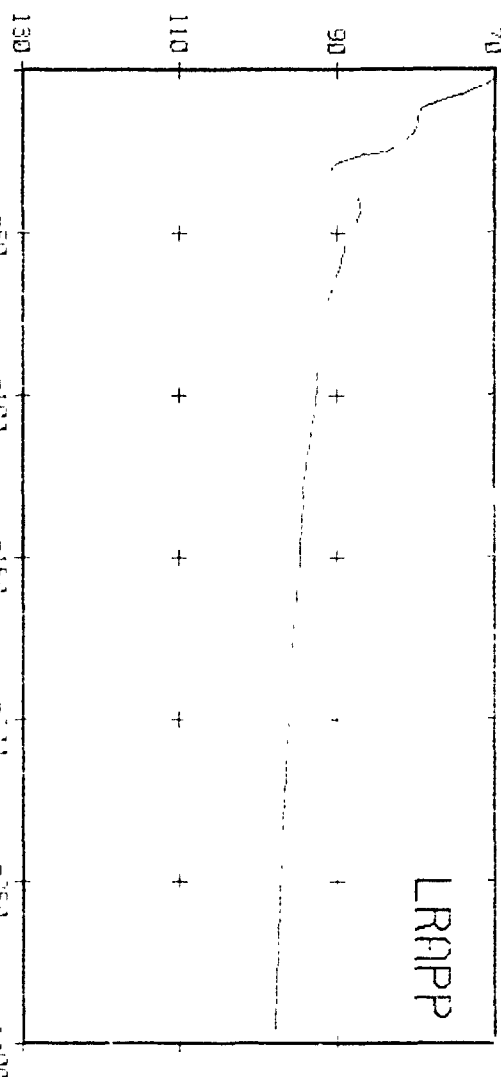


AREA 3B WINTER

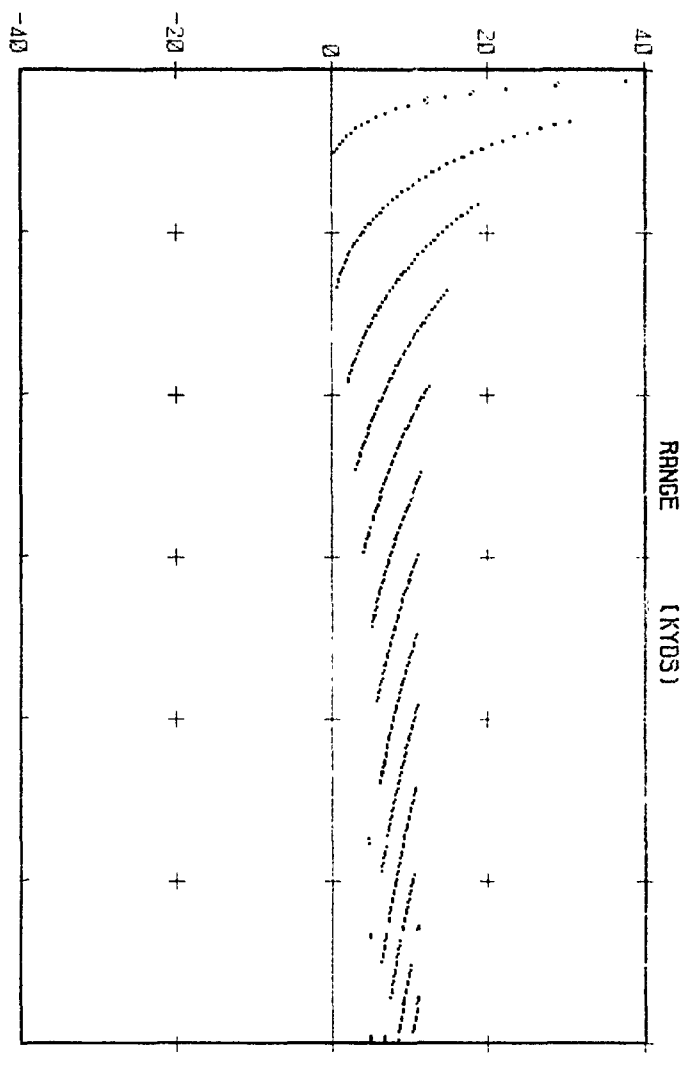
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1450 11/2 1500 1550

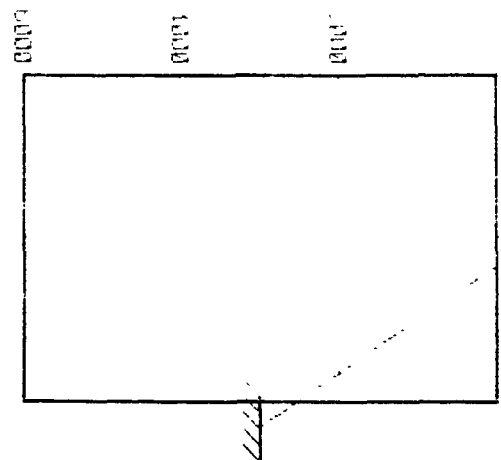
DB LOSS



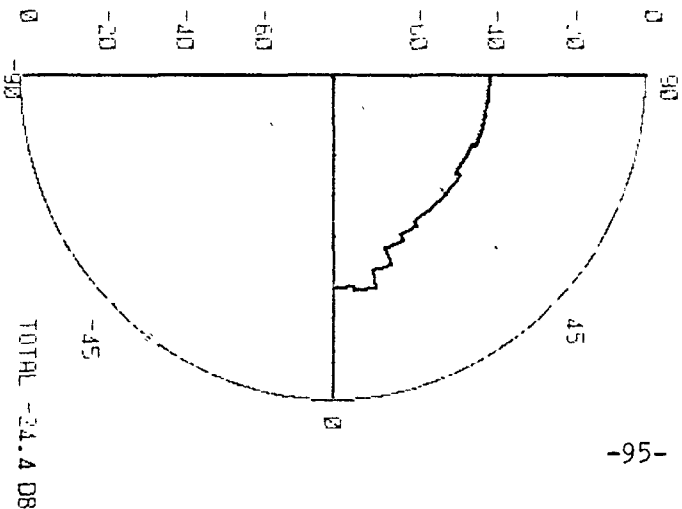
ARRIVAL ANGLE

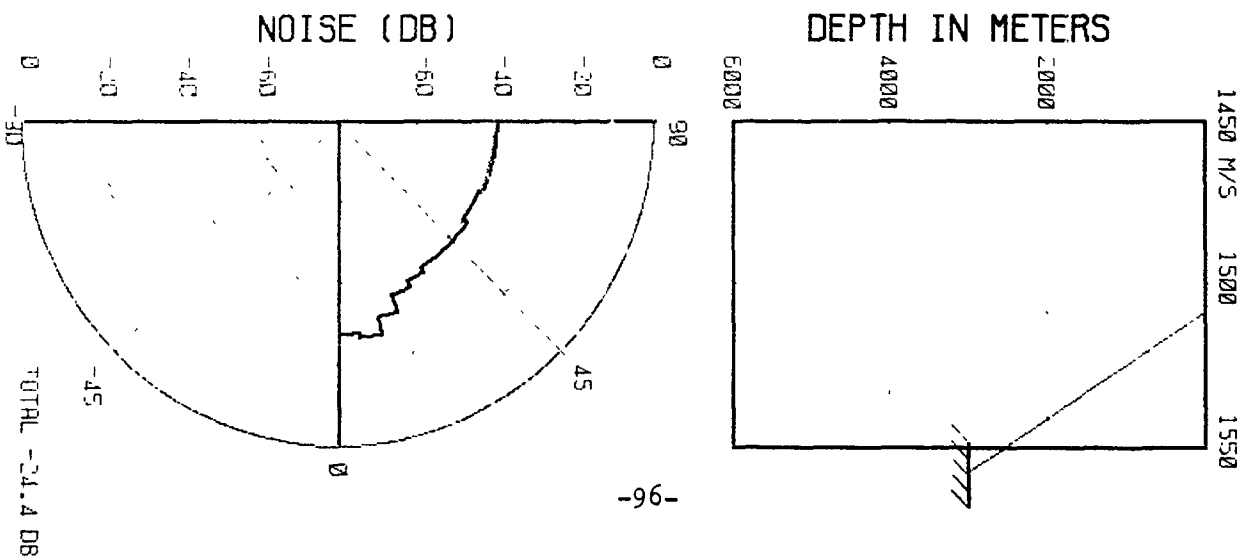
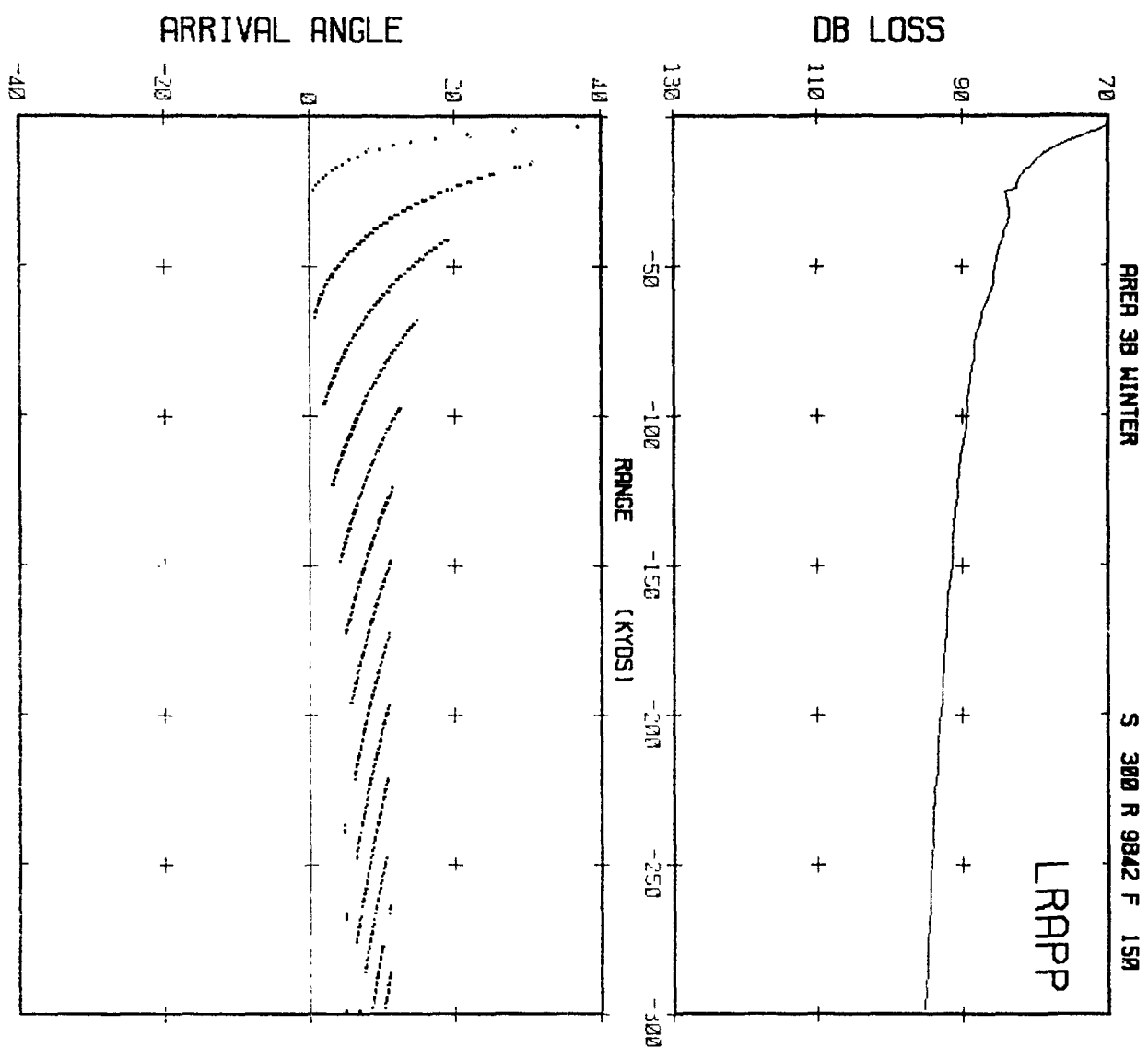


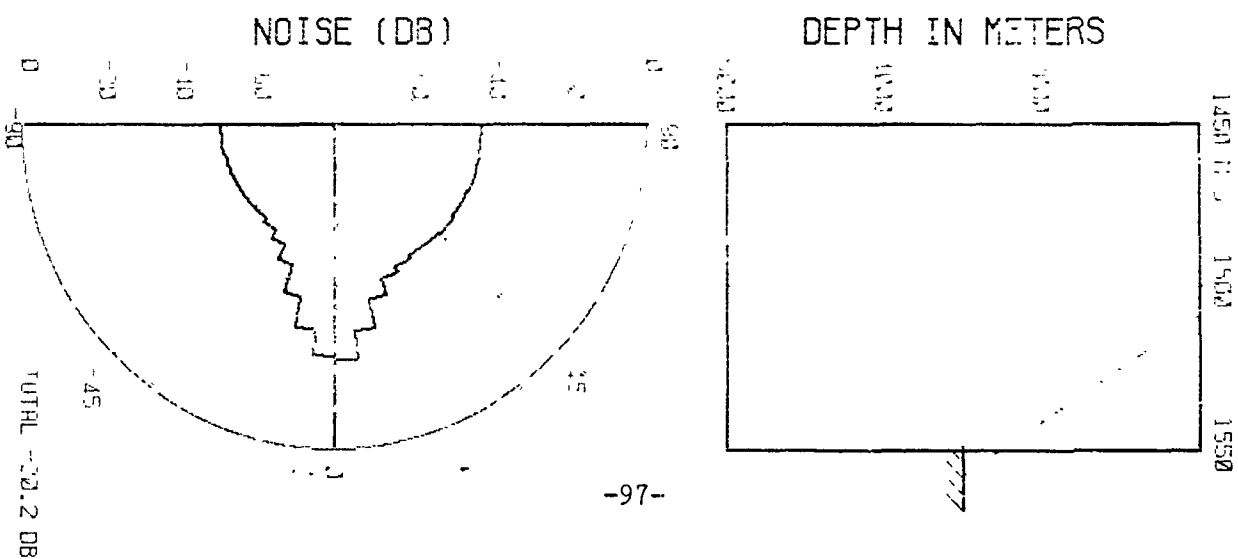
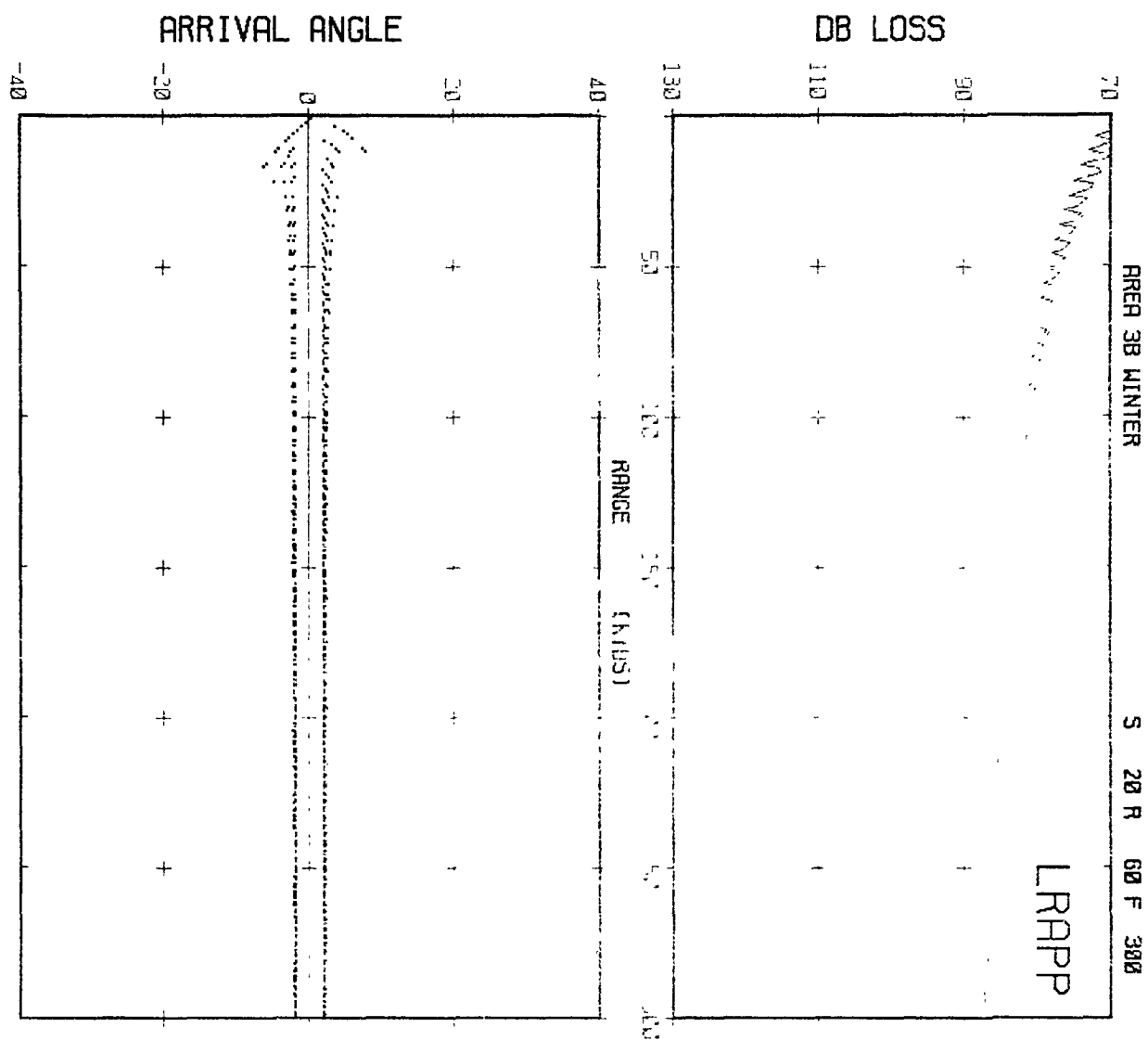
DEPTH IN METERS

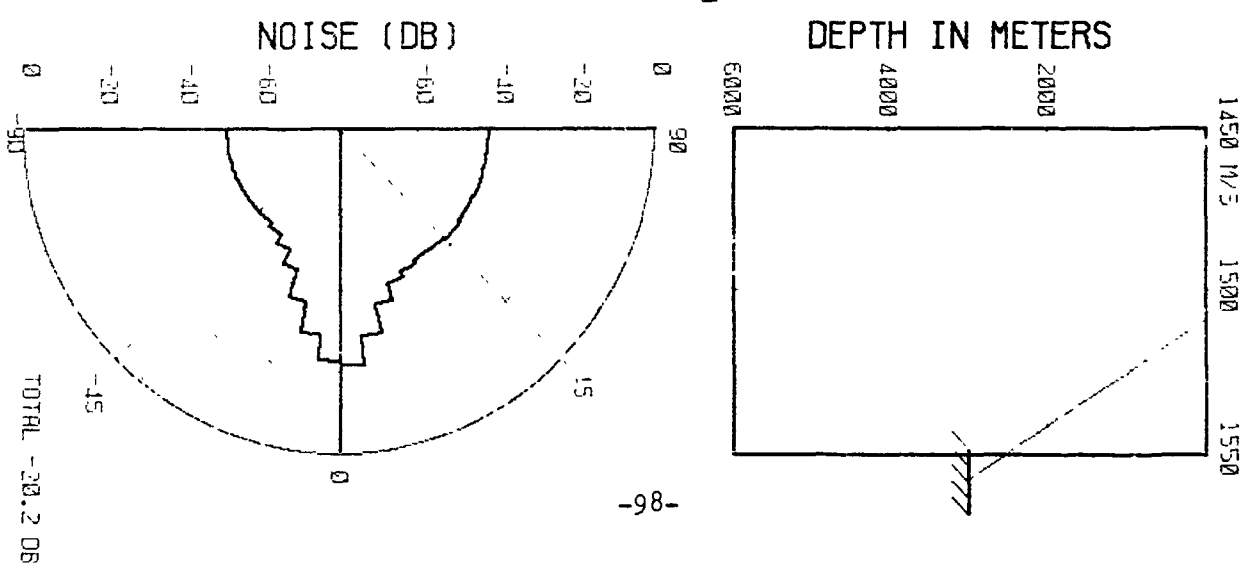
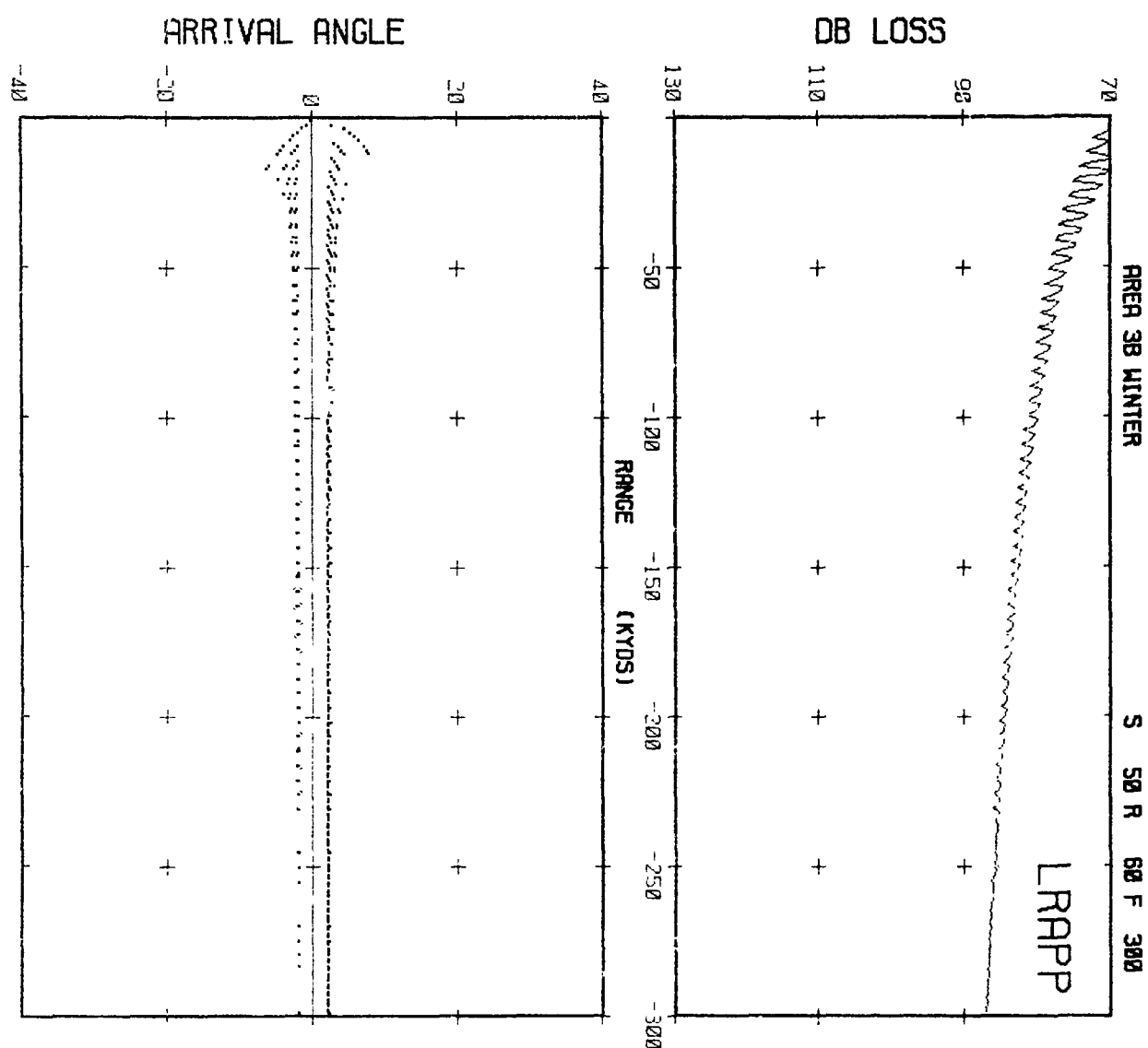


NOISE (DB)







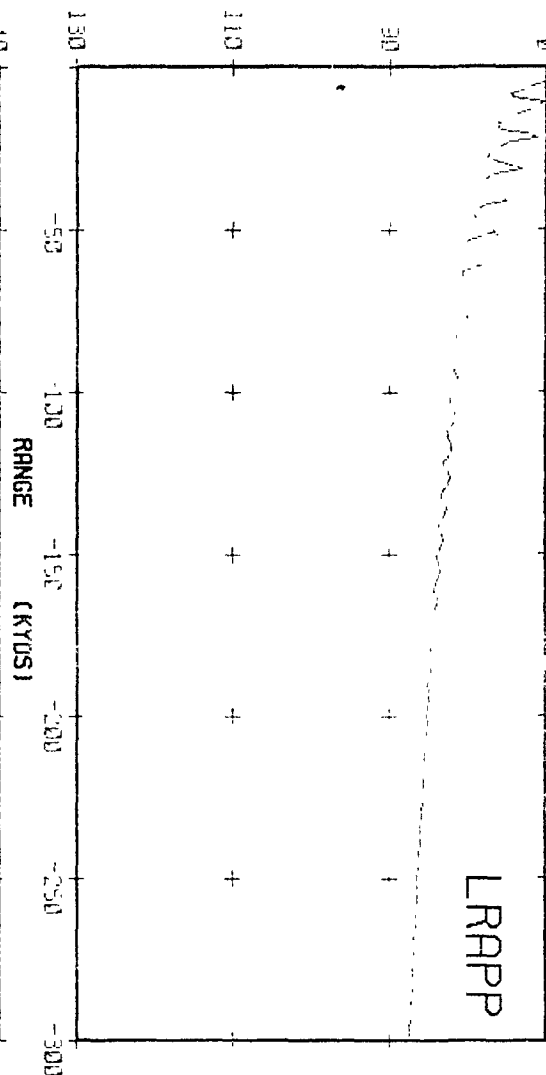


RRR 3B MINTER

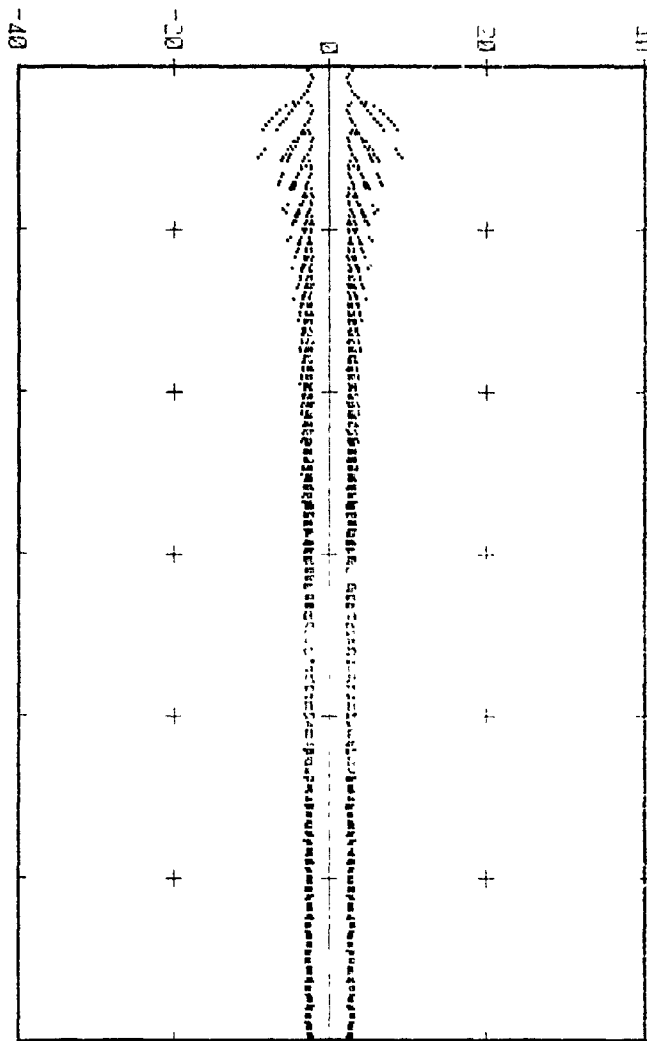
S 380 R 60 F 300

1450 H:5 1500 1550

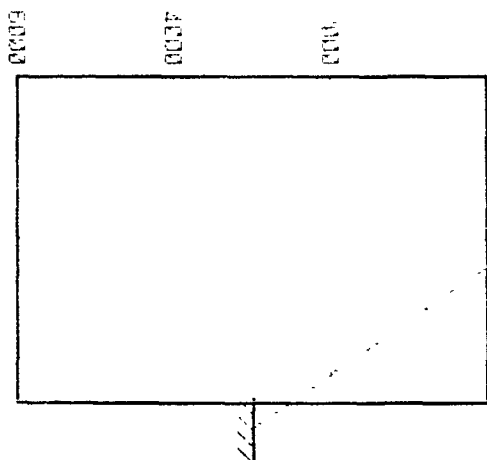
DB LOSS



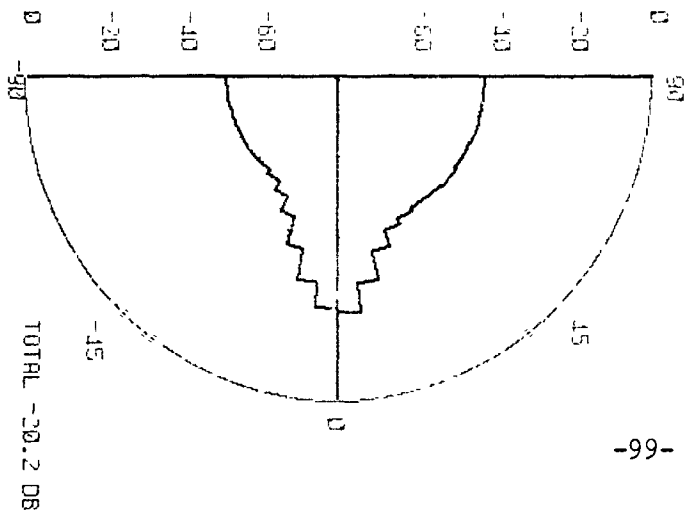
ARRIVAL ANGLE



DEPTH IN METERS



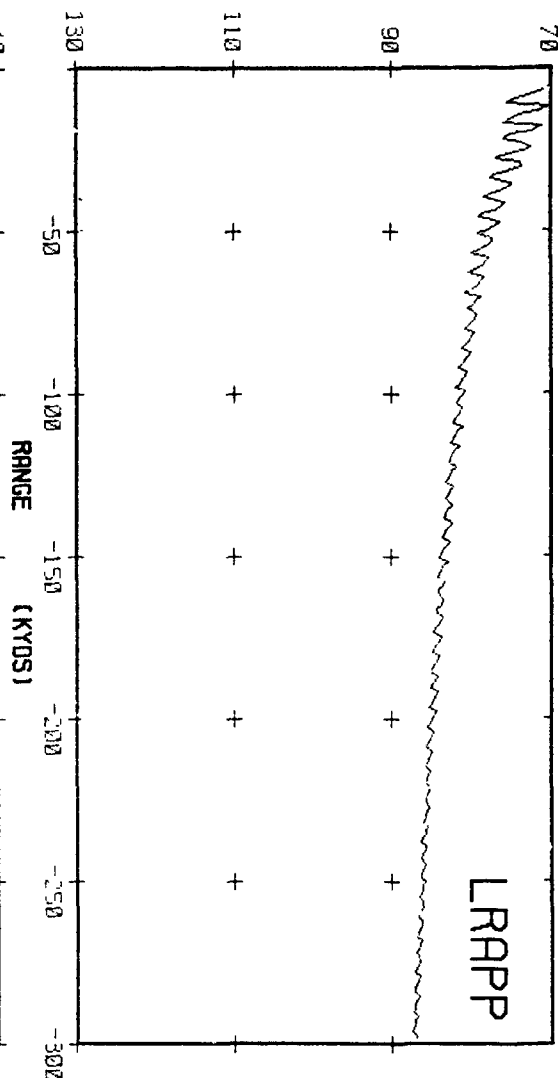
NOISE (DB)



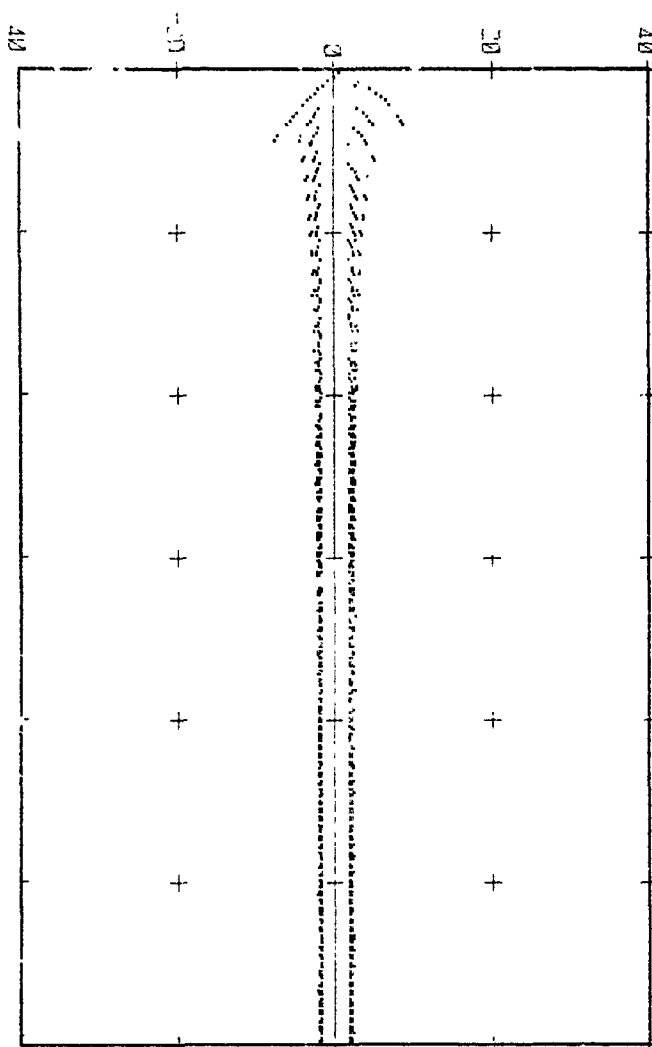
AREA 3B WINTER

S 20 R 100 F 300

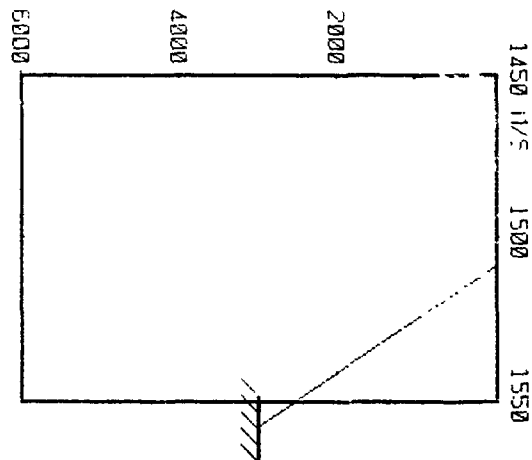
DB LOSS



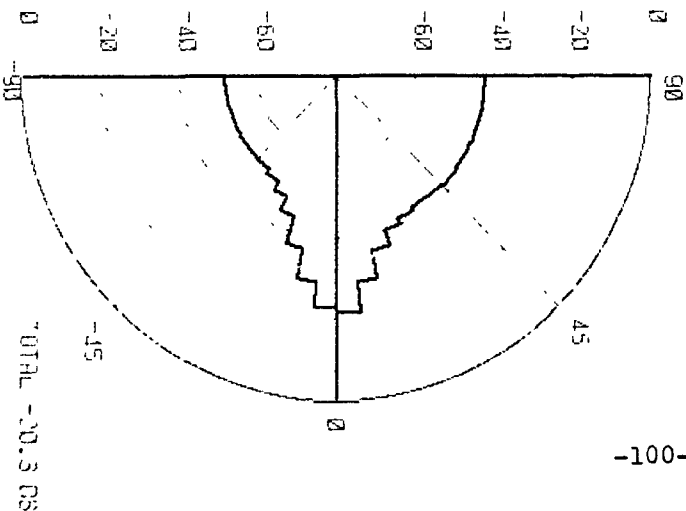
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



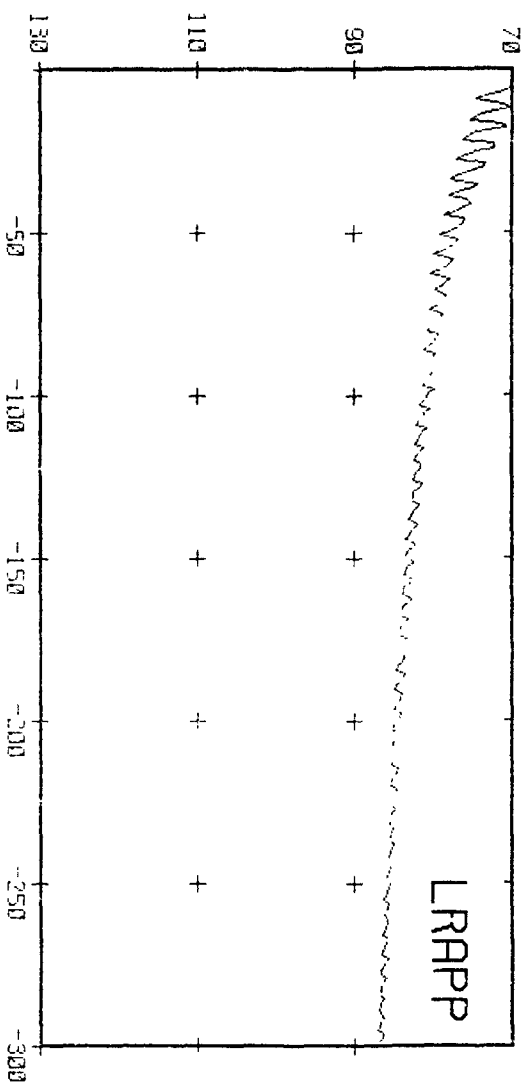
TOTAL -20.3 DB

AREA 3B WINTER

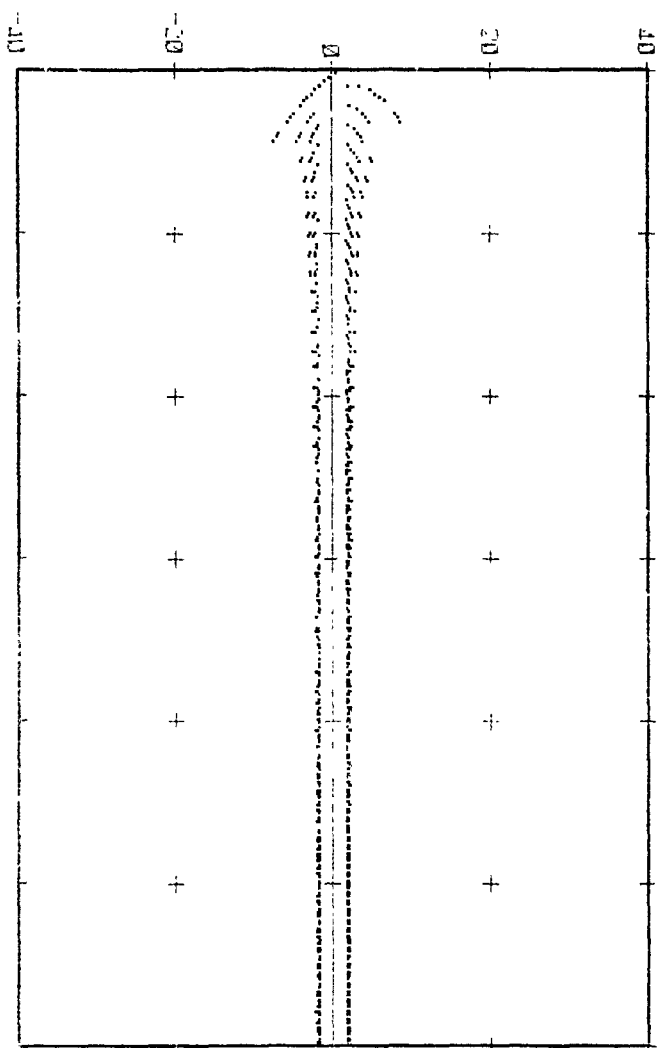
S 50 R 100 F 300

LRAPP

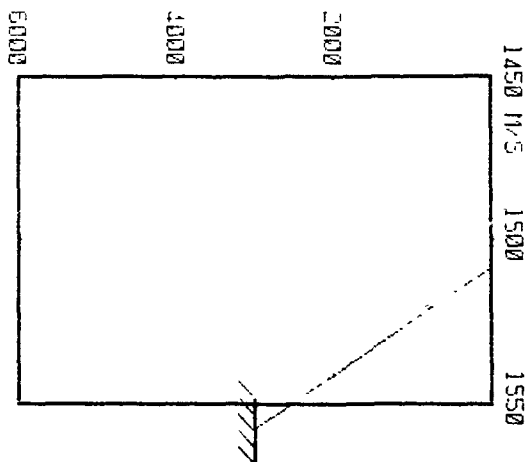
DB LOSS



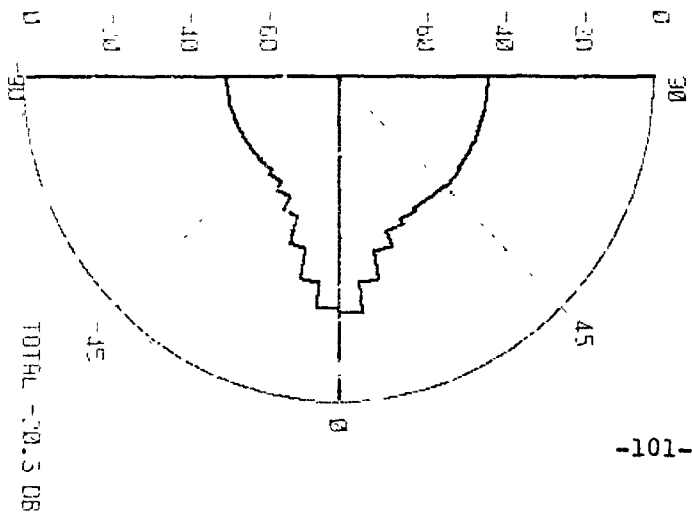
ARRIVAL ANGLE



DEPTH IN METERS



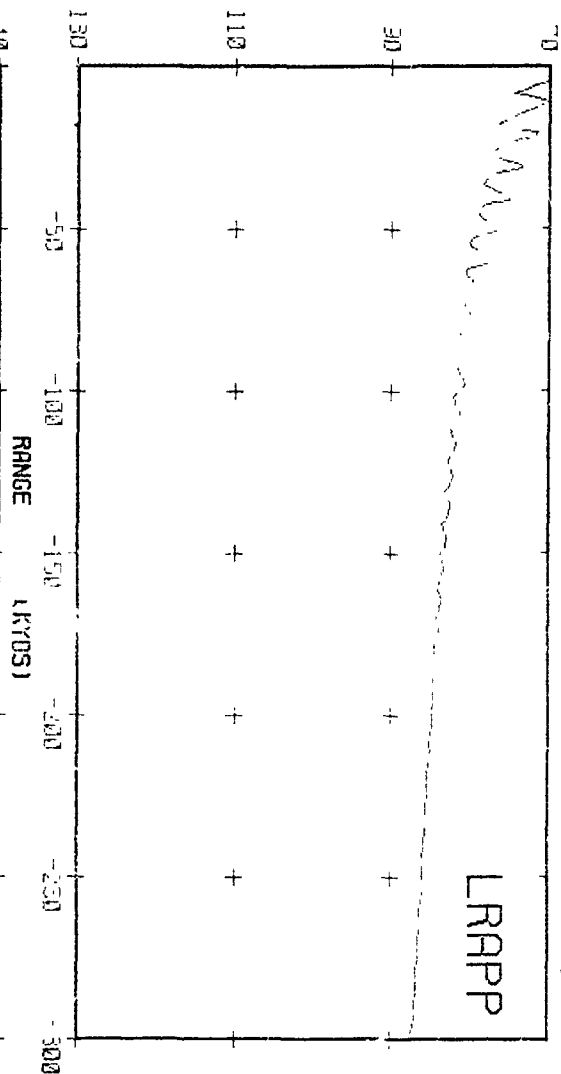
NOISE (DB)



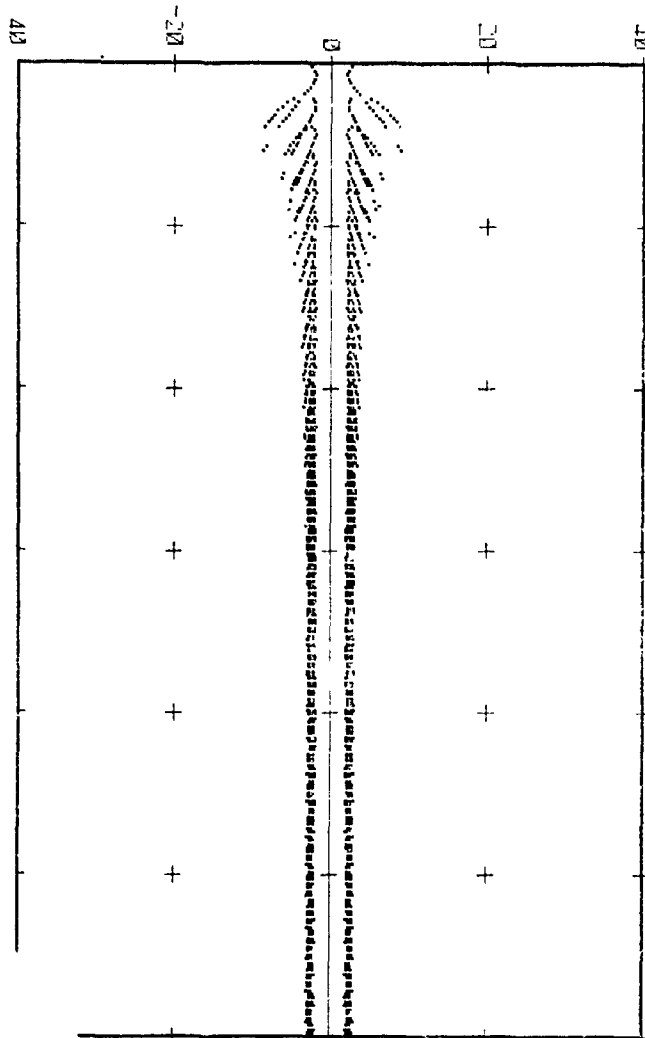
AREA 3B WINTER

S 300 R 100 F 300

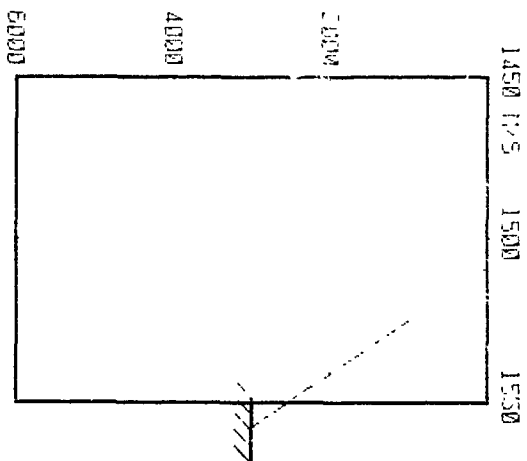
DB LOSS



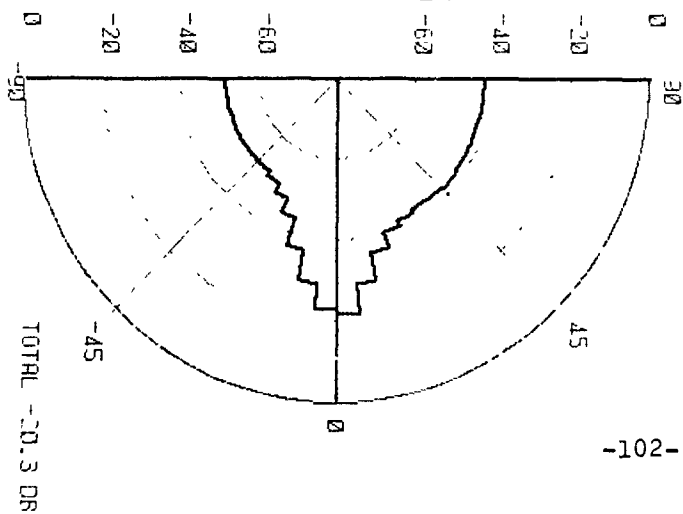
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

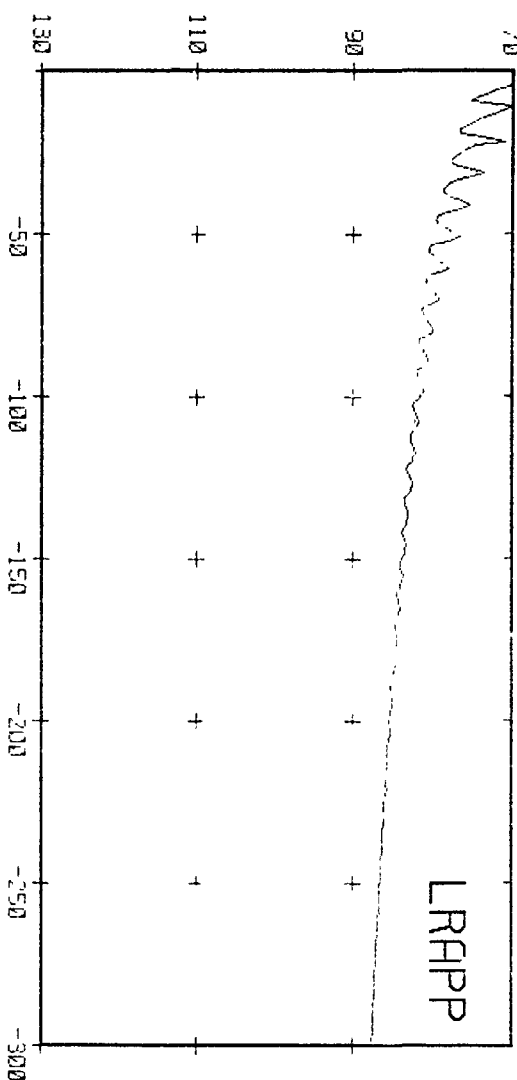


AREA 3B WINTER

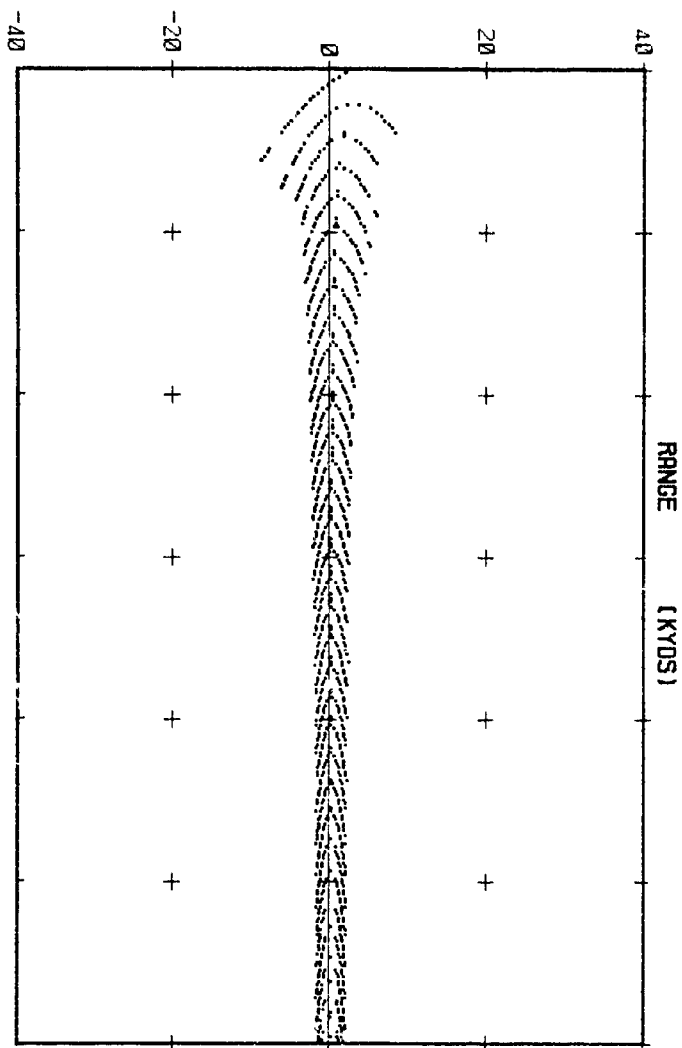
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1450 M.S 1500 1550

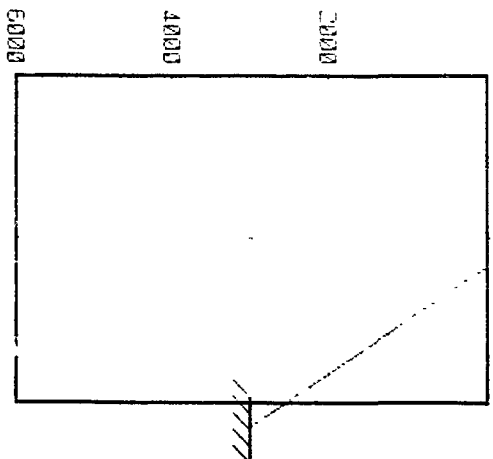
DB LOSS



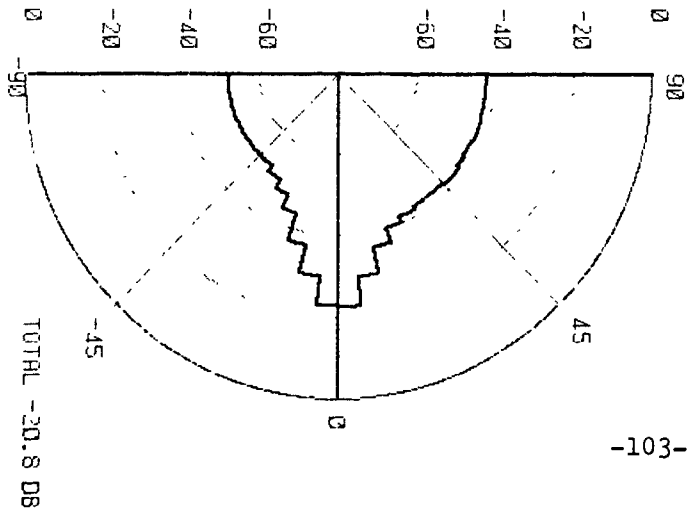
ARRIVAL ANGLE

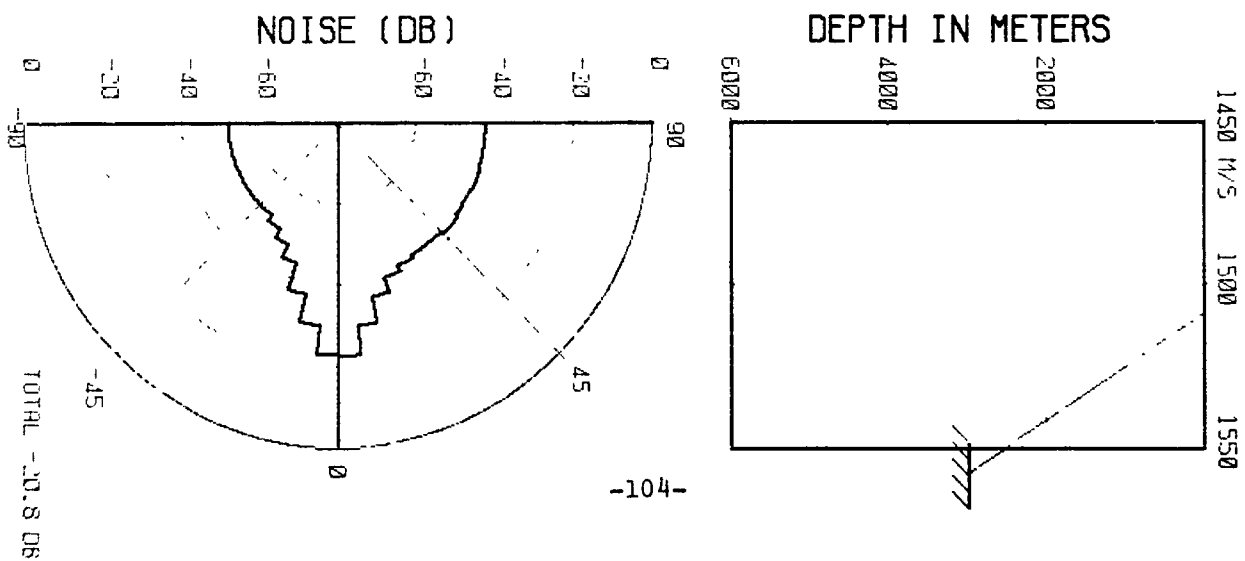
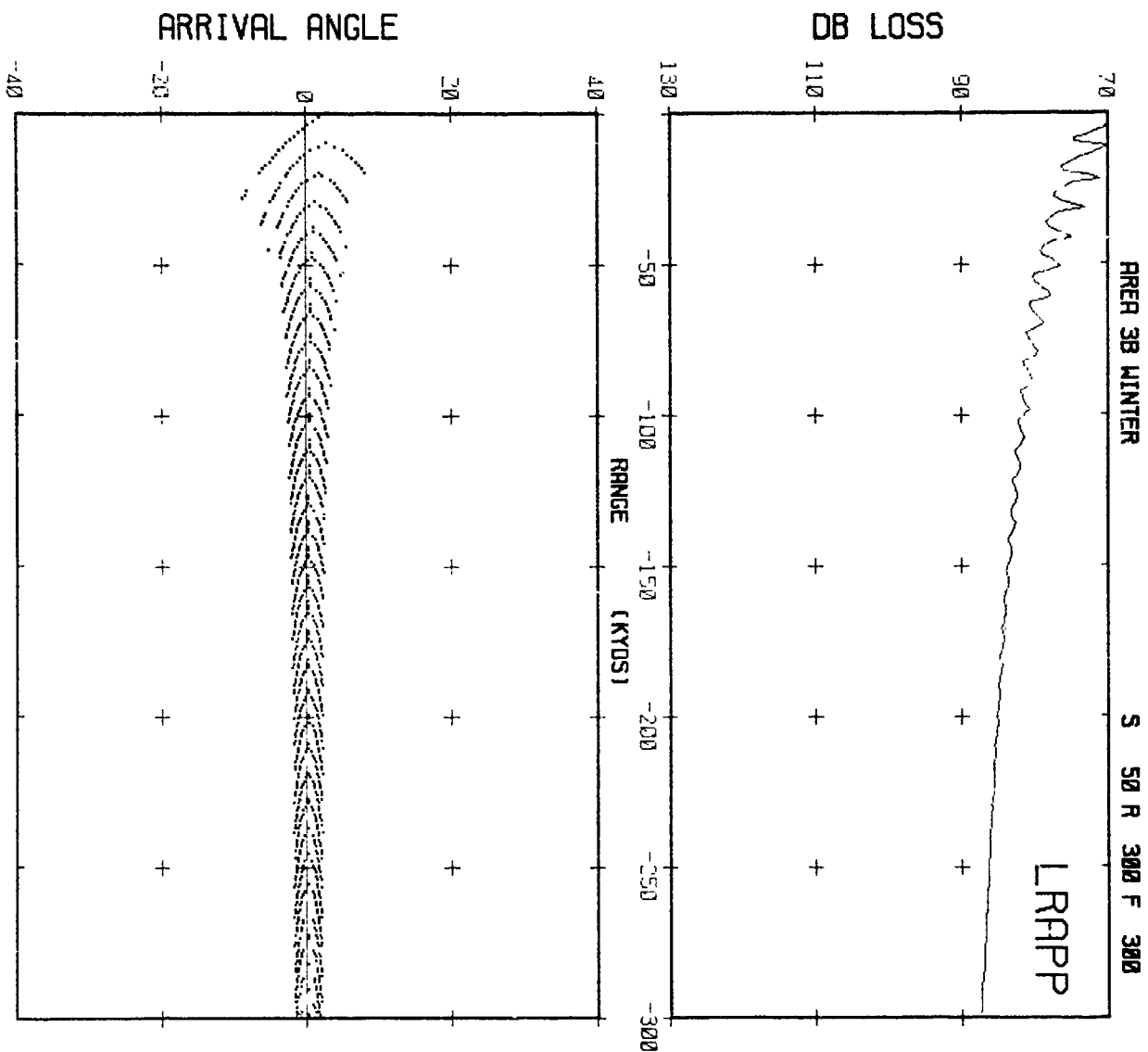


DEPTH IN METERS



NOISE (DB)



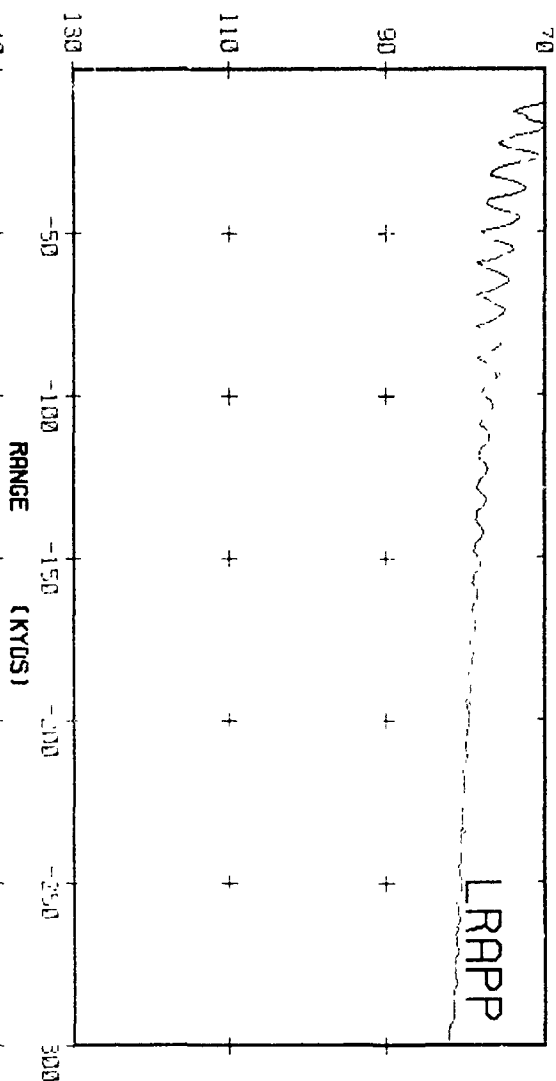


AREA 3B WINTER

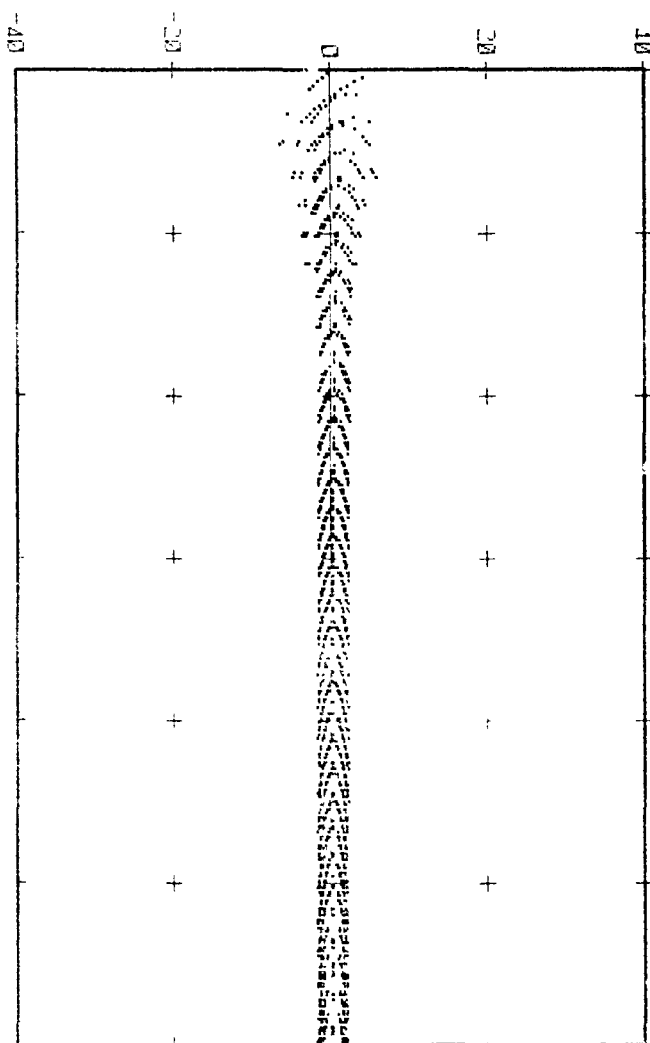
S 300 R 300 F 300

LRAPP

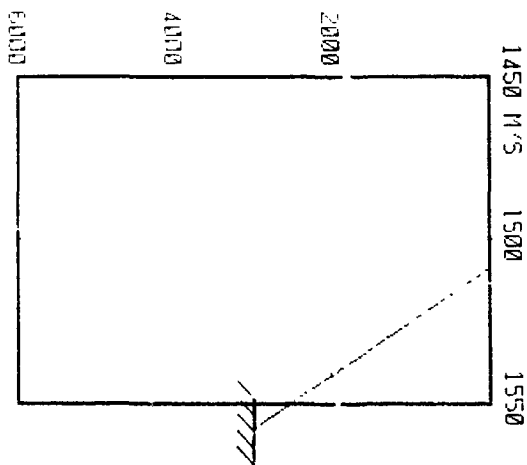
DB LOSS



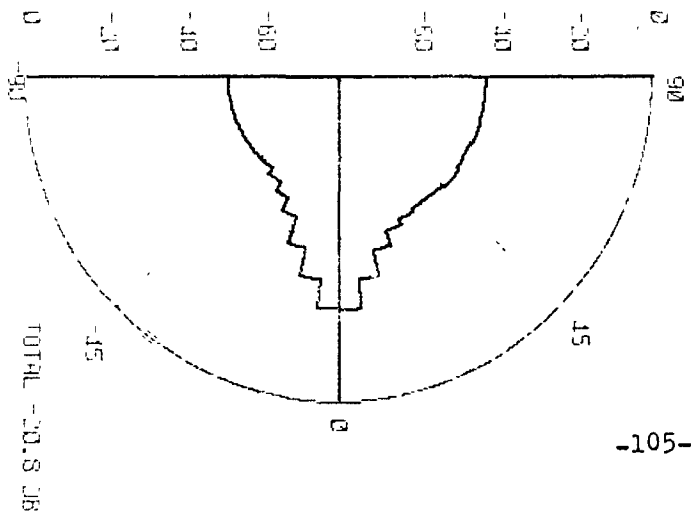
ARRIVAL ANGLE



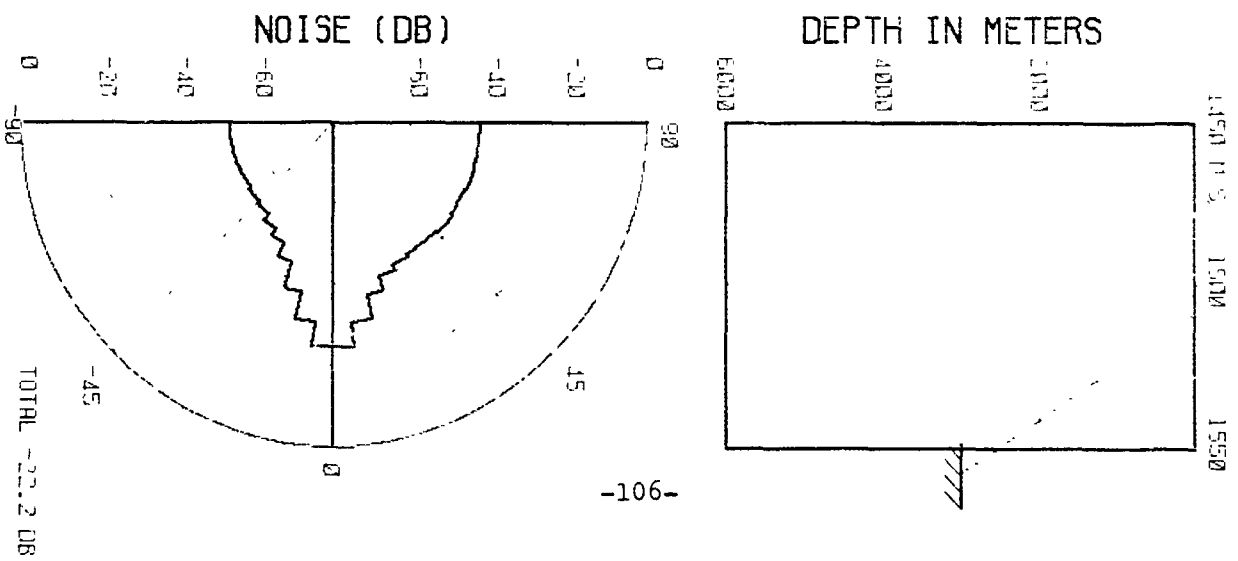
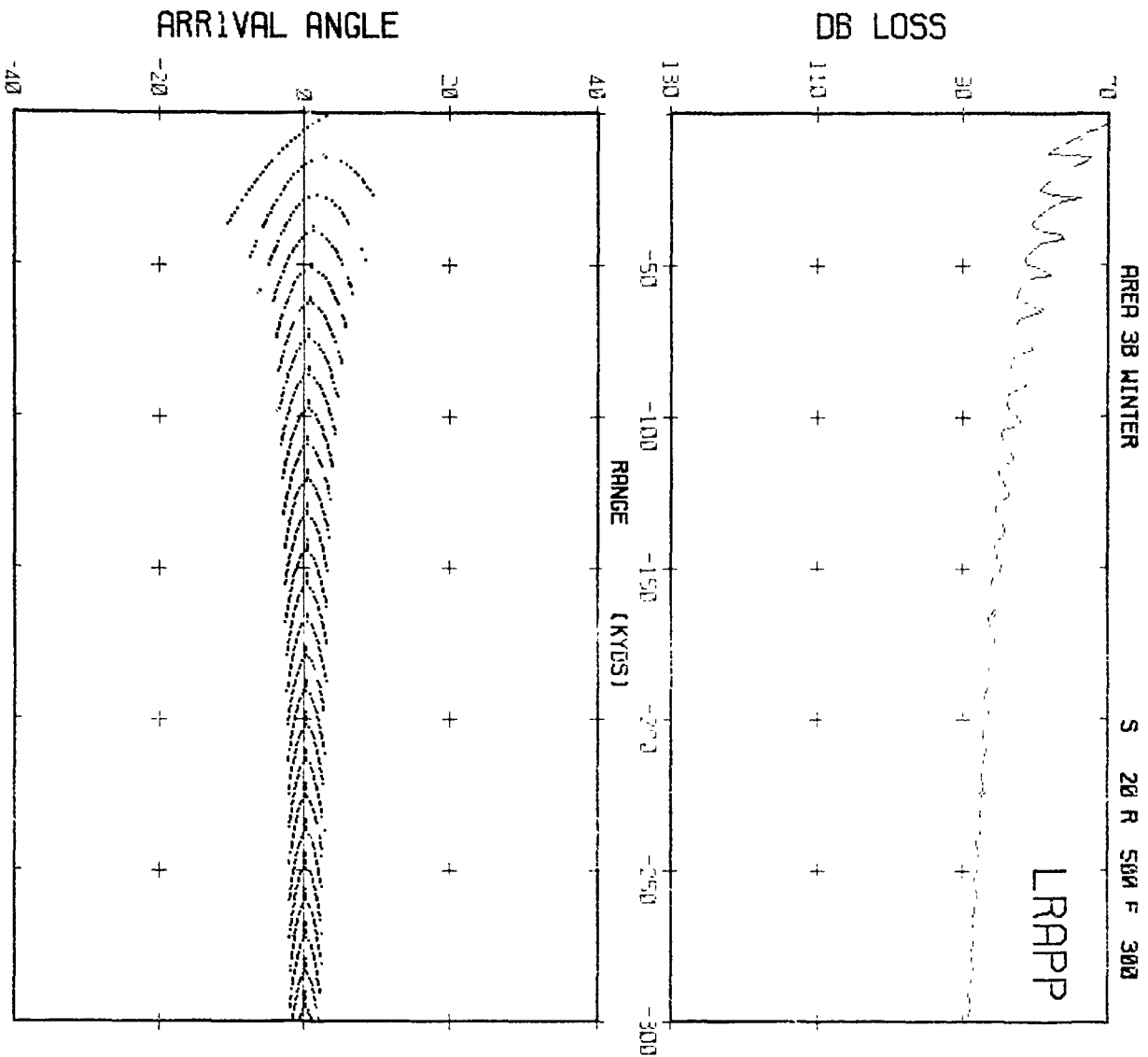
DEPTH IN METERS



NOISE (DB)



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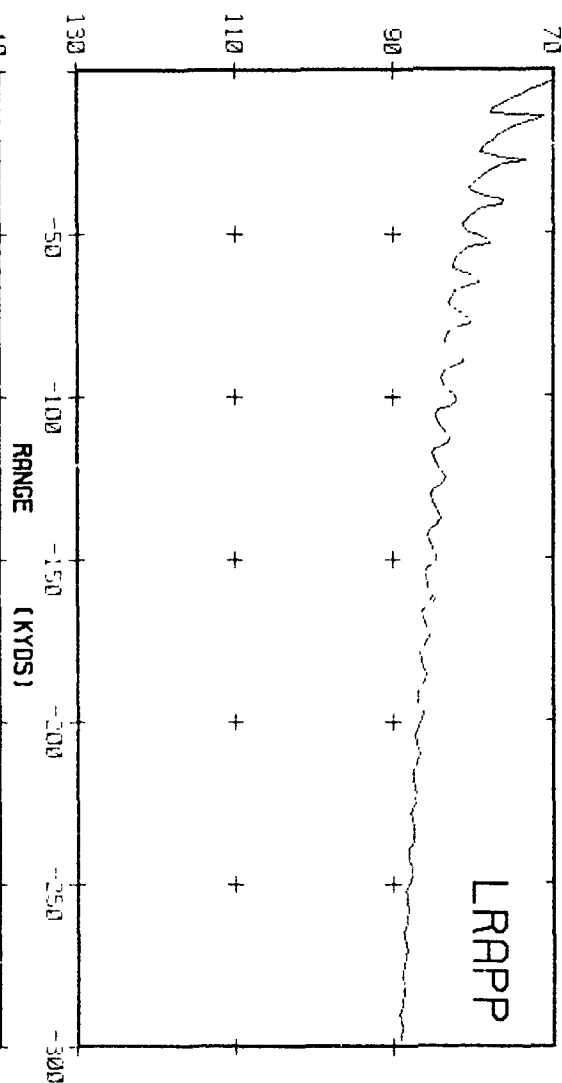


AREA 3B WINTER

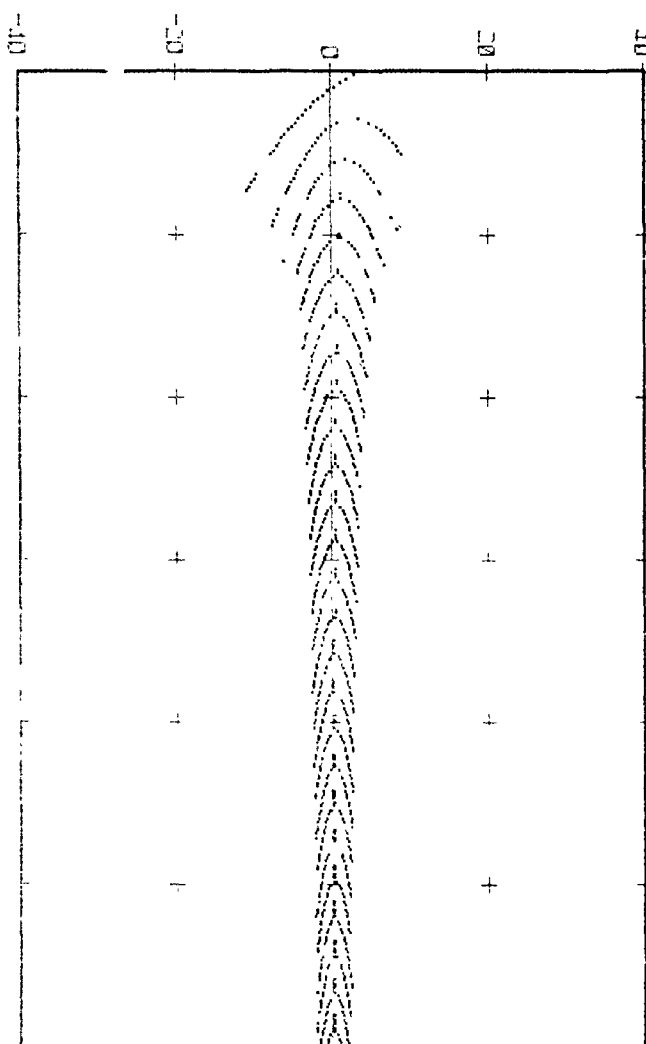
S 50 R 500 F 300

LRAPP

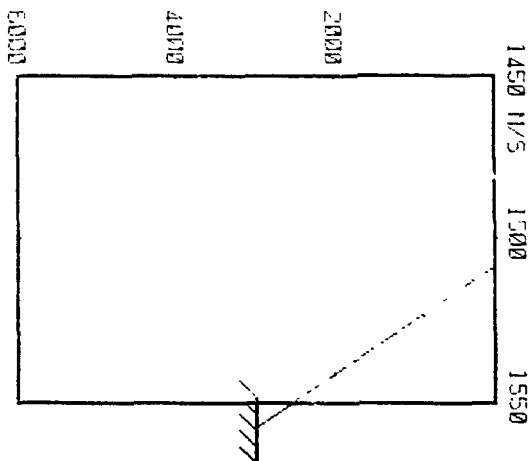
DB LOSS



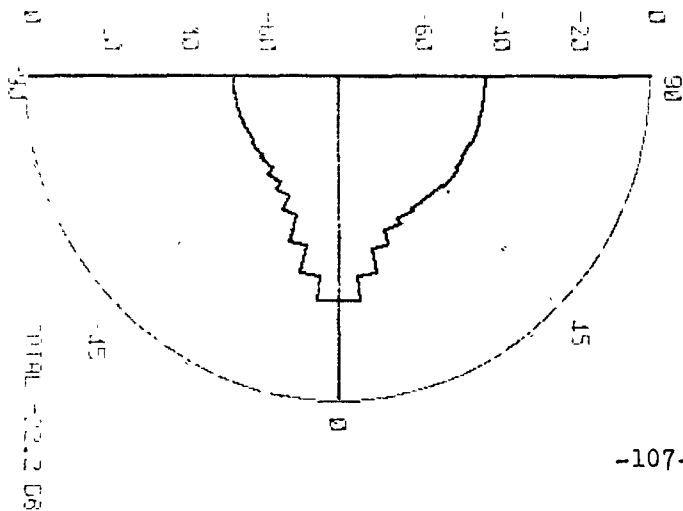
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

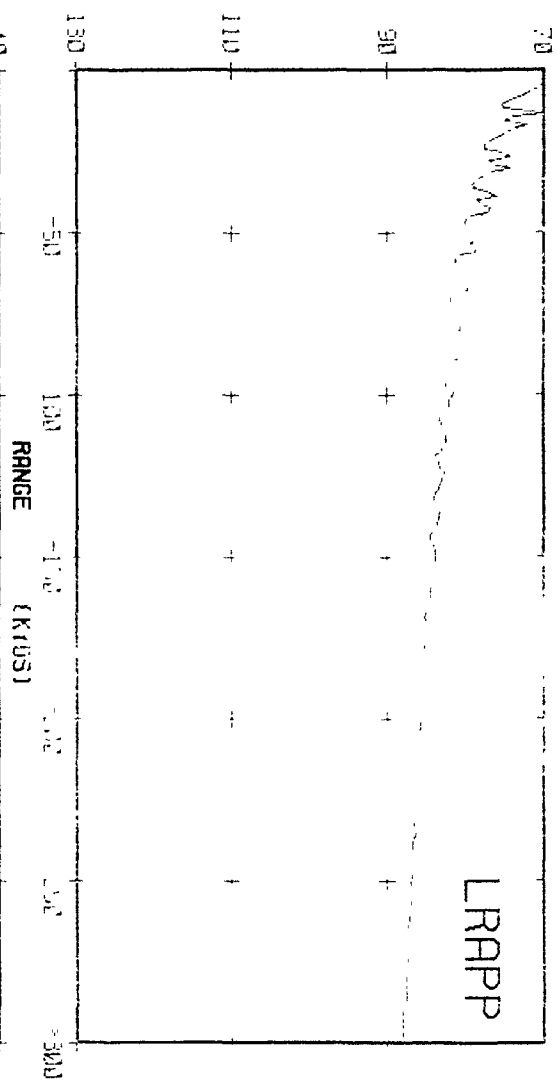


RPER 3B WINTER

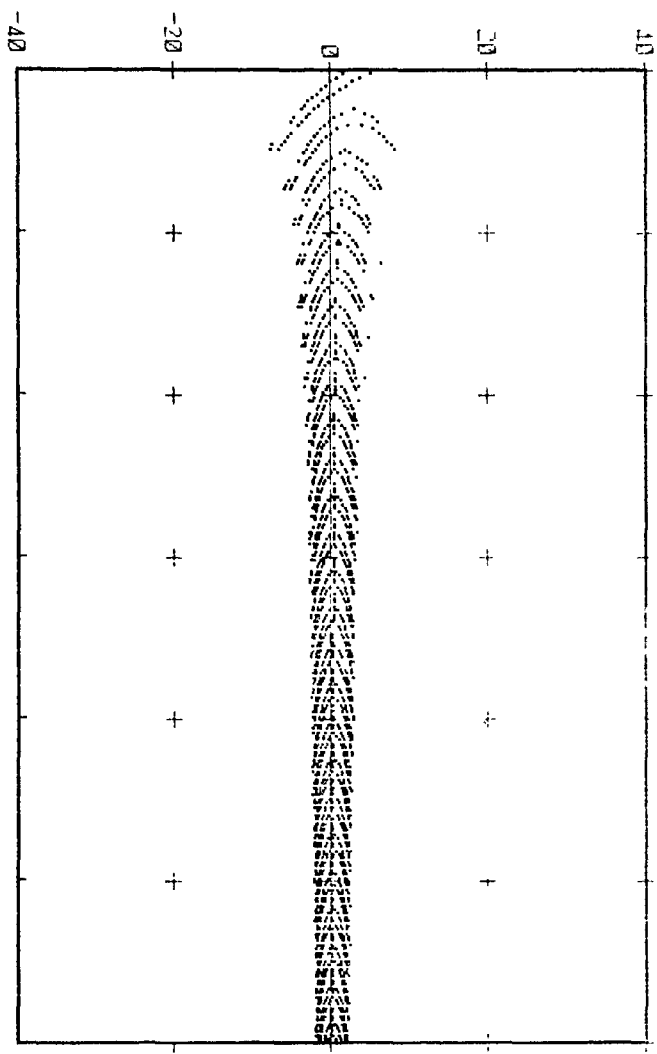
S 360 R 500 F 300

1450 11-5 1400 1550

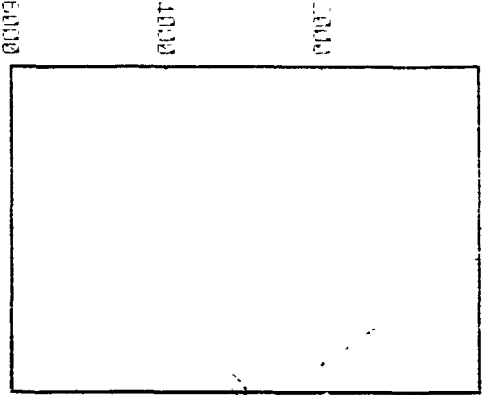
DB LOSS



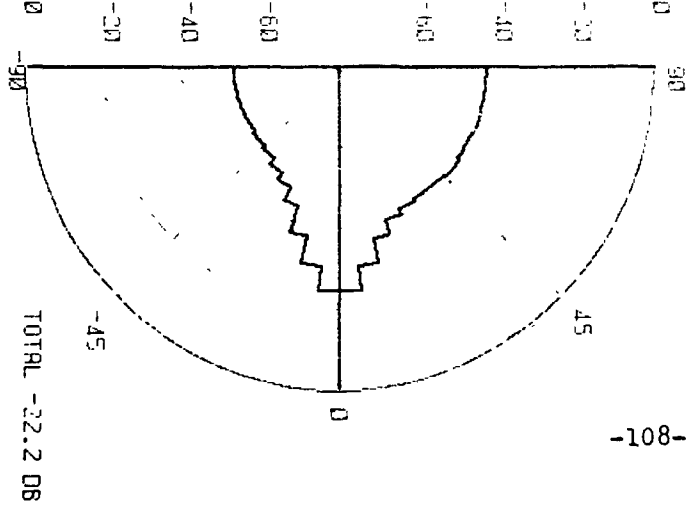
ARRIVAL ANGLE

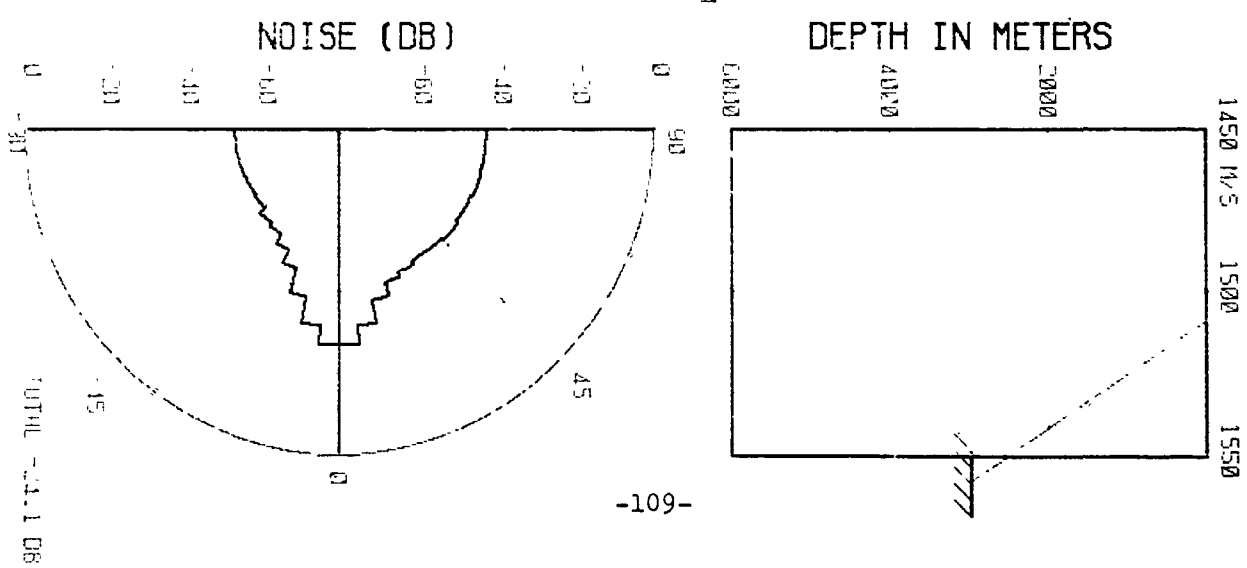
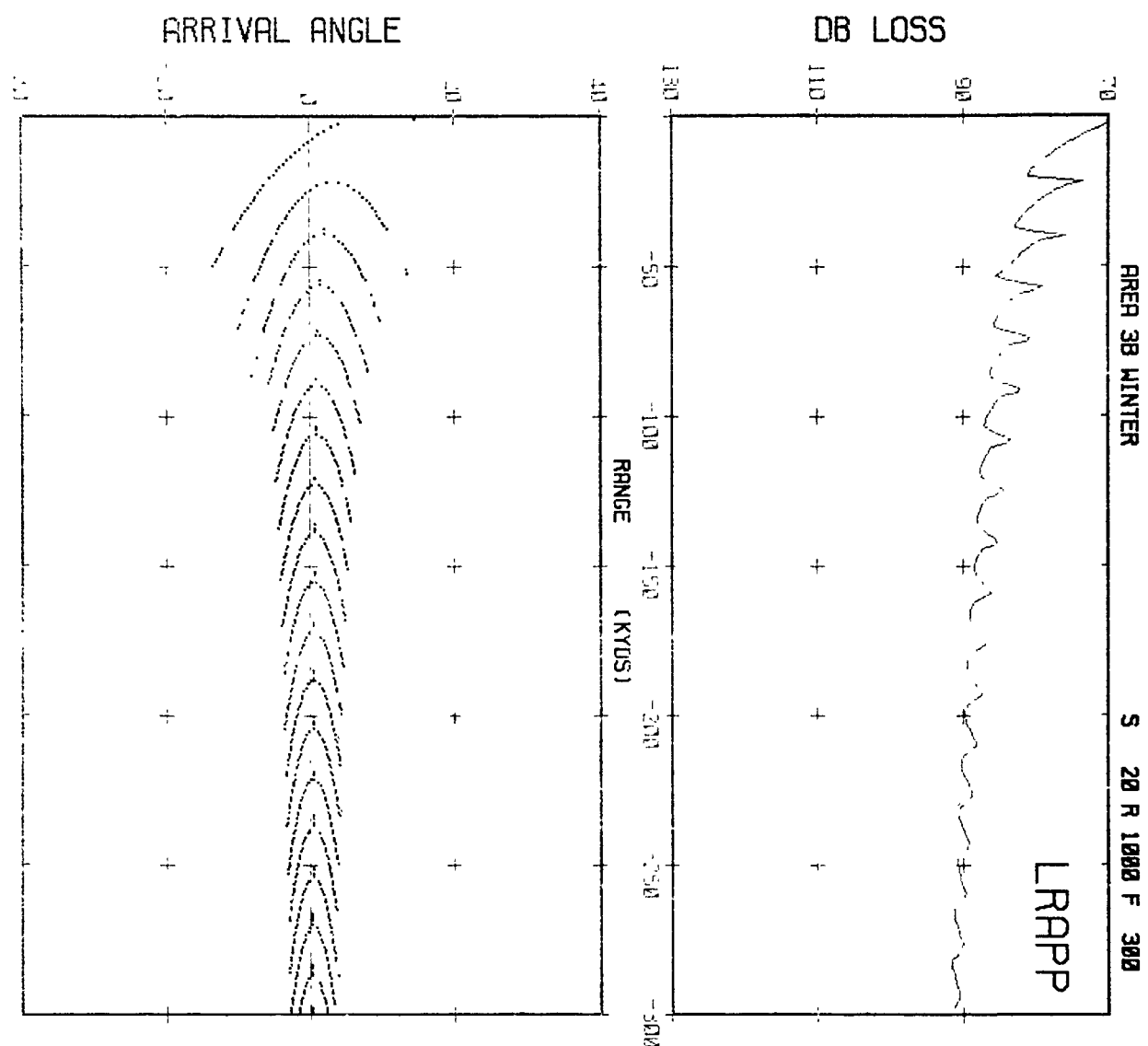


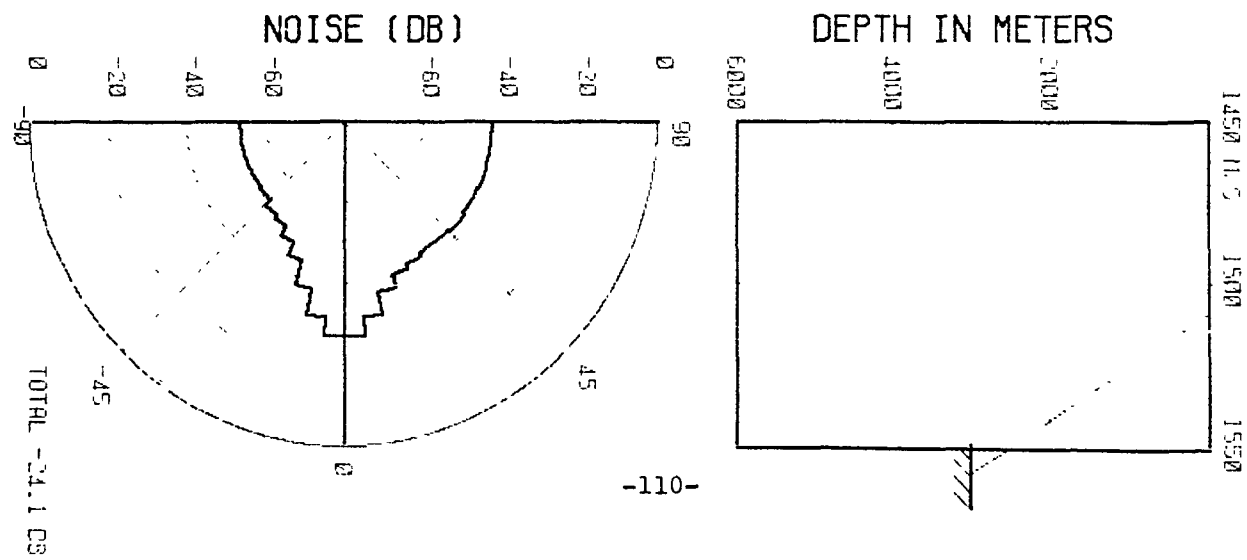
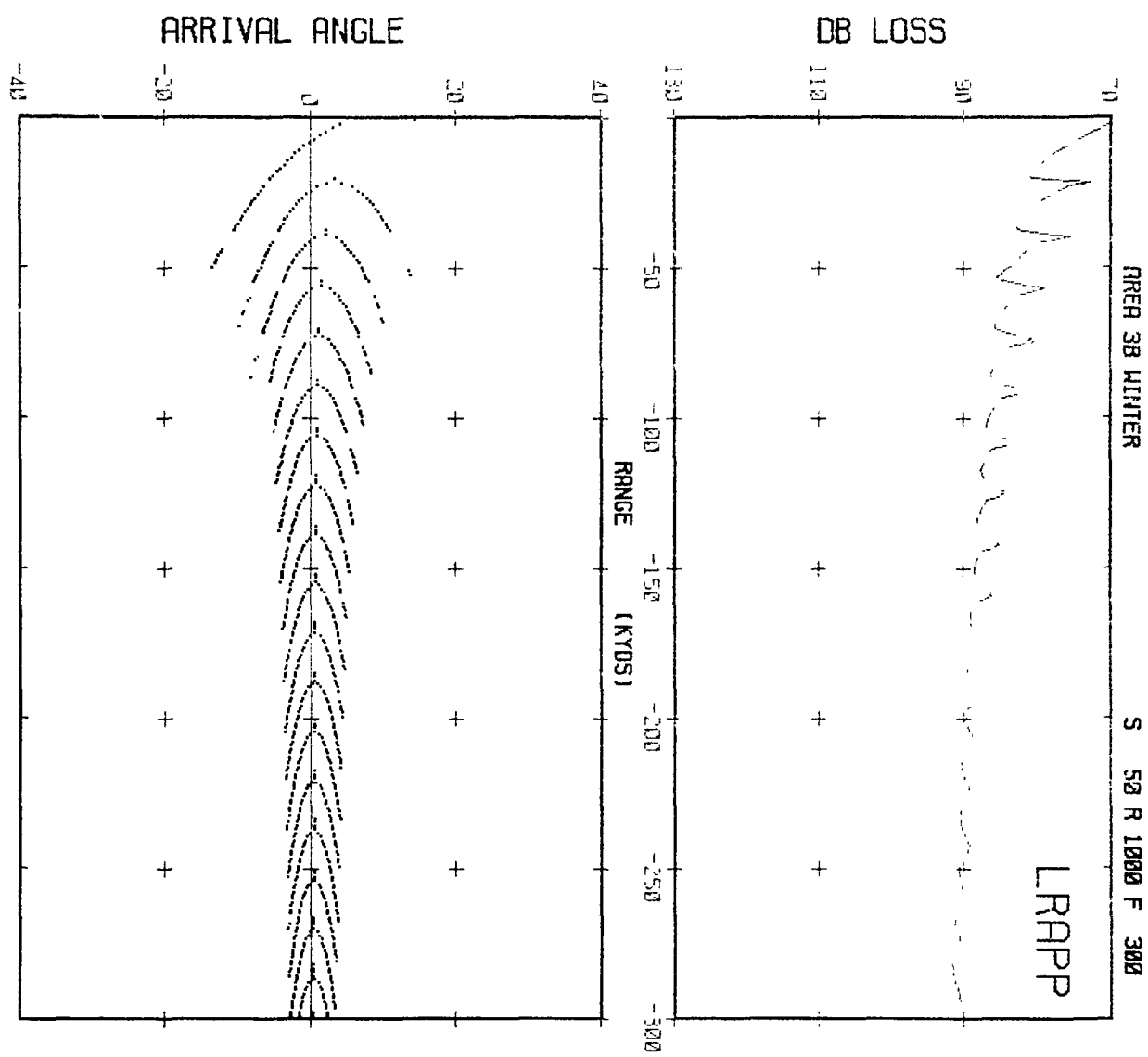
DEPTH IN METERS



NOISE (DB)



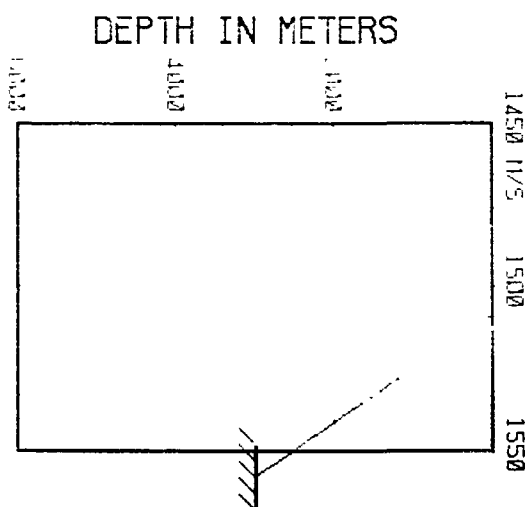
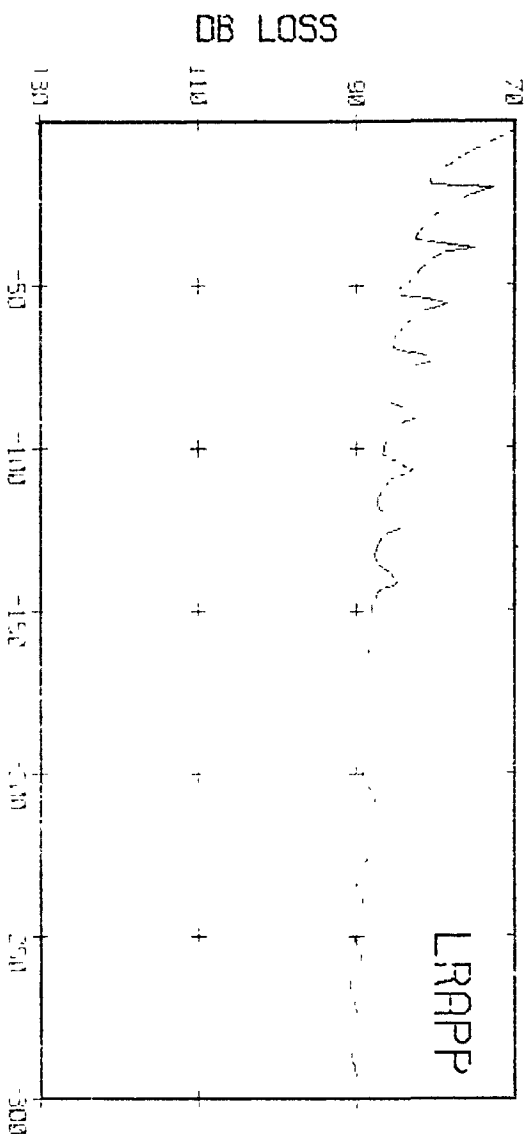




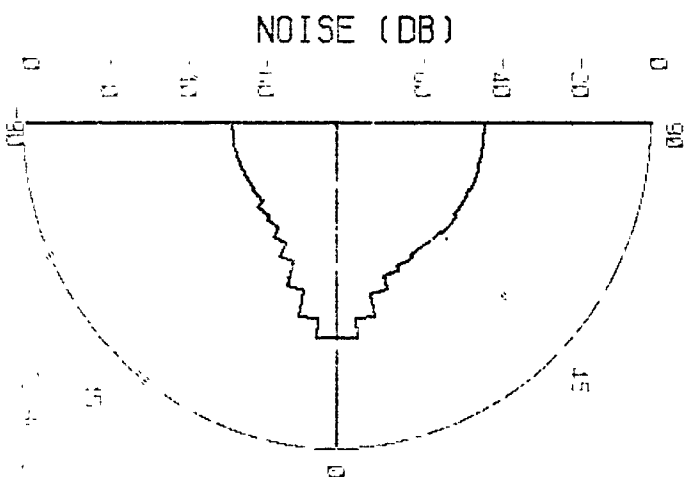
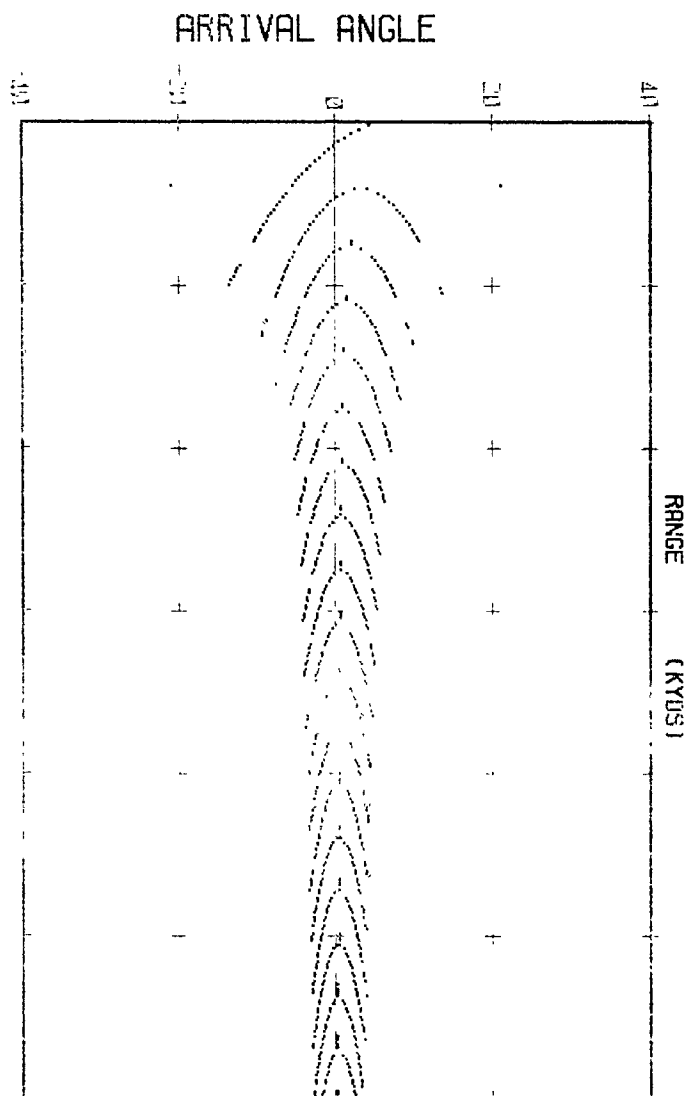
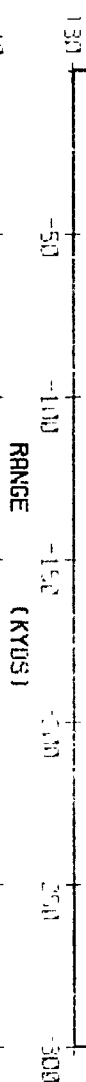
S 300 R 1000 F 3002

1450	11/5	1500	1550
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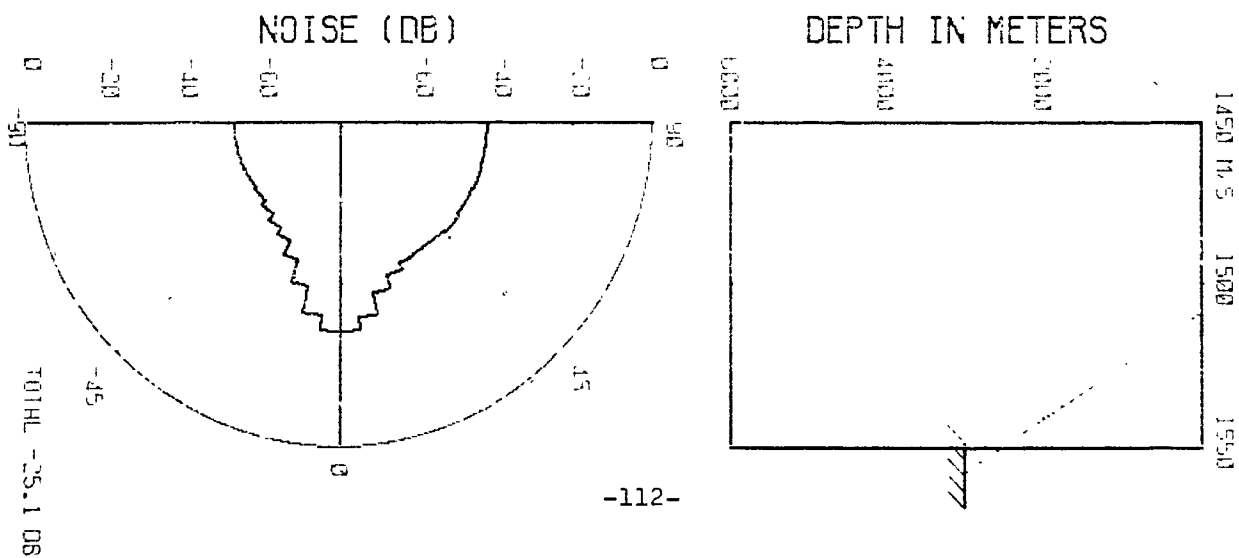
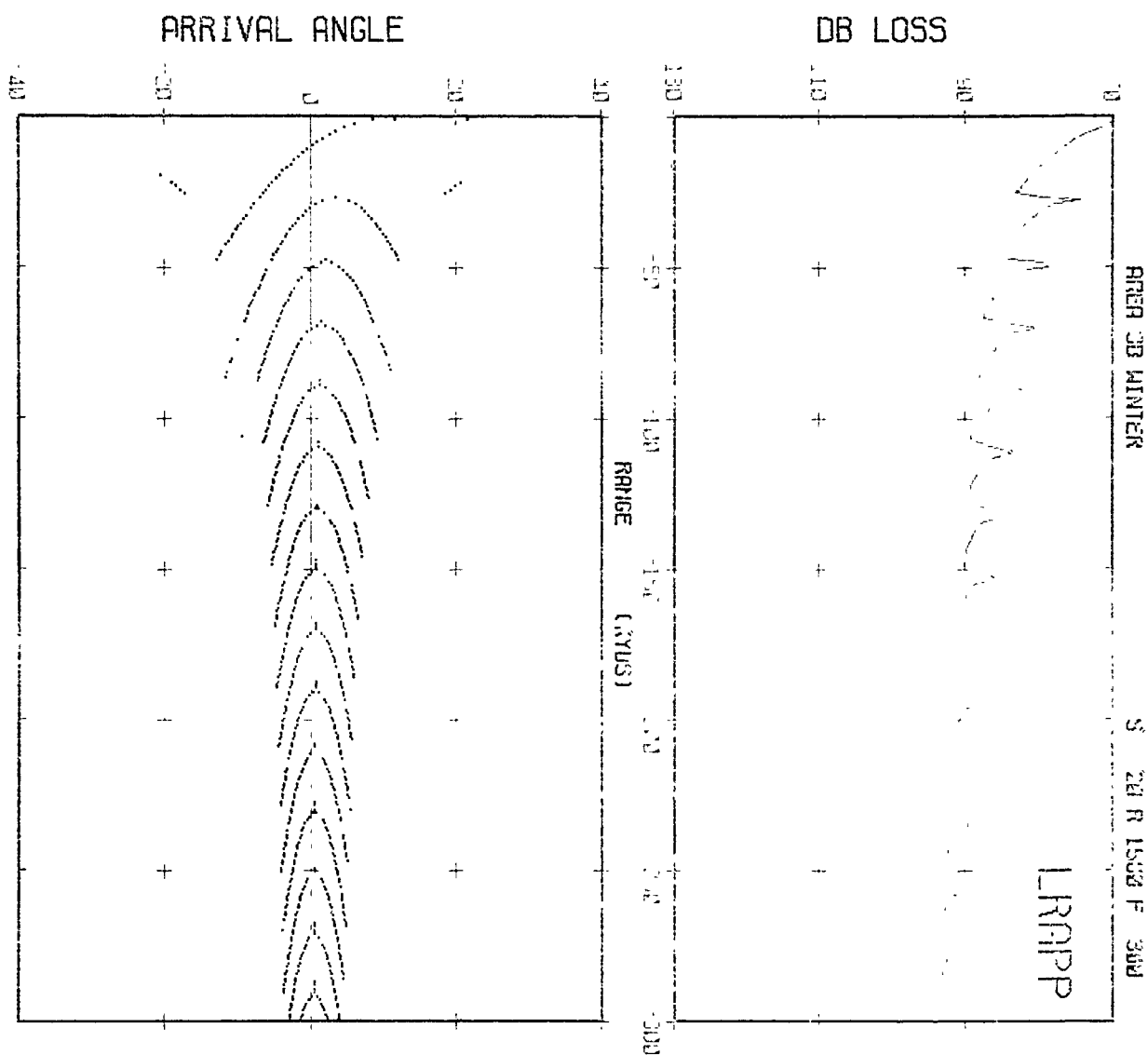
LRRPP

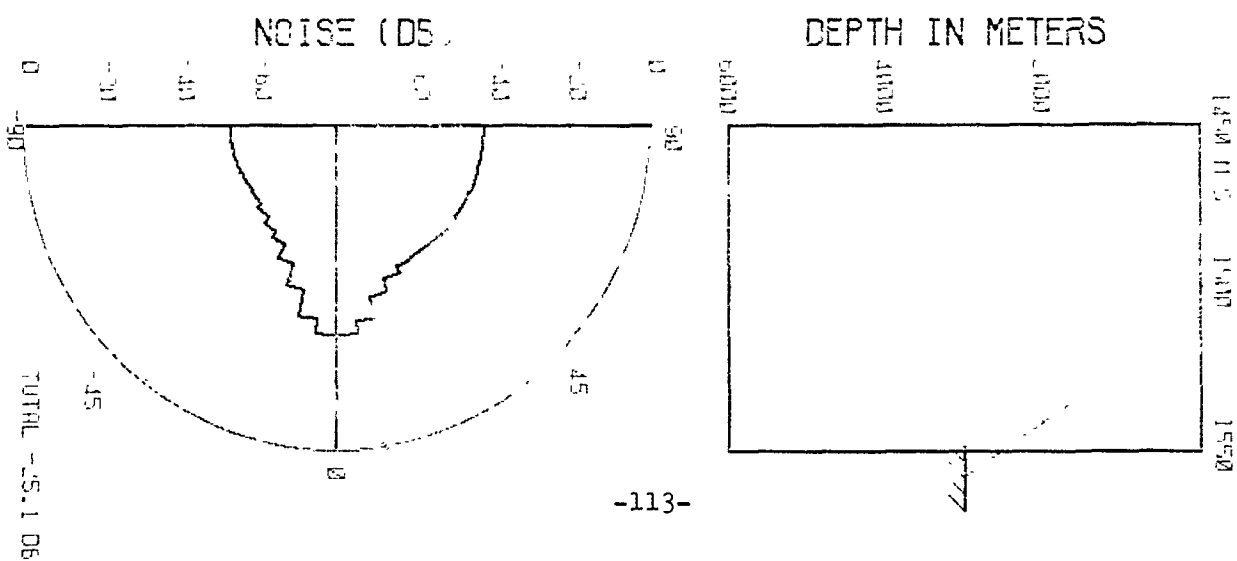
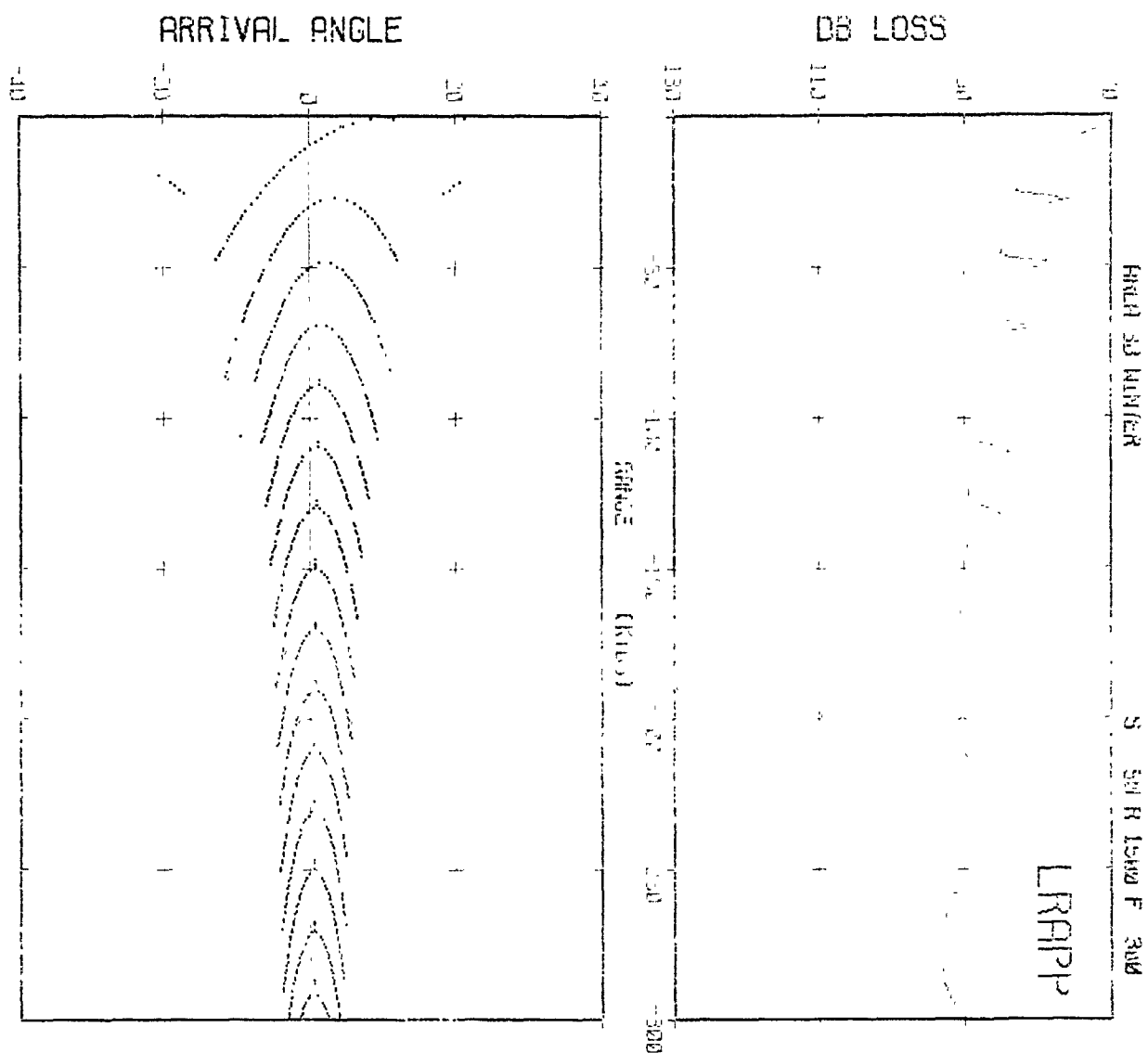


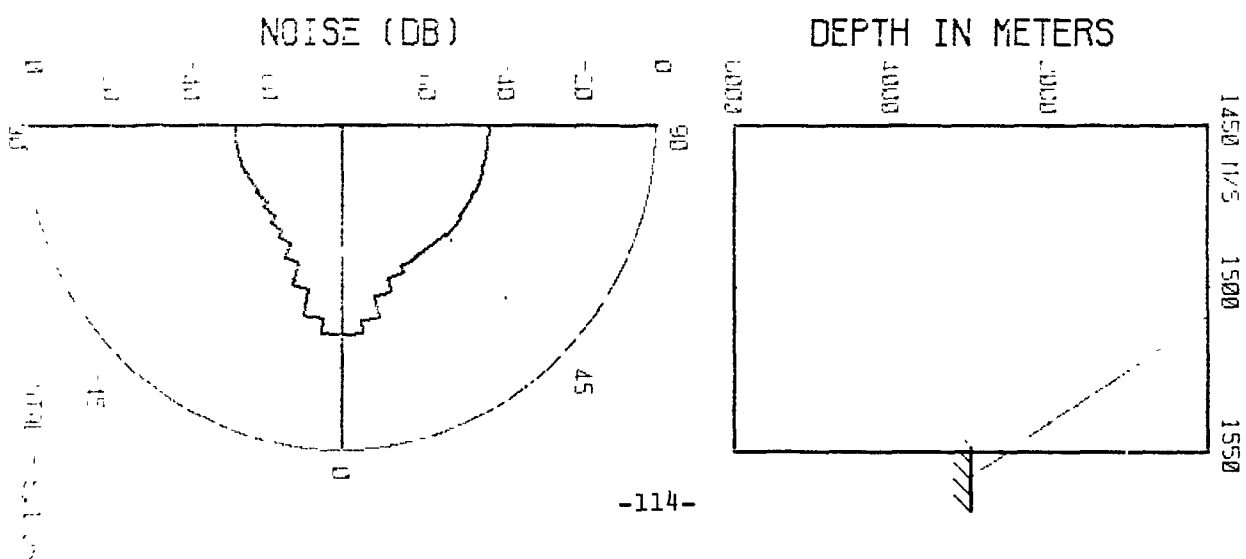
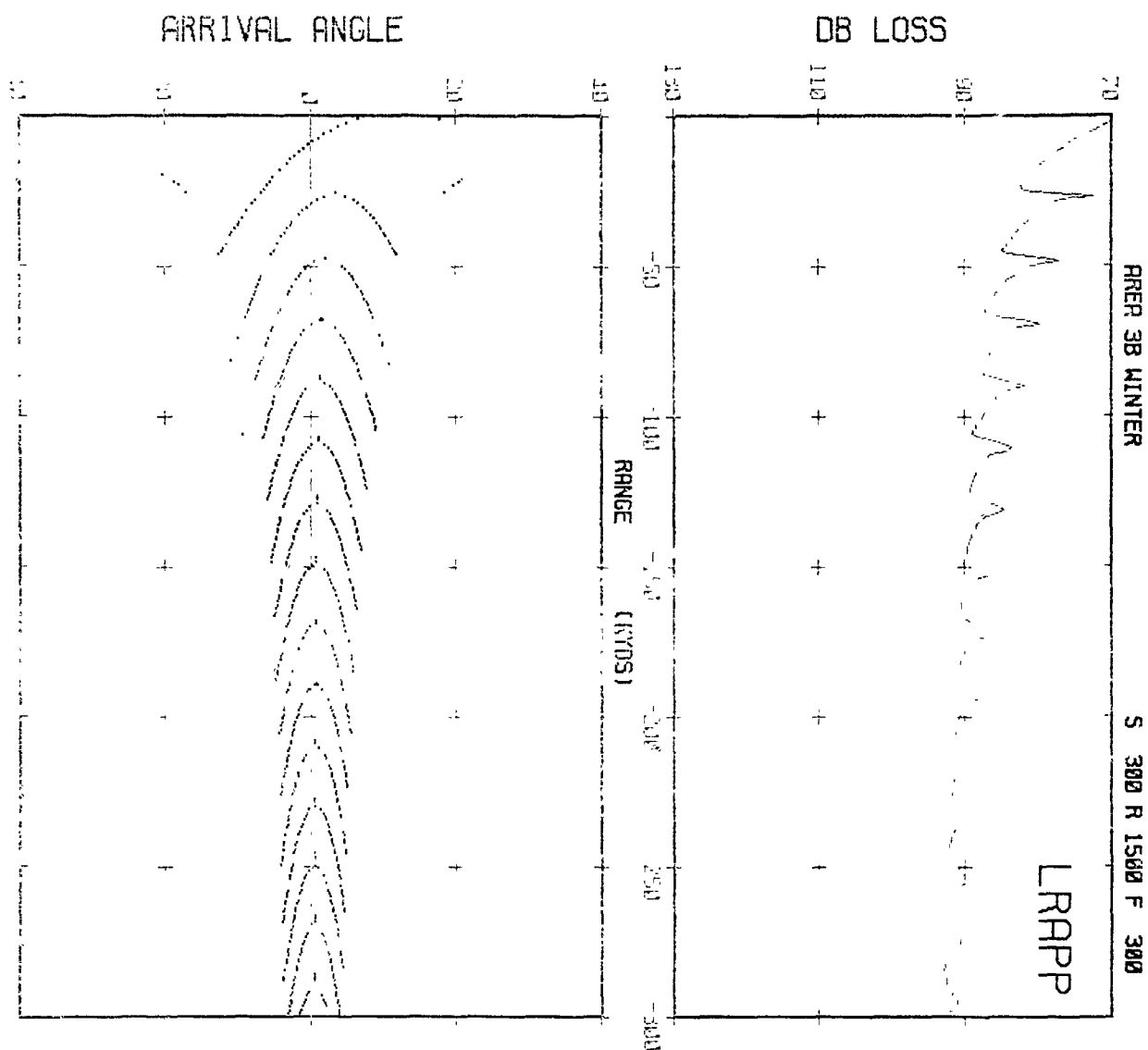
DEPTH IN METERS



-111-





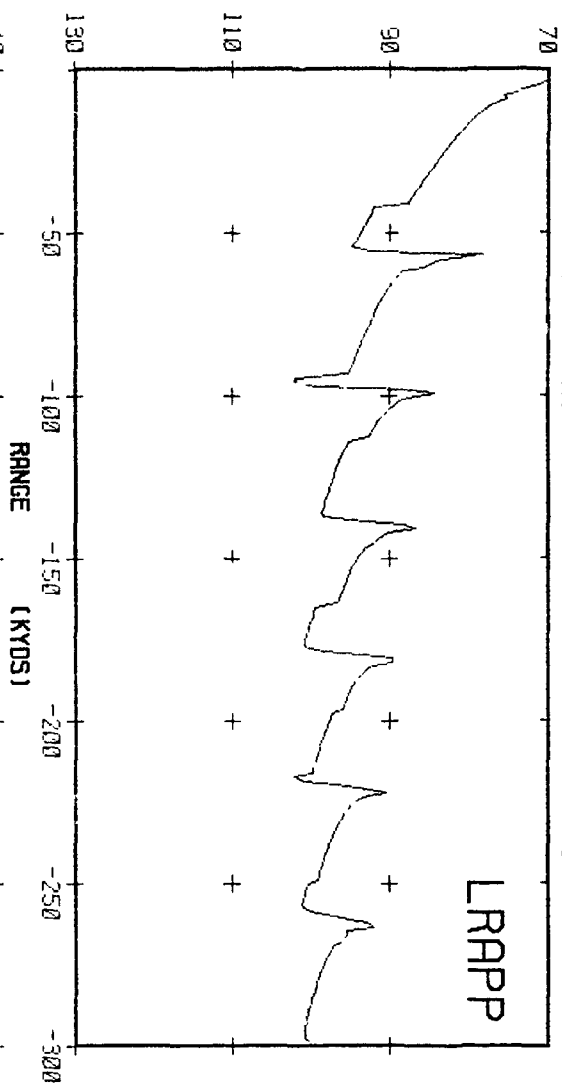


ARRR 3B WINTER

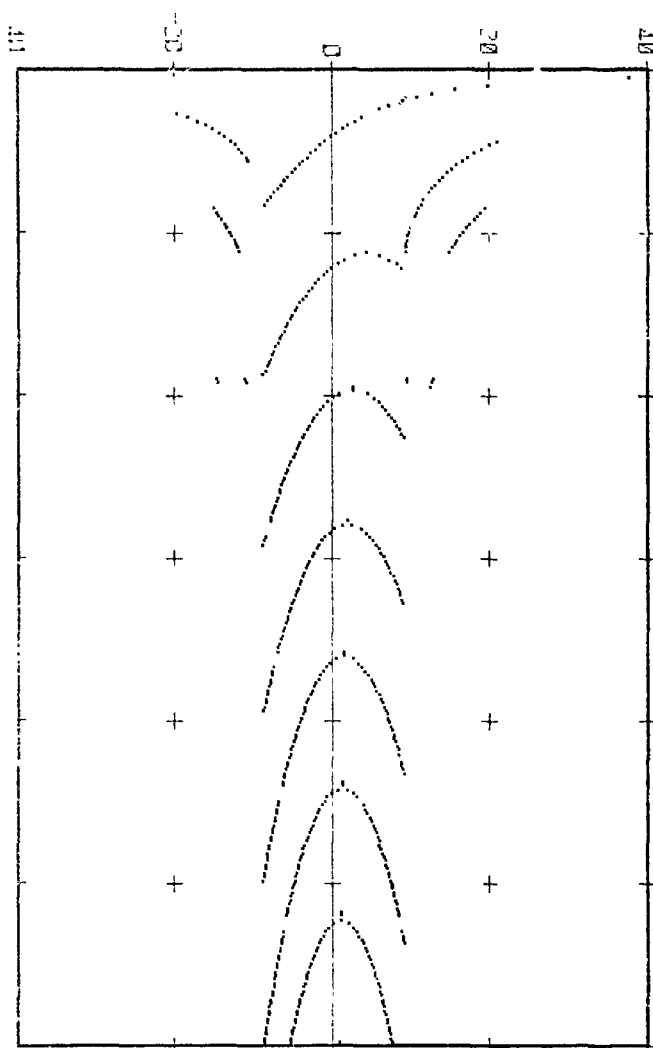
S 20 R 6000 F 300

LRAPP

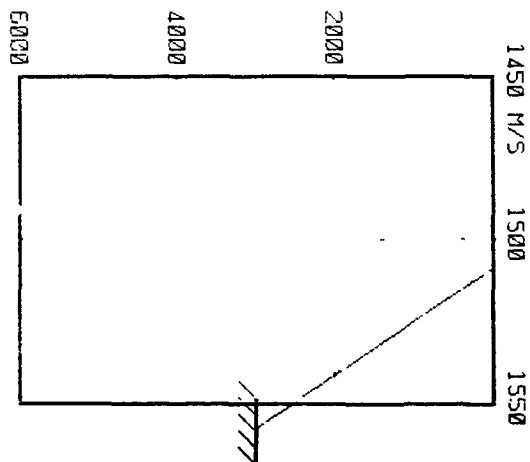
DB LOSS



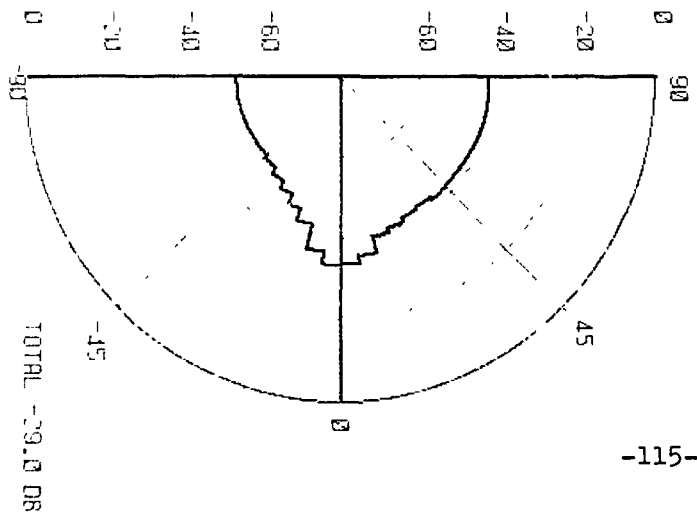
ARRIVAL ANGLE

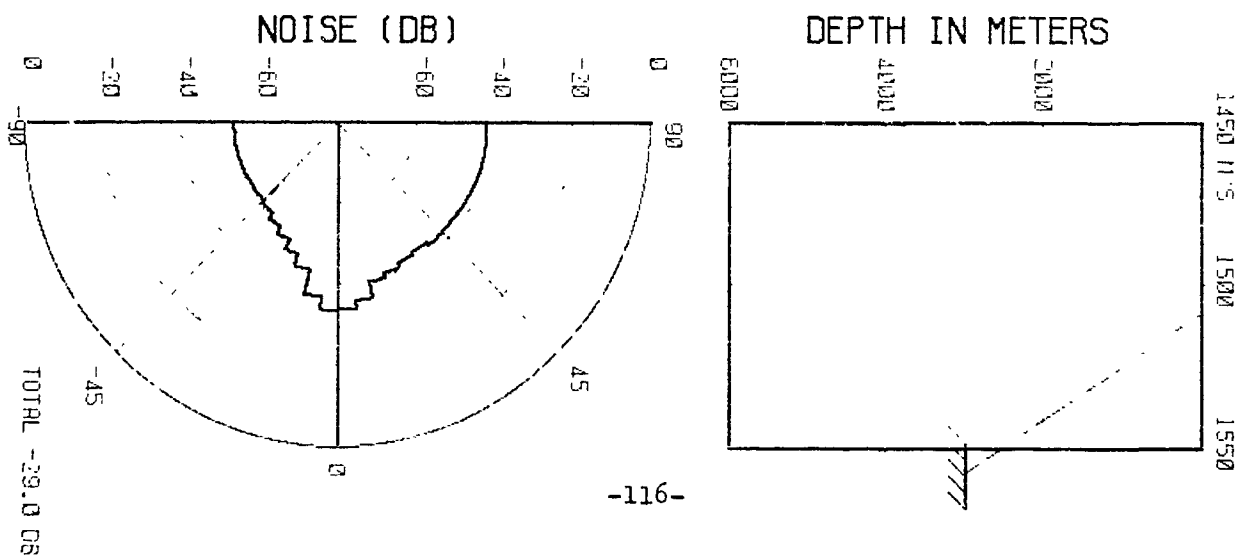
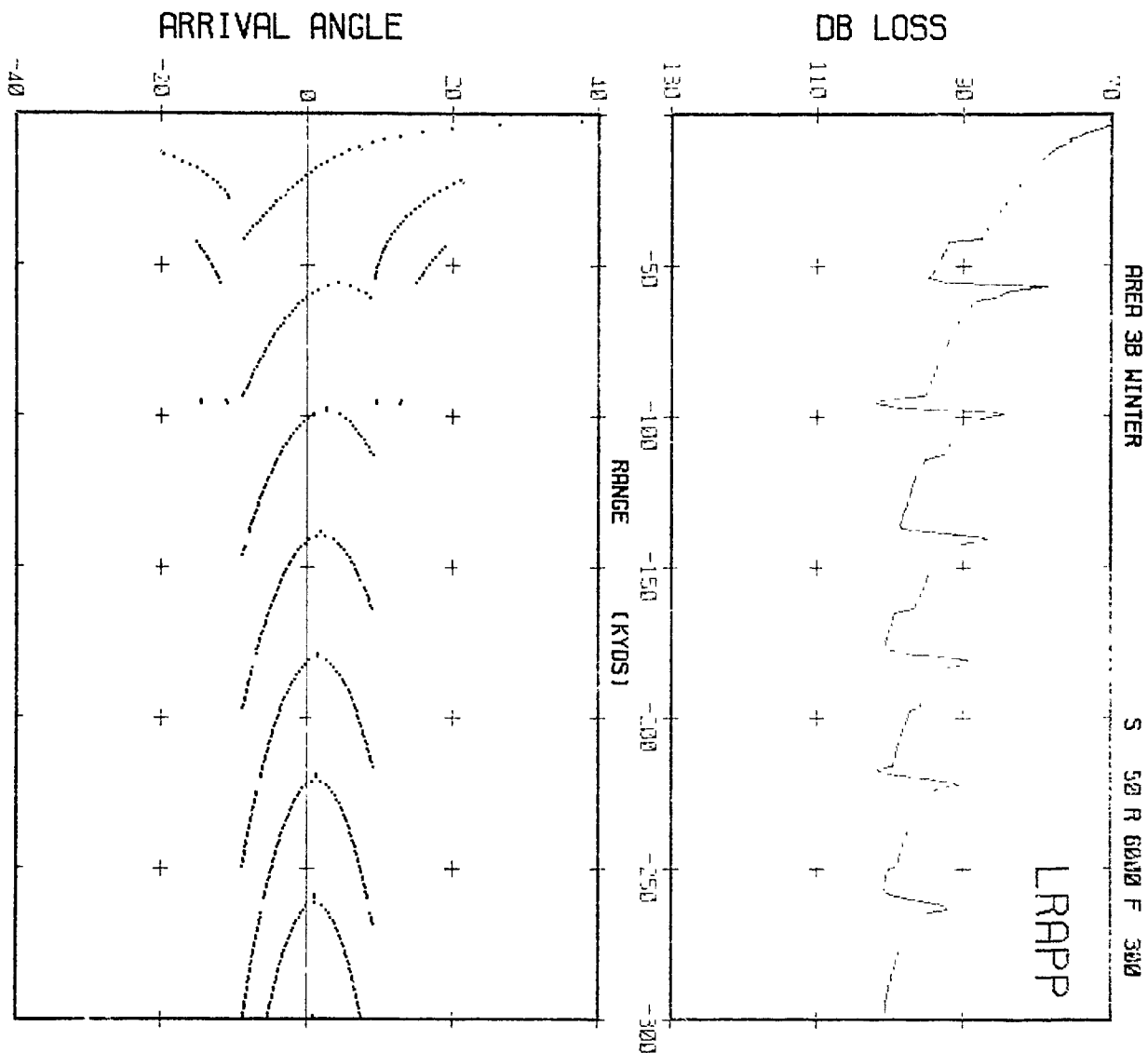


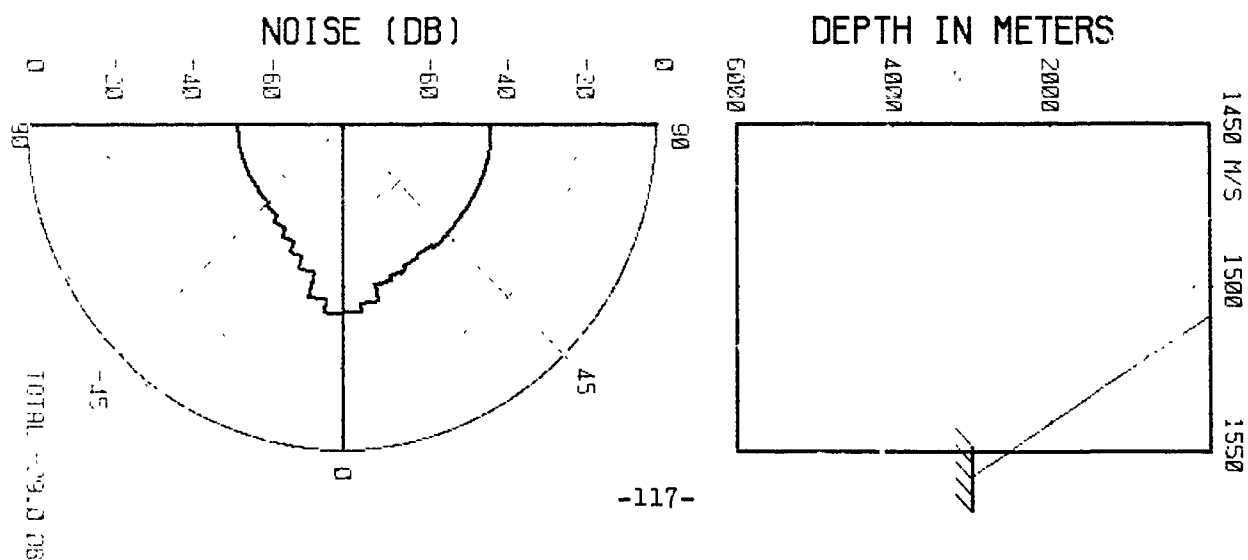
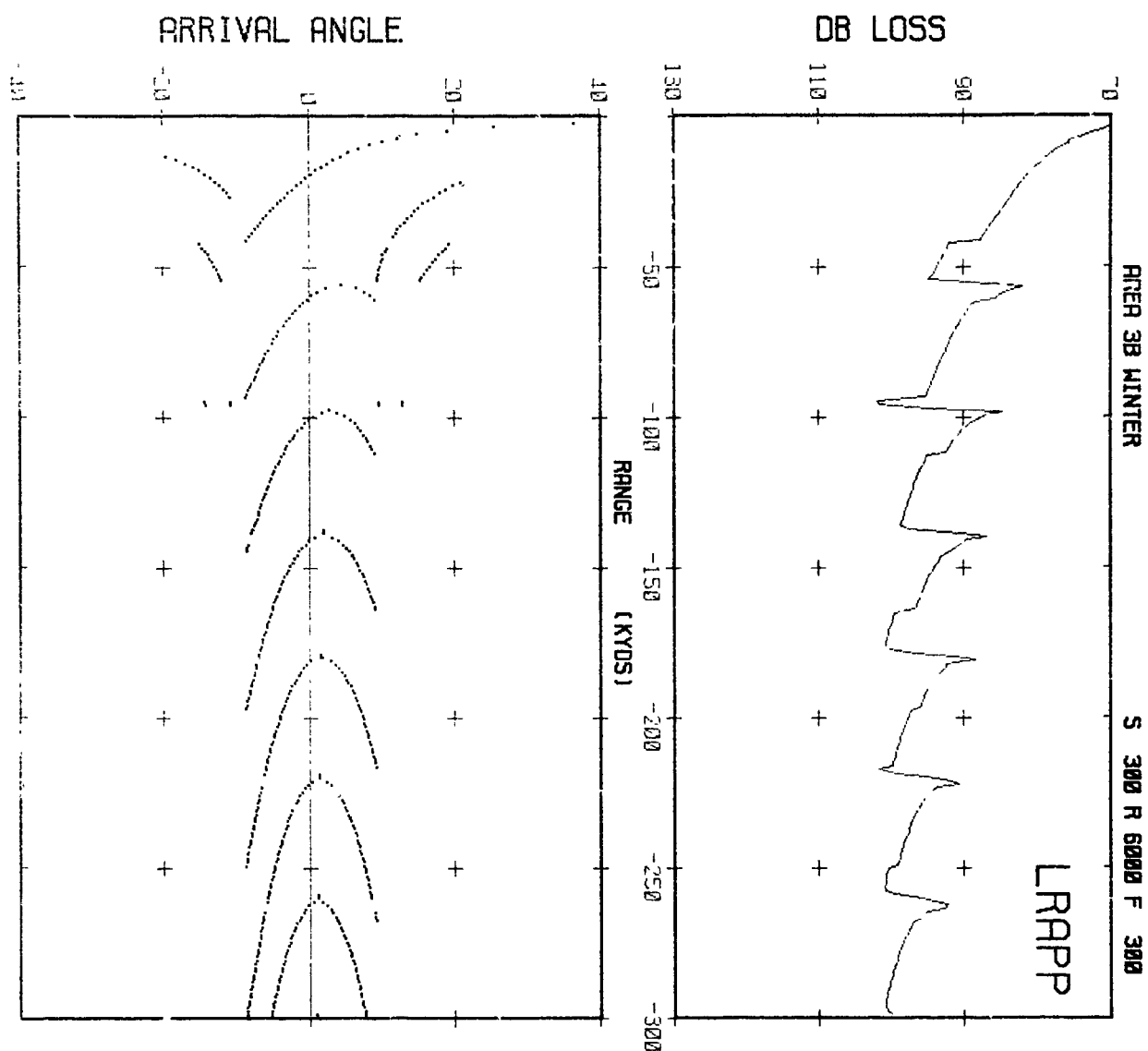
DEPTH IN METERS

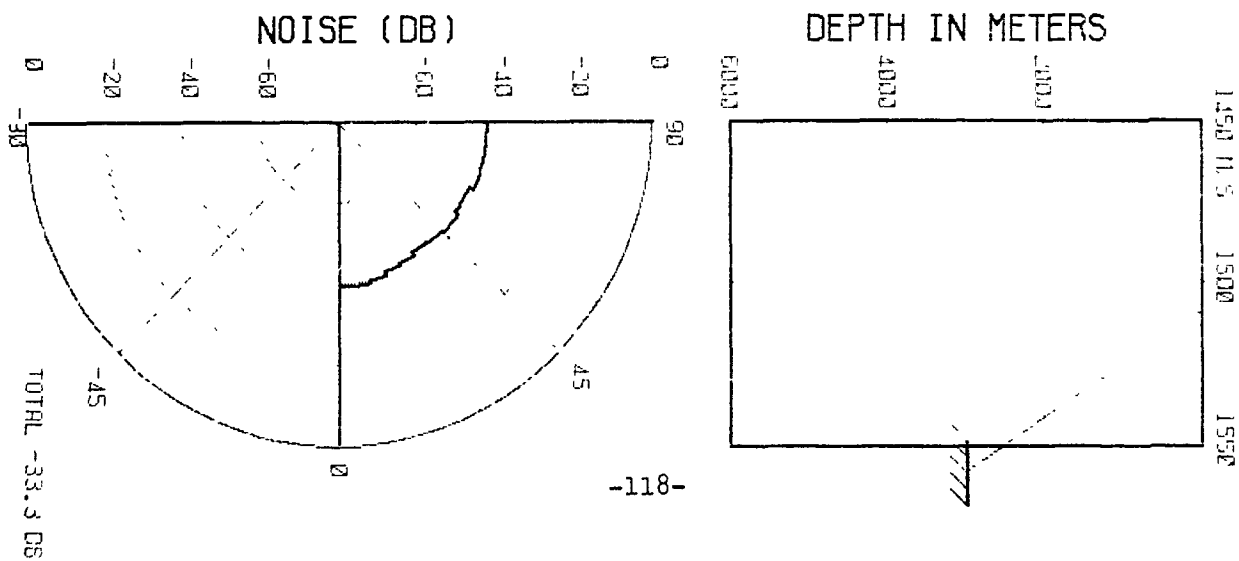
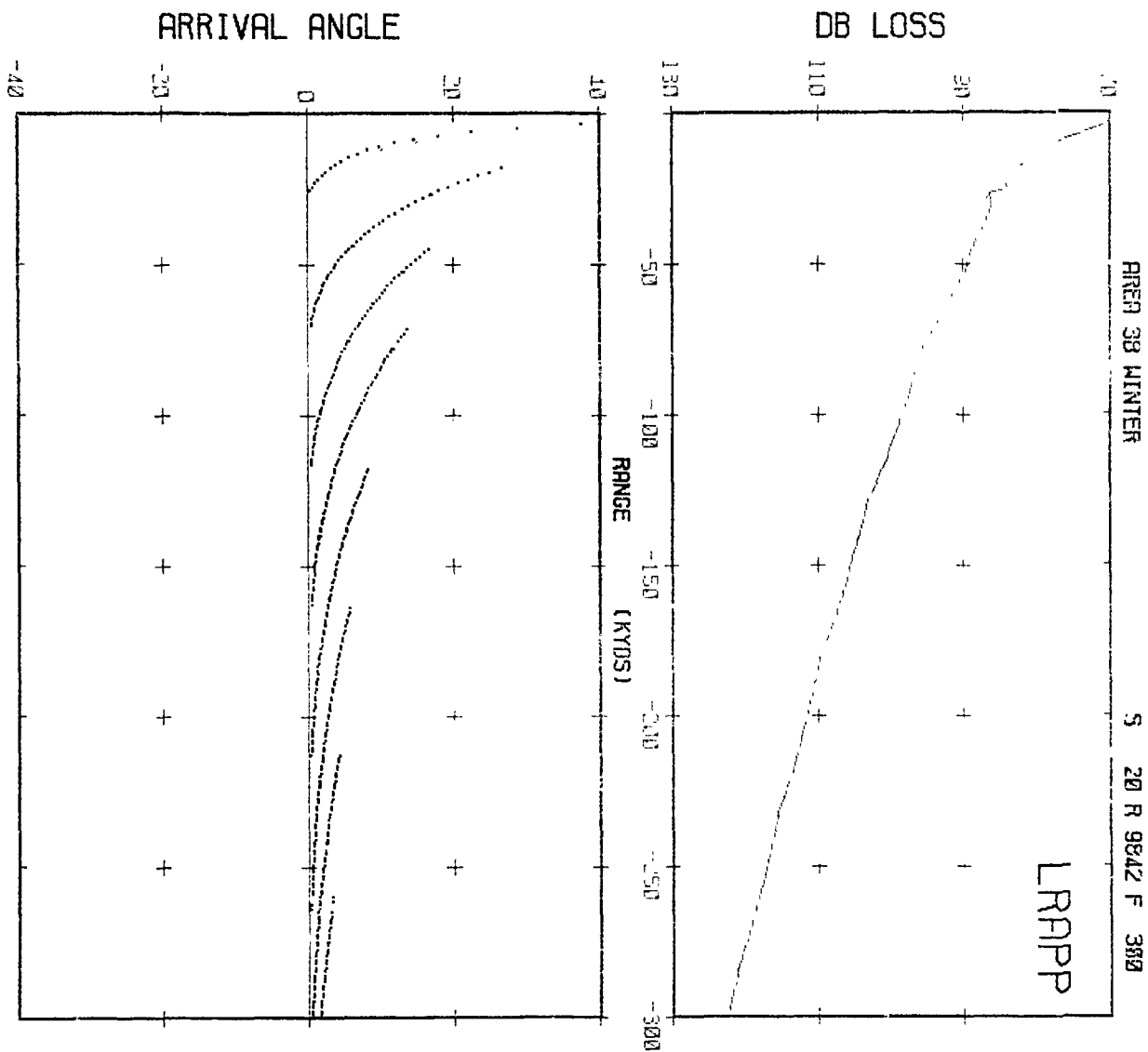


NOISE (DB)







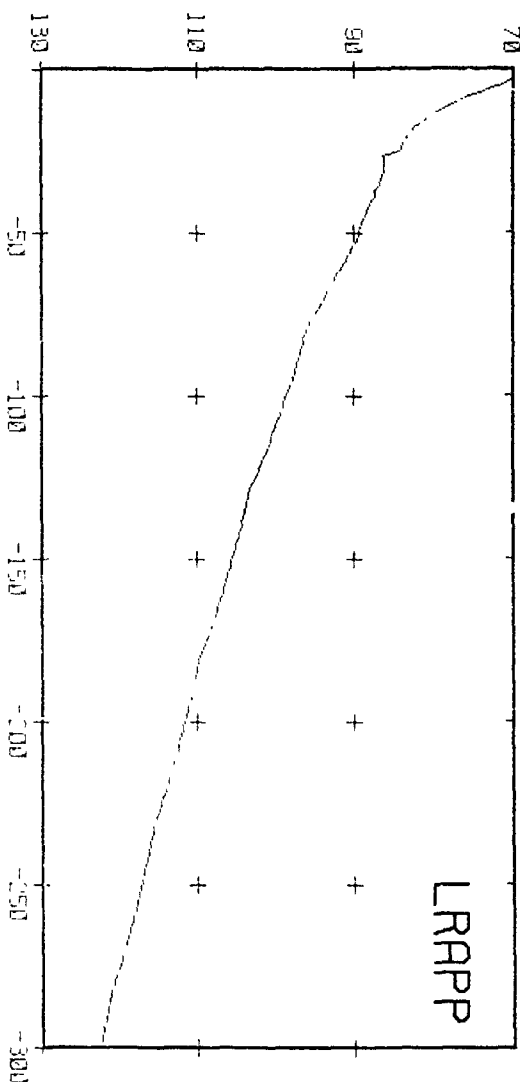


AREA 3B WINTER

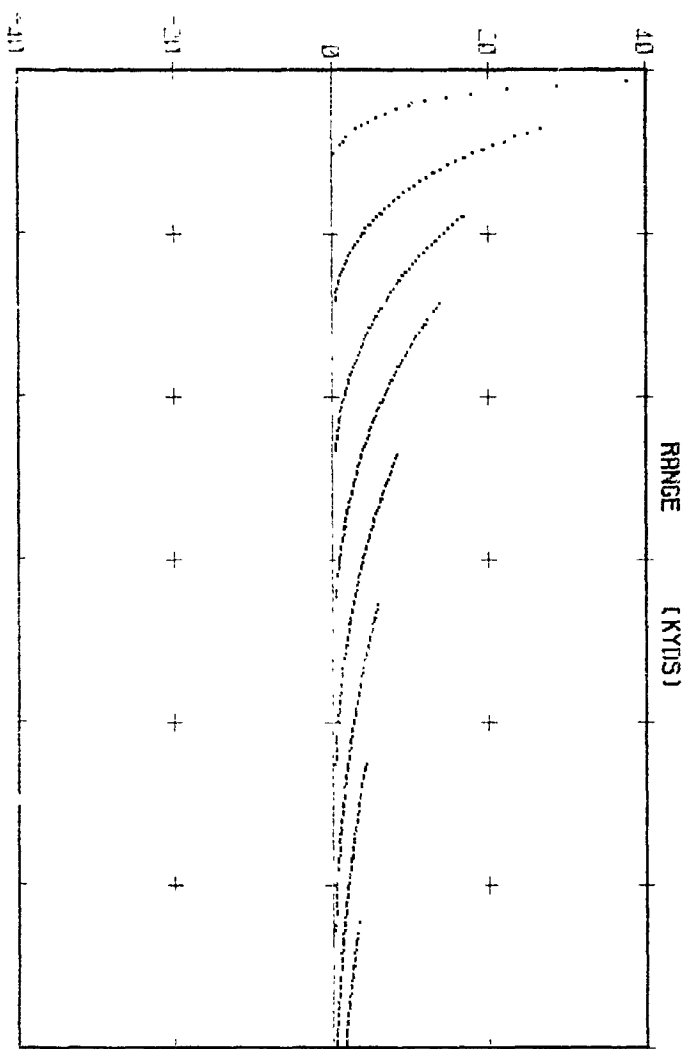
S 50 R 9842 F 382

LRAPP

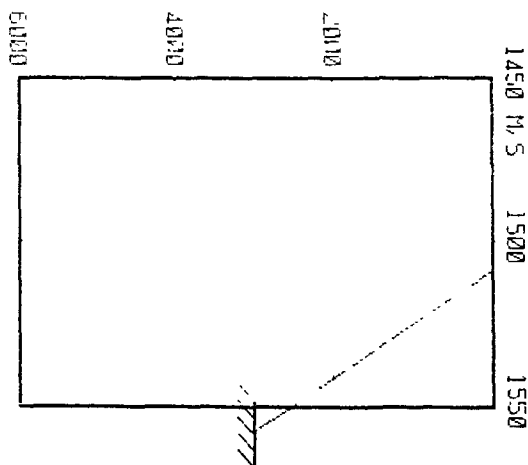
DB LOSS



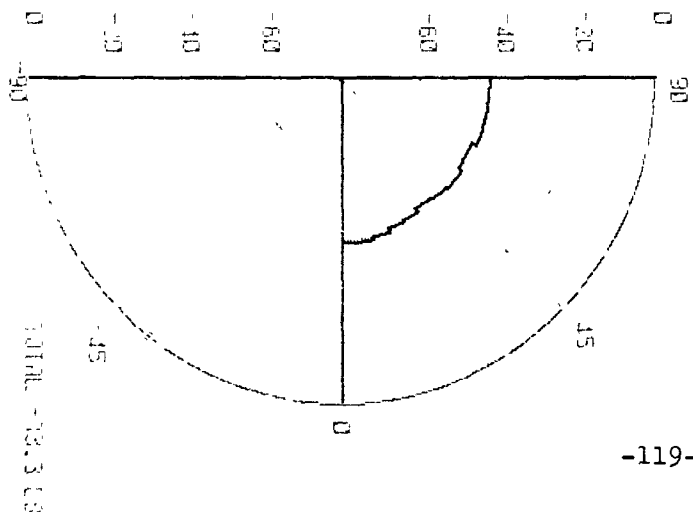
ARRIVAL ANGLE

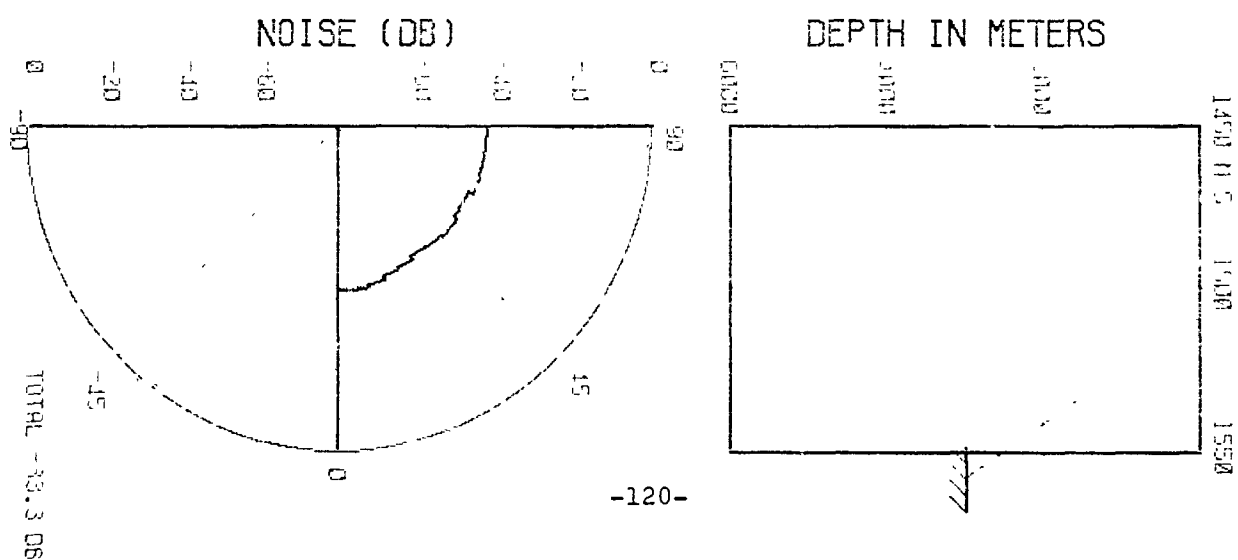
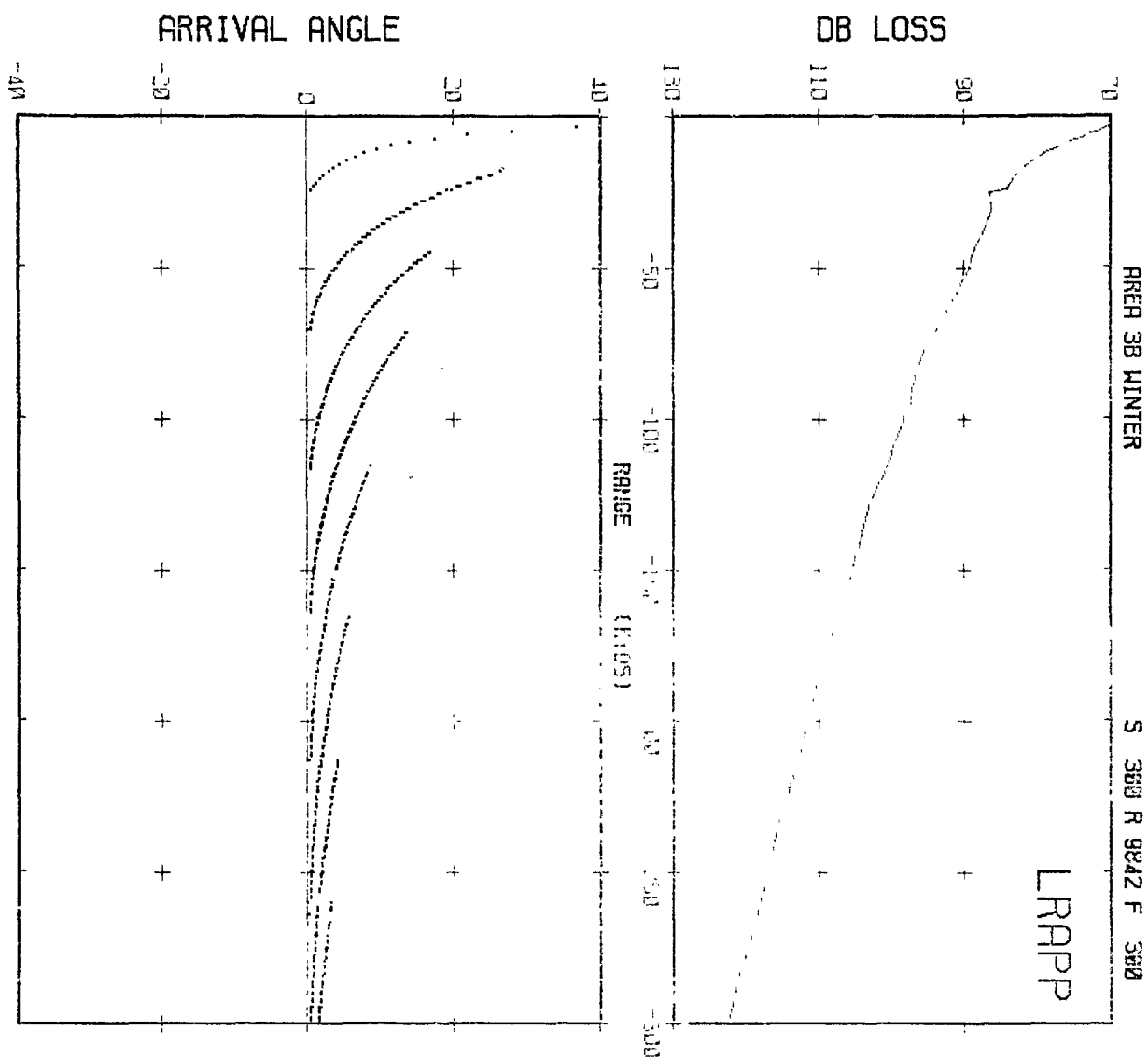


DEPTH IN METERS



NOISE (DB)



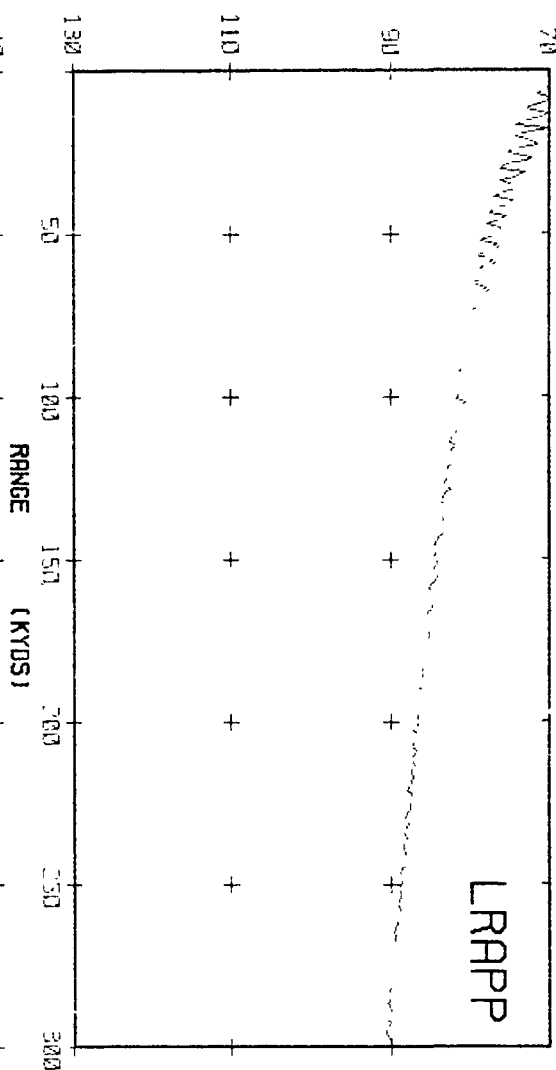


AREA 3B WINTER

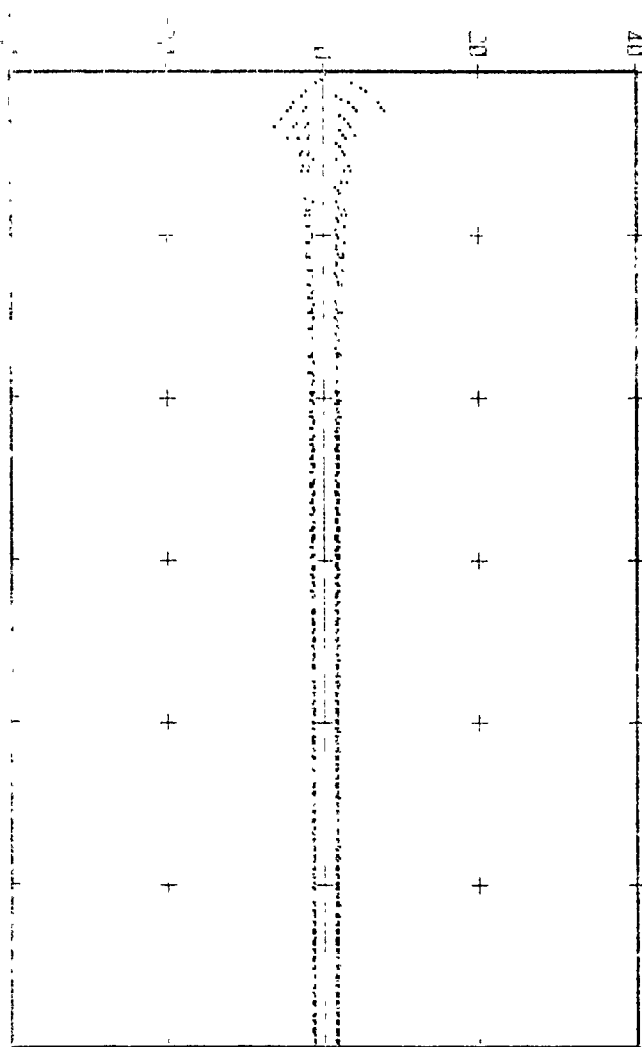
S 20 R 60 F 600

LRAPP

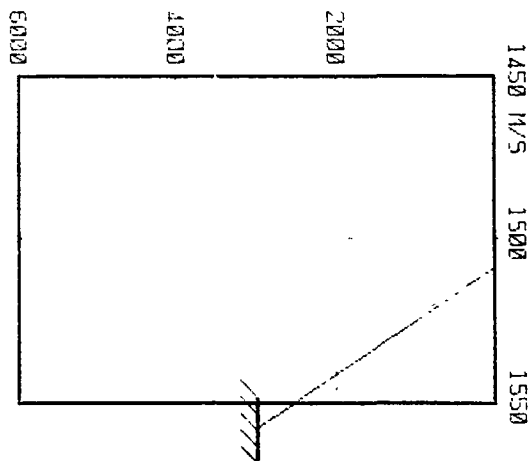
DB LOSS



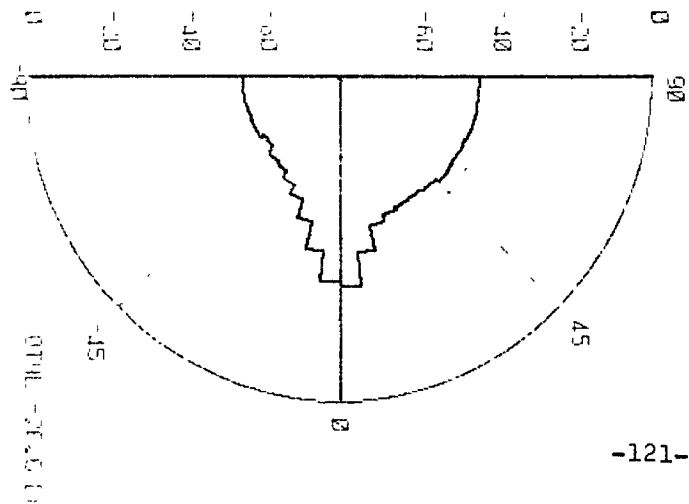
ARRIVAL ANGLE

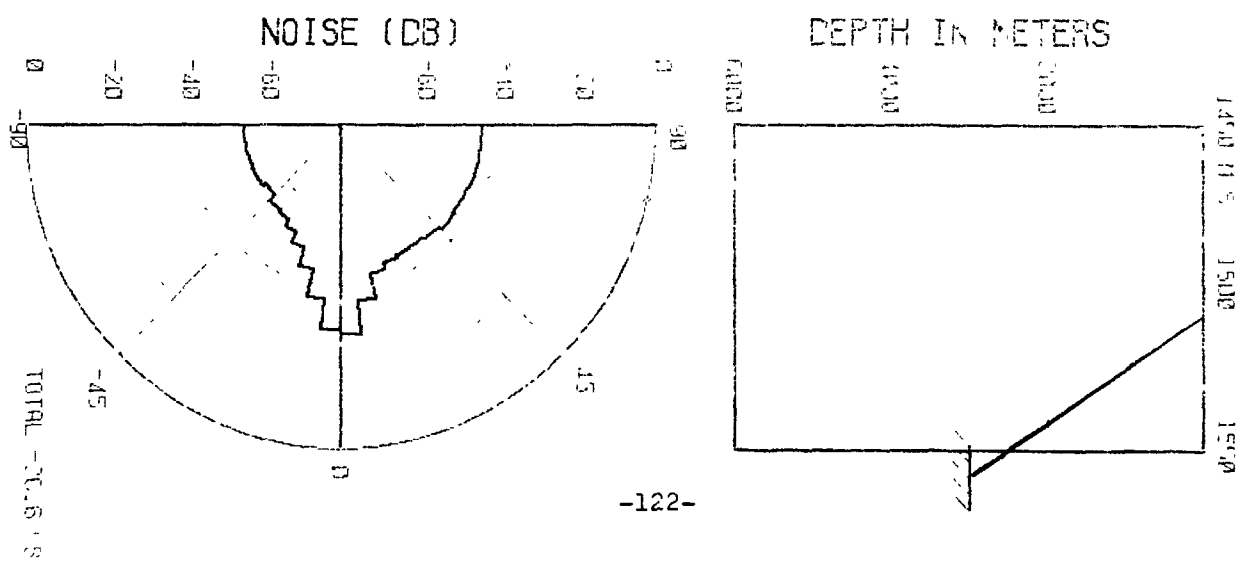
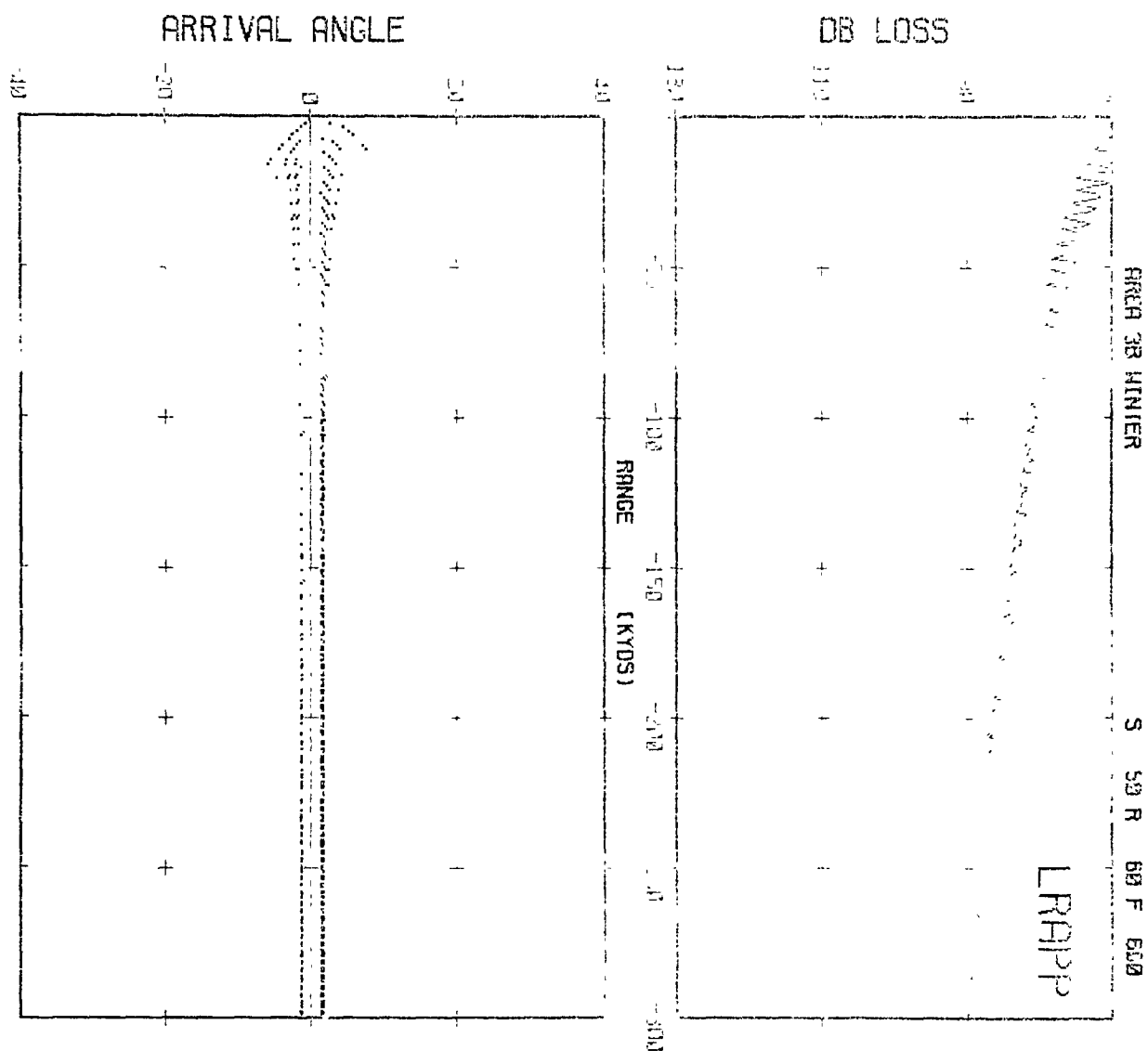


DEPTH IN METERS



NOISE (DB)



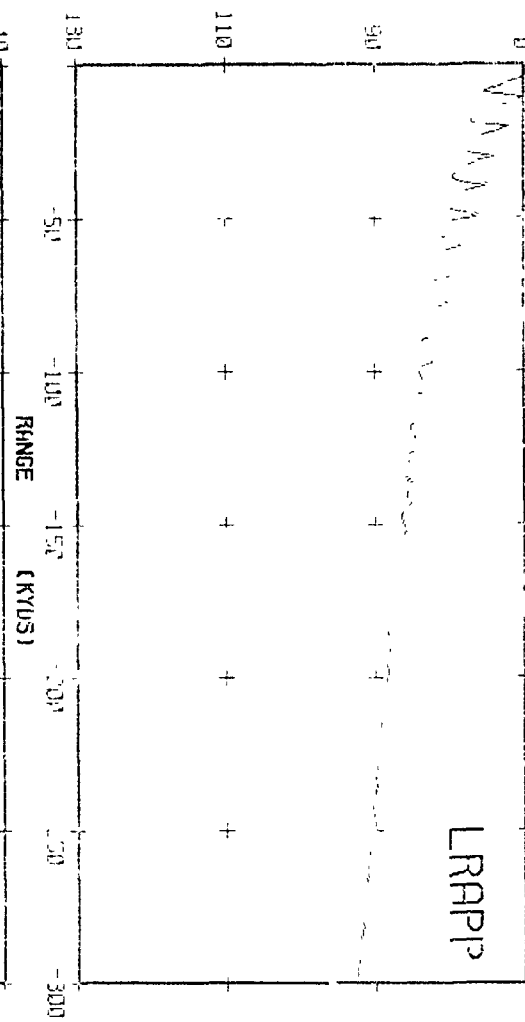


FRER 38 HINTER

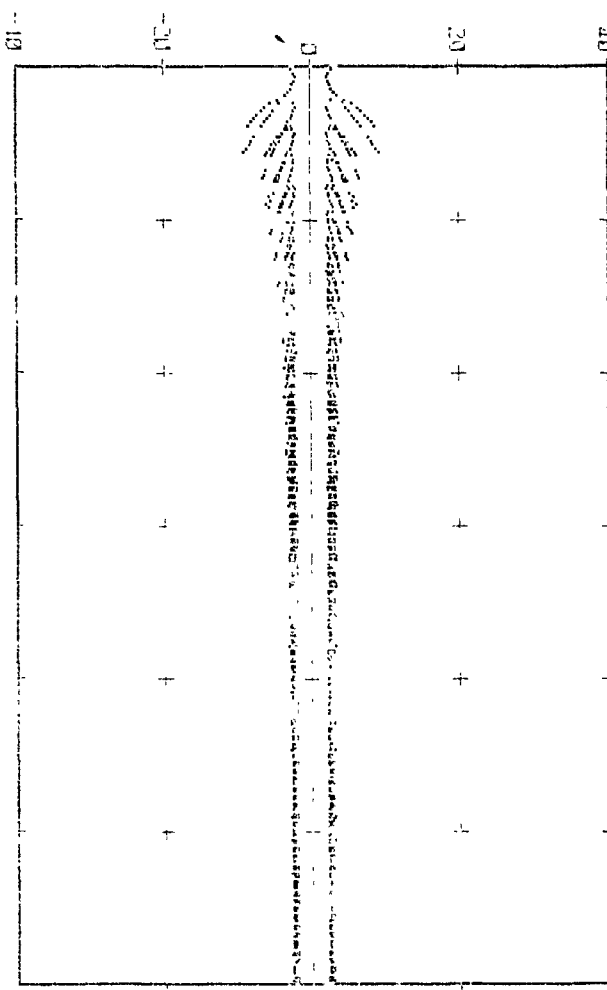
S 300 R 60 F 600

1450 H 1500 1550

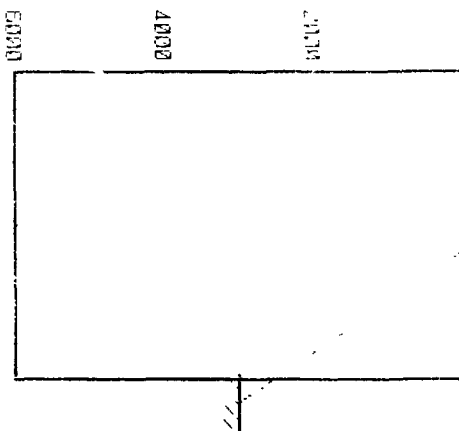
DB LOSS



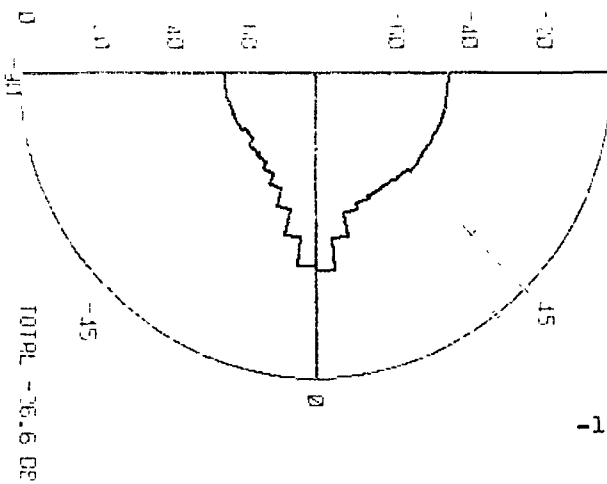
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

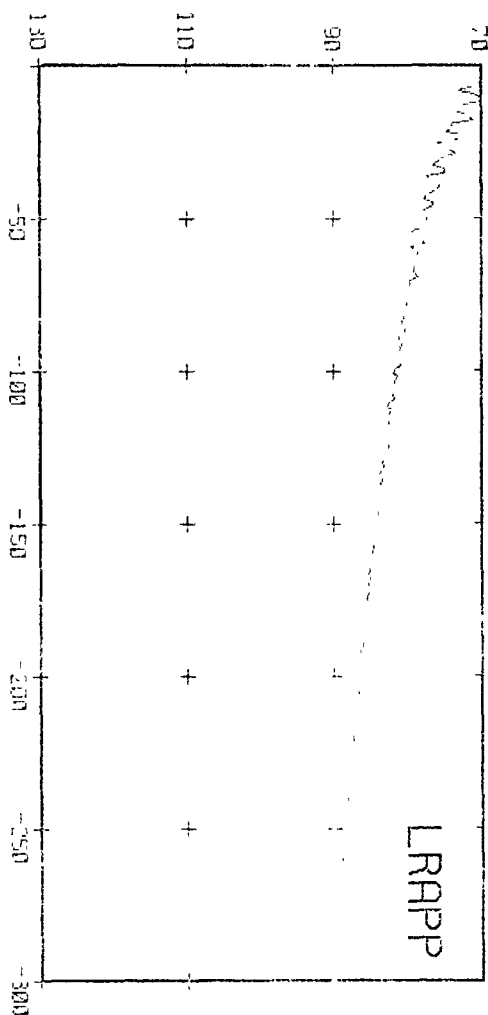


AREA 3B WINTER

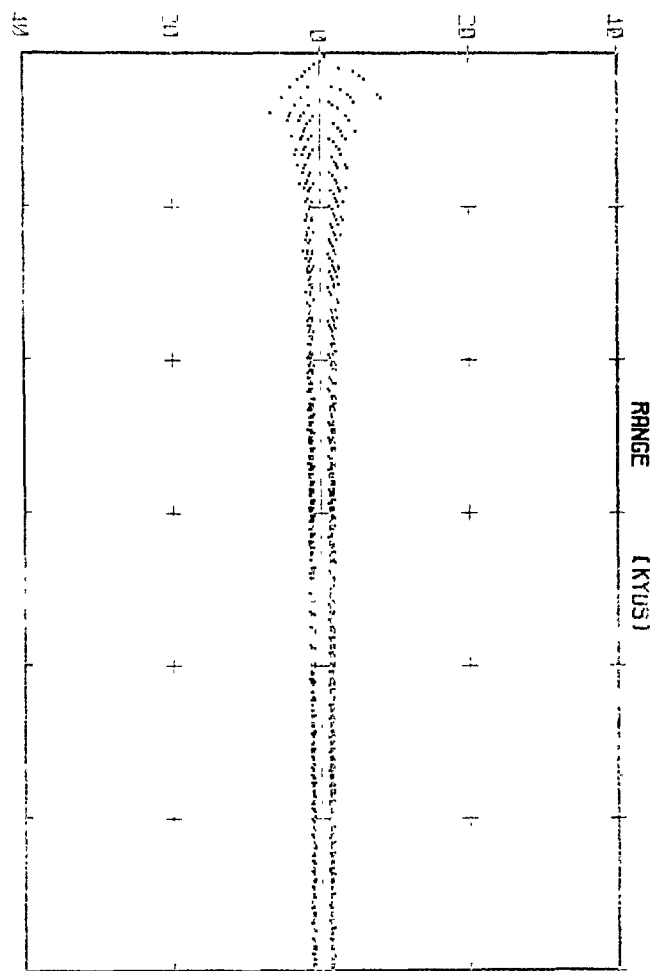
S 20 R 100 F 600

LRAPP

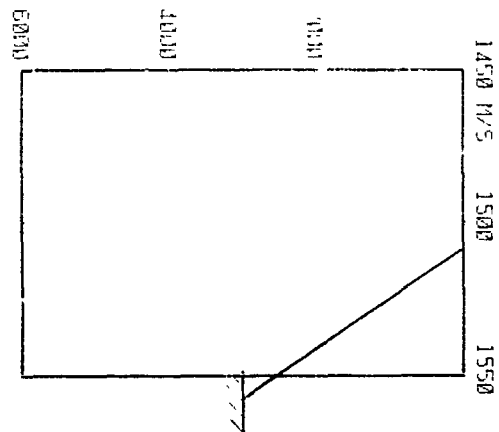
DB LOSS



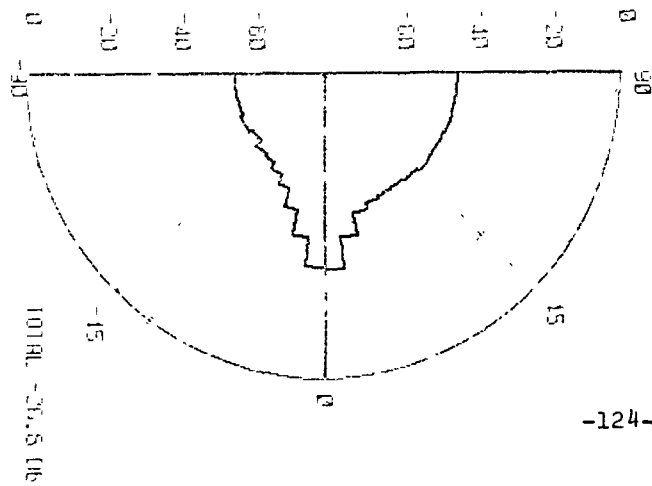
ARRIVAL ANGLE



DEPTH IN METERS



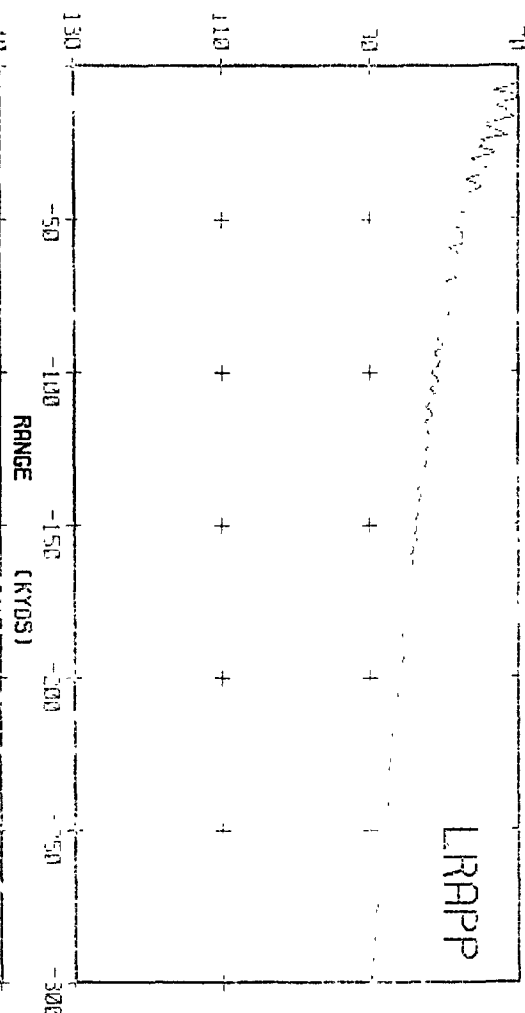
NOISE (DB)



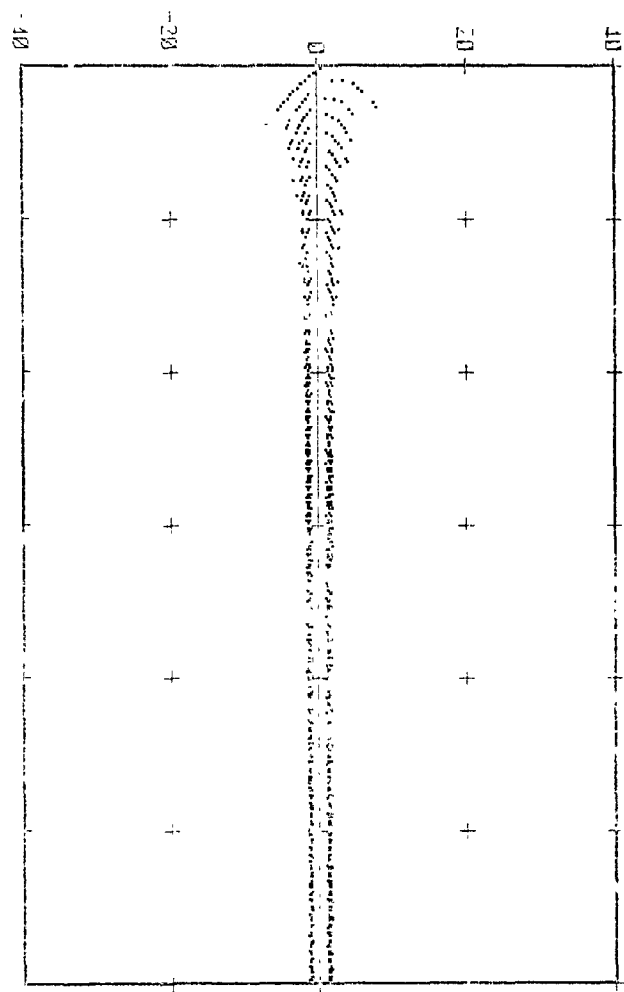
AREA 3B WINTER

S 50 R 160 F 600

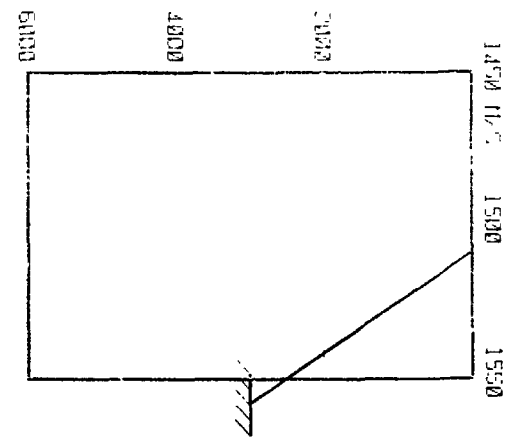
DB LOSS



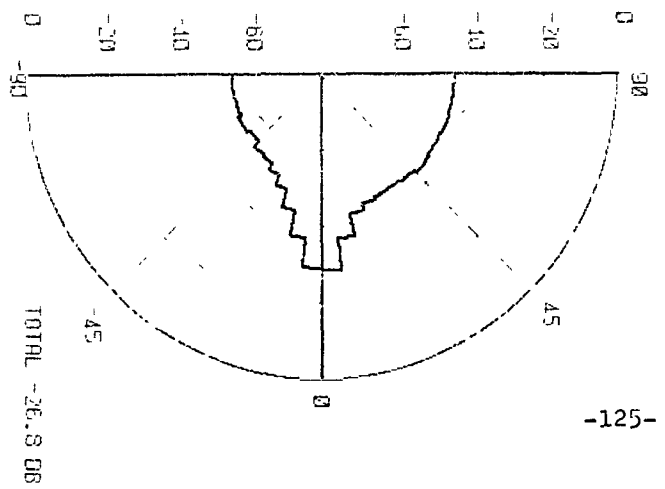
ARRIVAL ANGLE

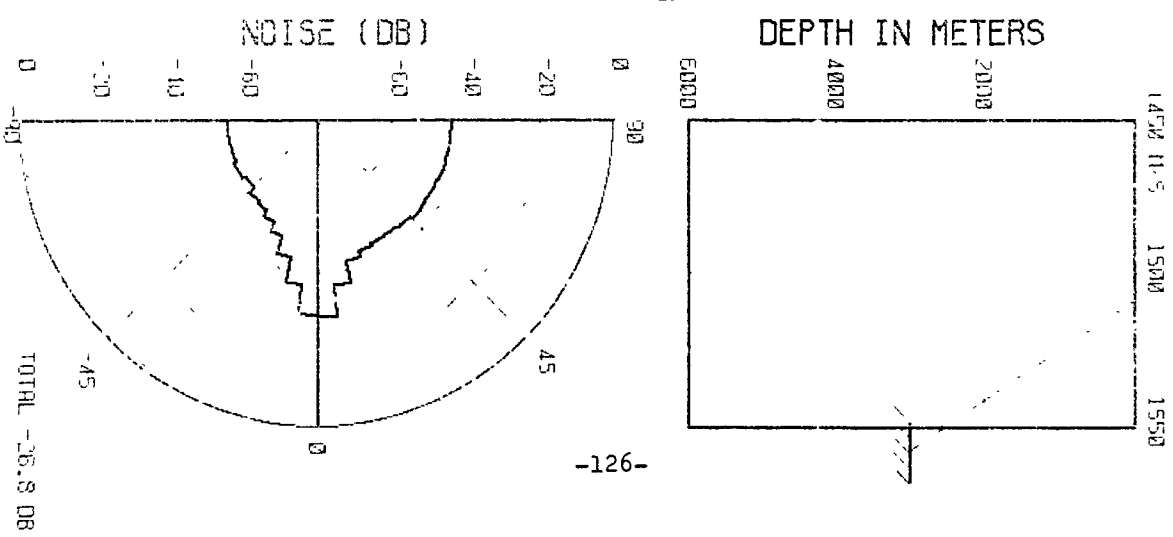
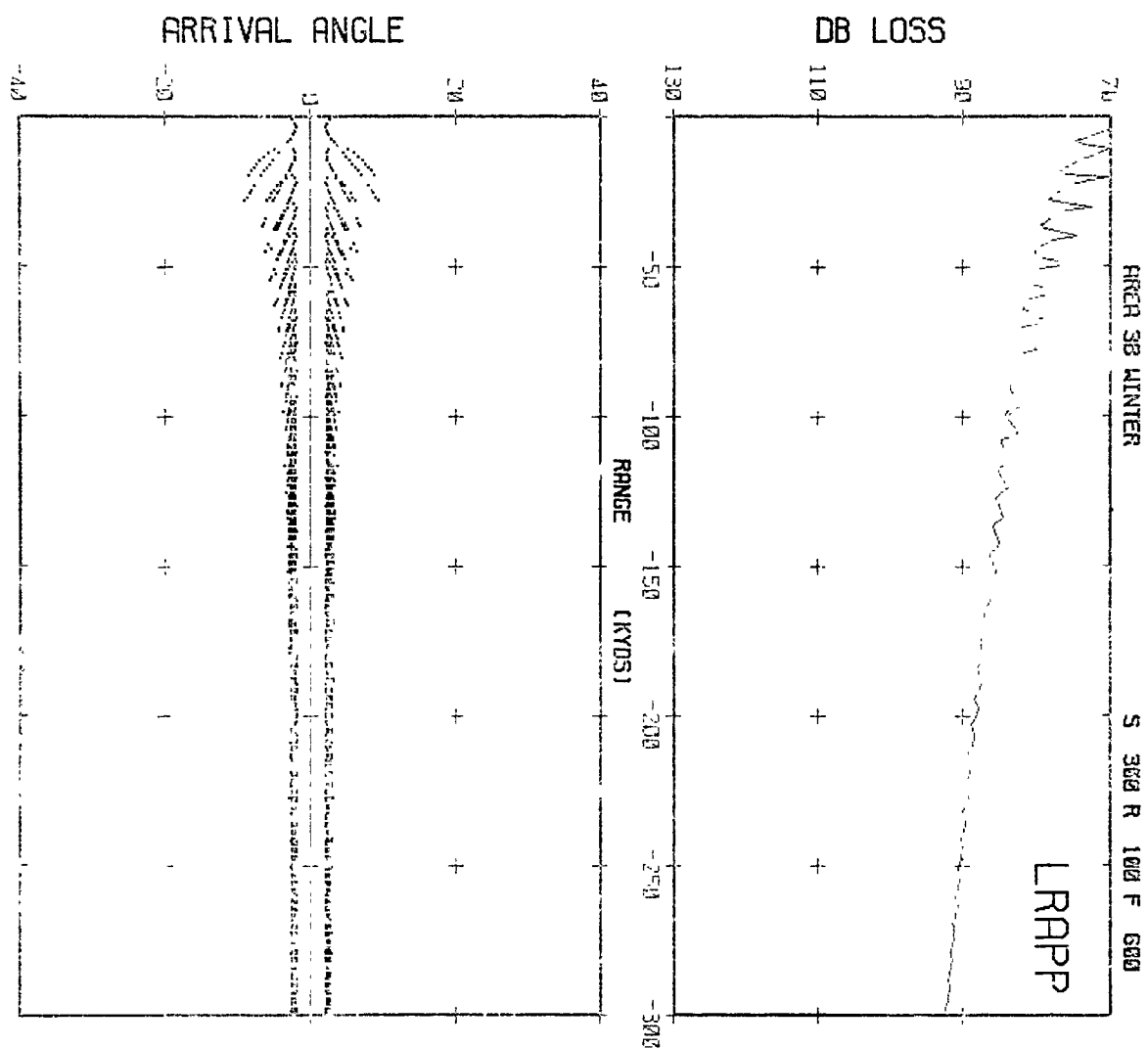


DEPTH IN METERS



NOISE (DB)

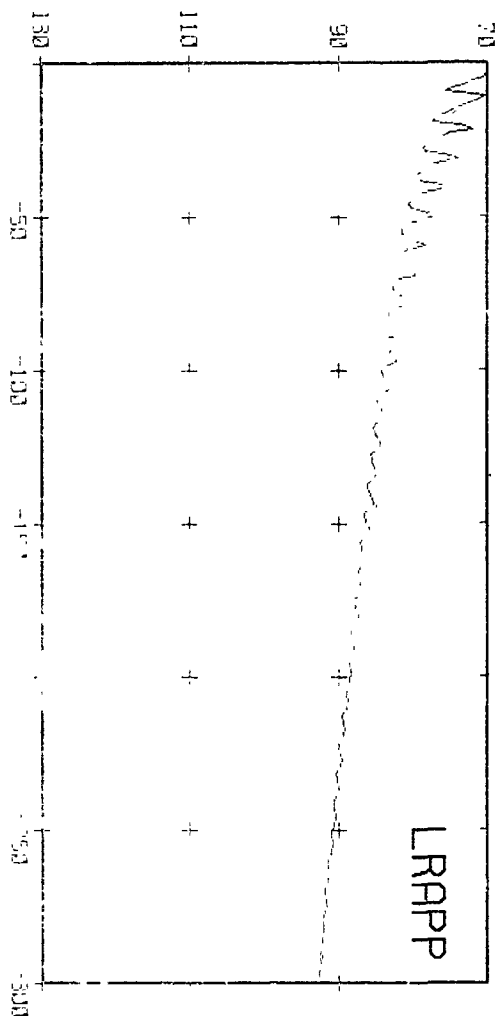




ARRR 38 WINTER

S 20 R 300 F 600

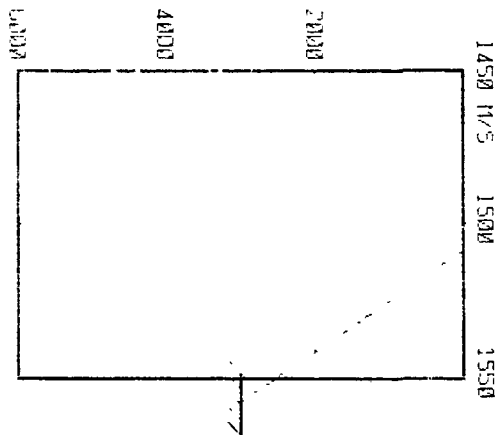
DB LOSS



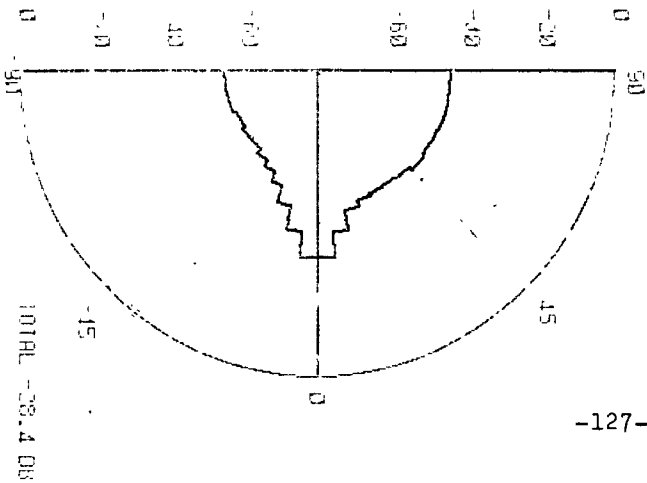
ARRIVAL ANGLE



DEPTH IN METERS

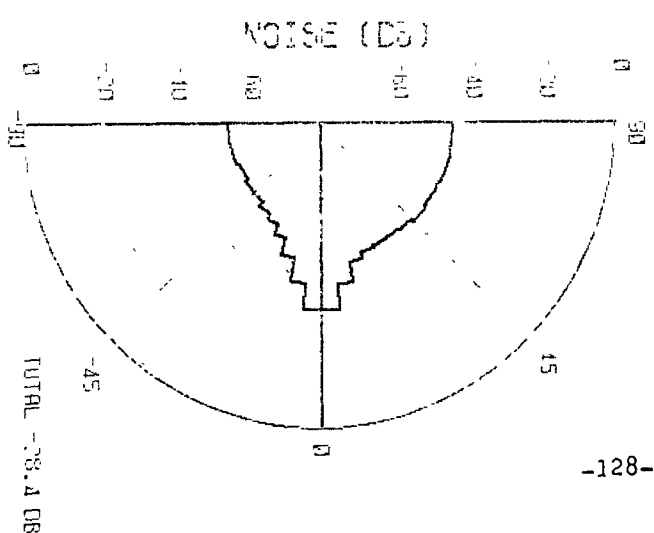
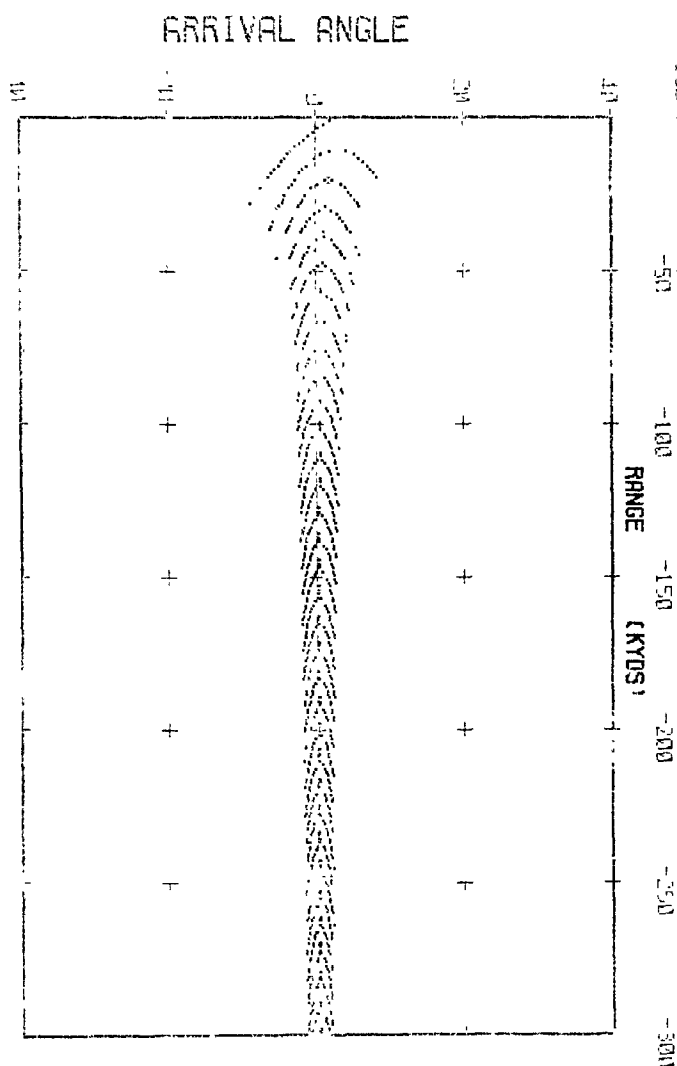
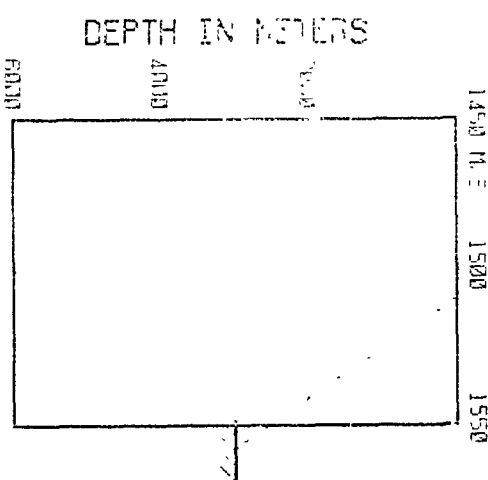
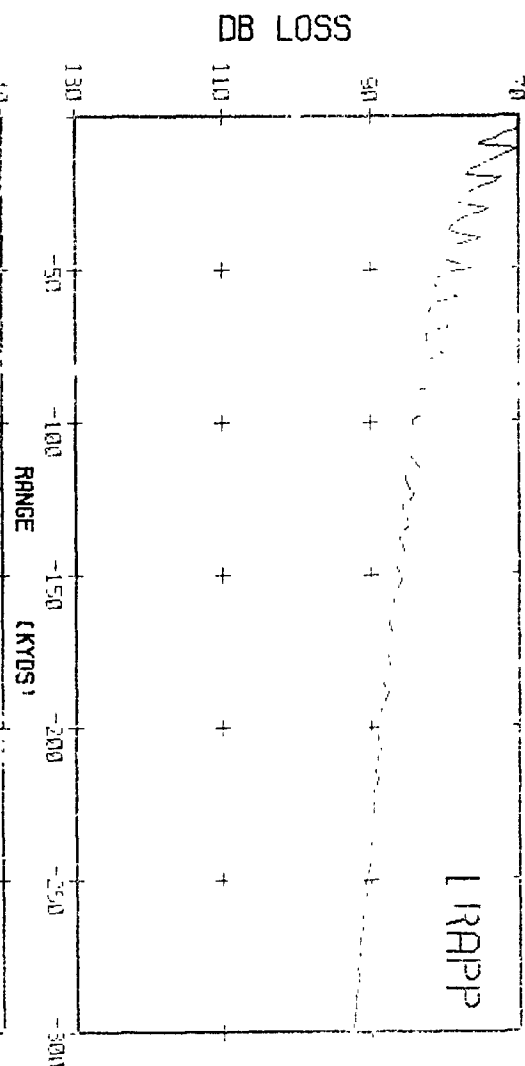


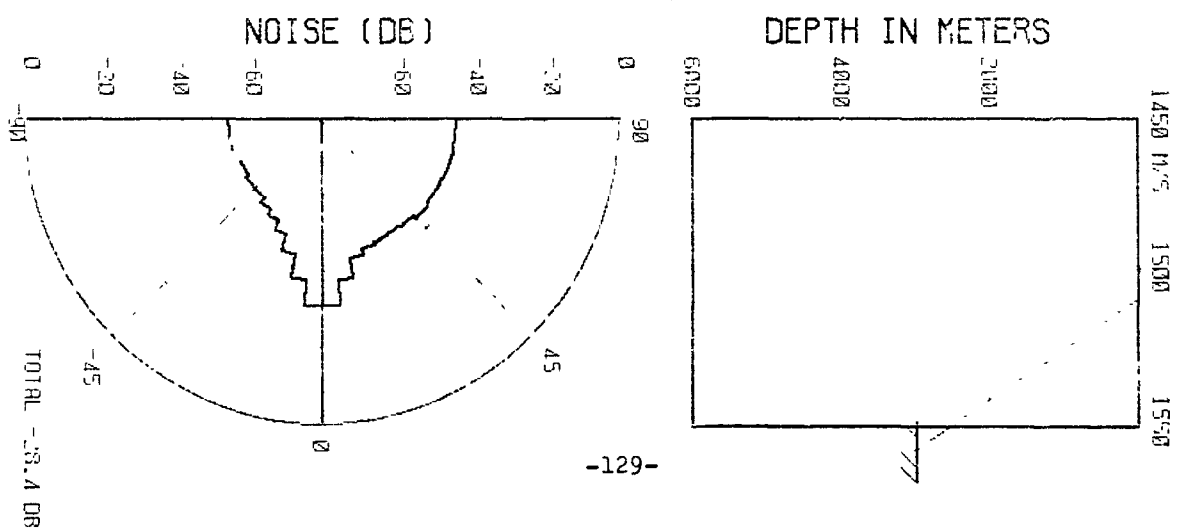
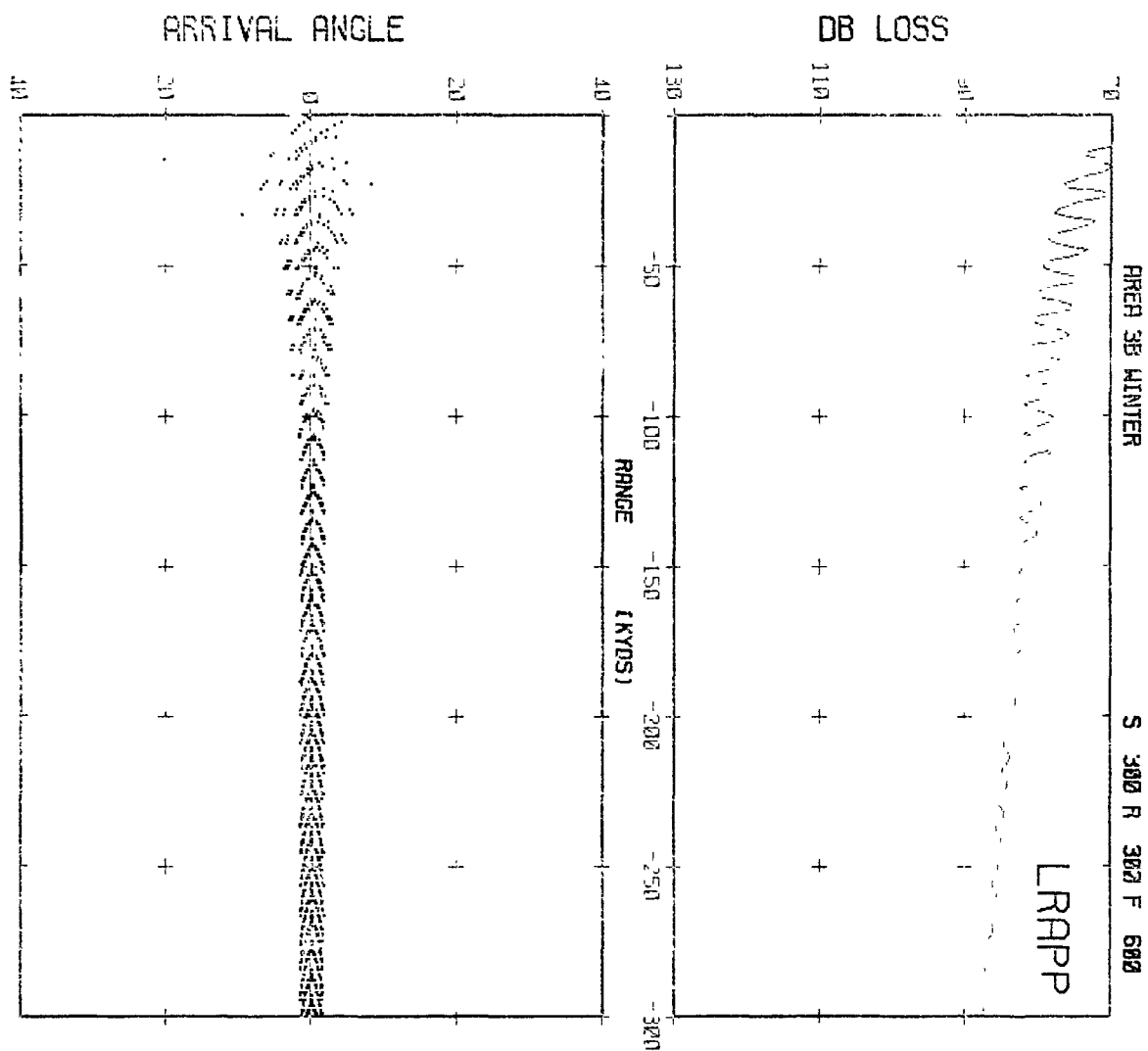
NOISE (DB)



S 50 R 300 F 650

1450 M. = 1500 1550



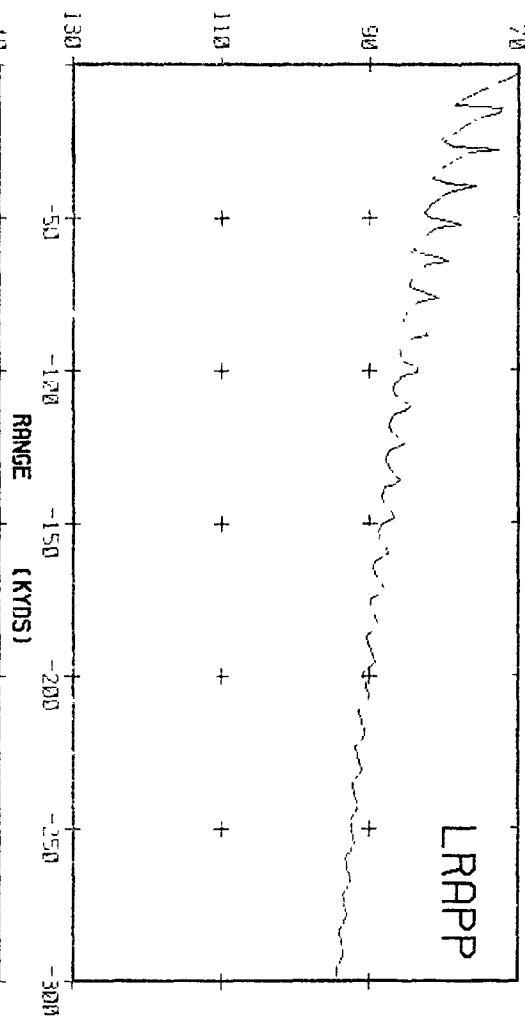


AREA 38 WINTER

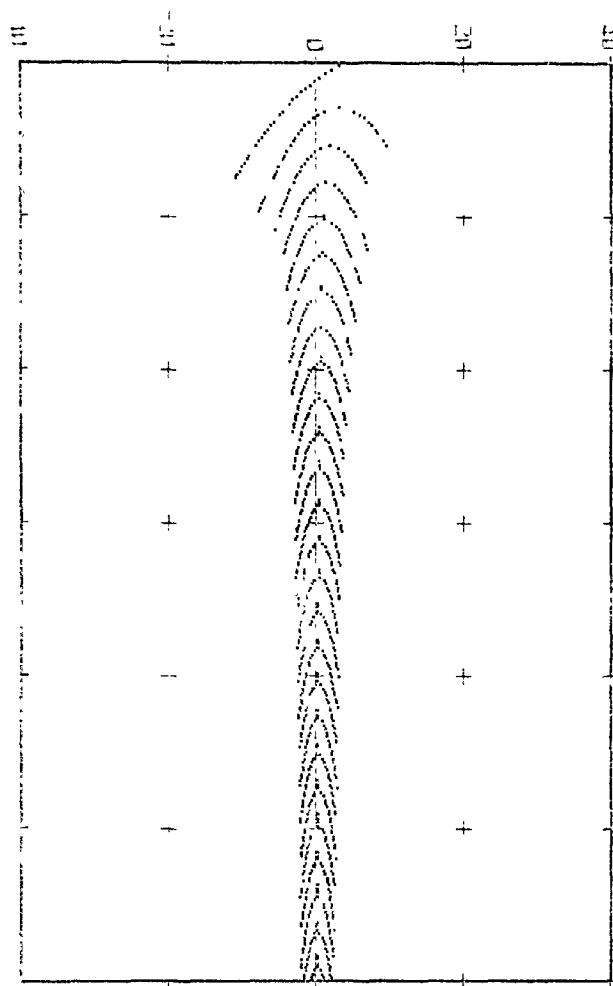
S 20 R 500 F 600

LRAPP

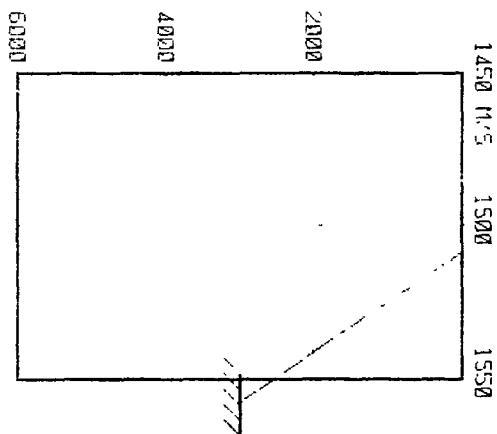
DB LOSS



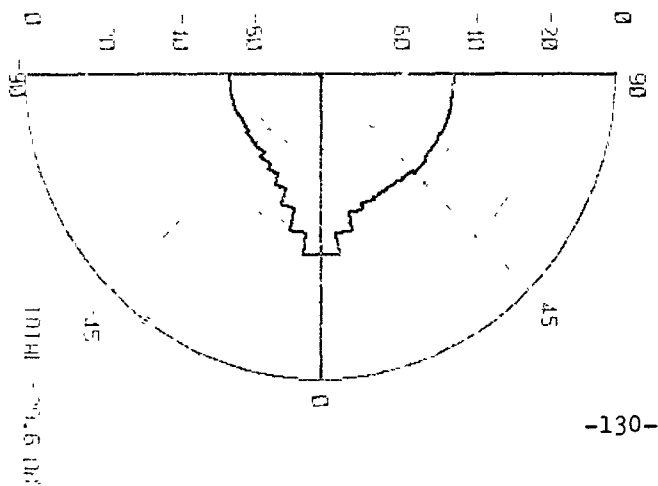
ARRIVAL ANGLE

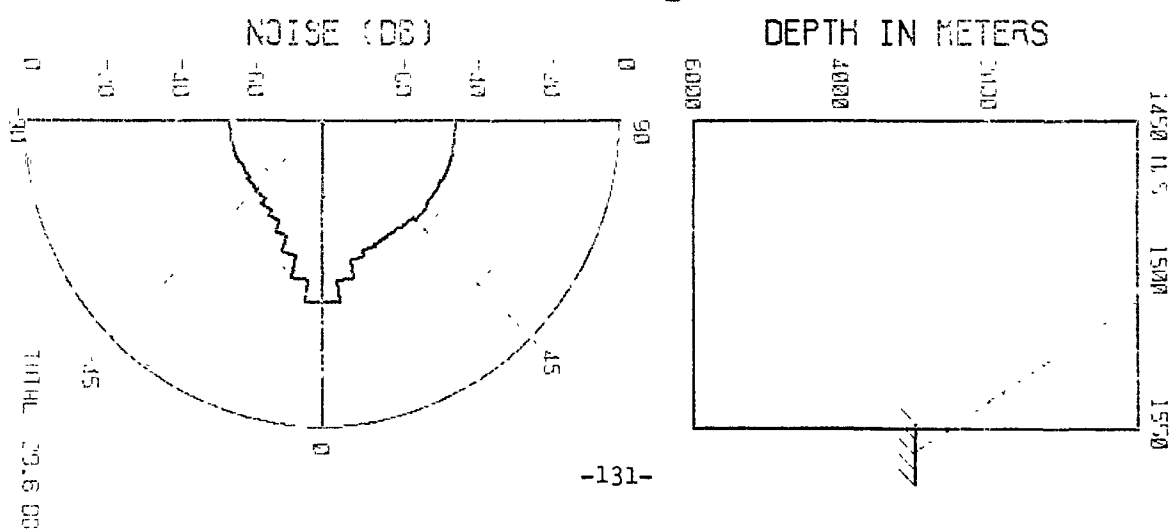
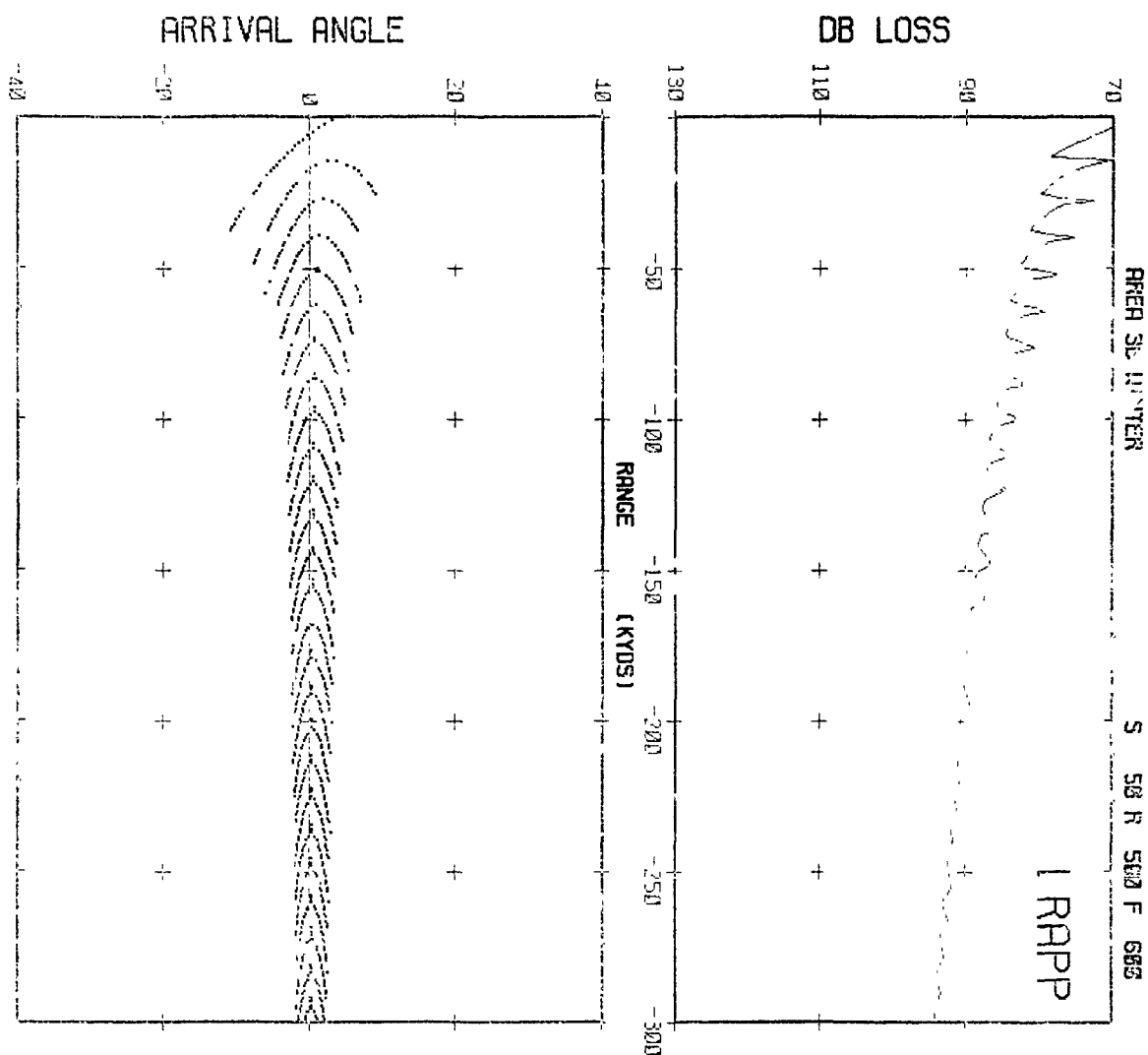


DEPTH IN METERS



NOISE (DB)

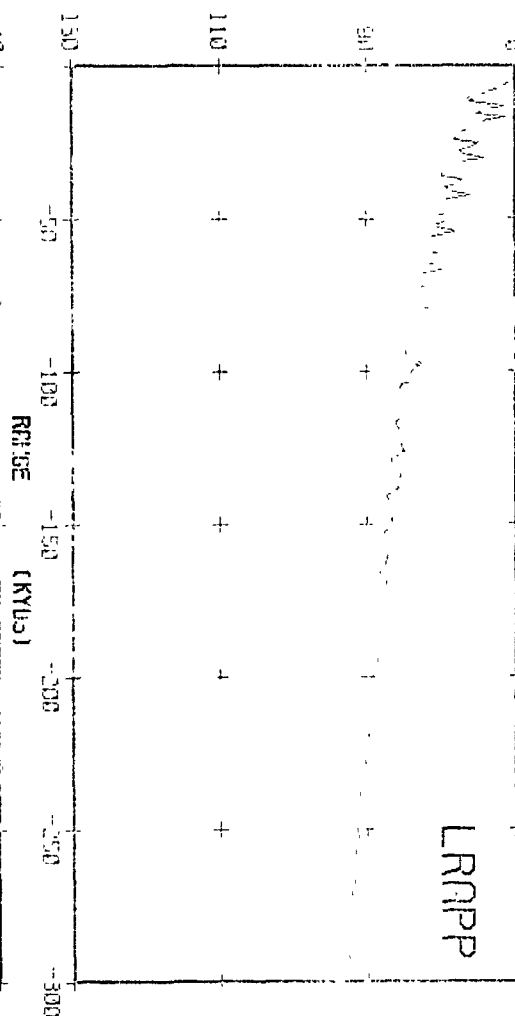




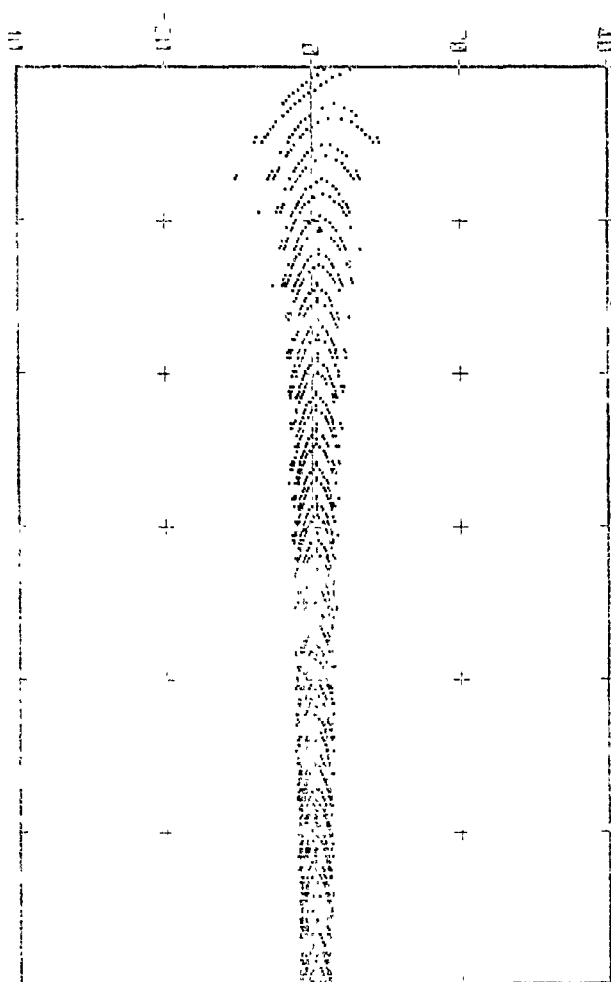
AREA 3B CENTER

S 300 R 500 F 600

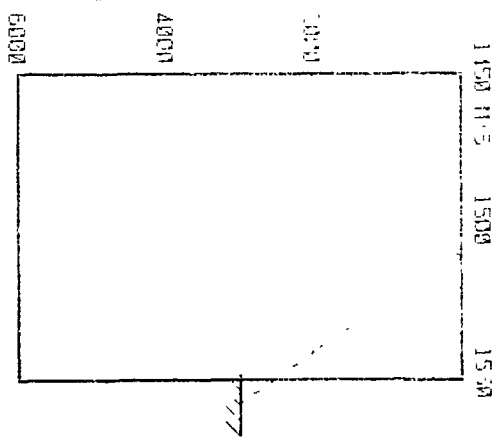
DB LOSS



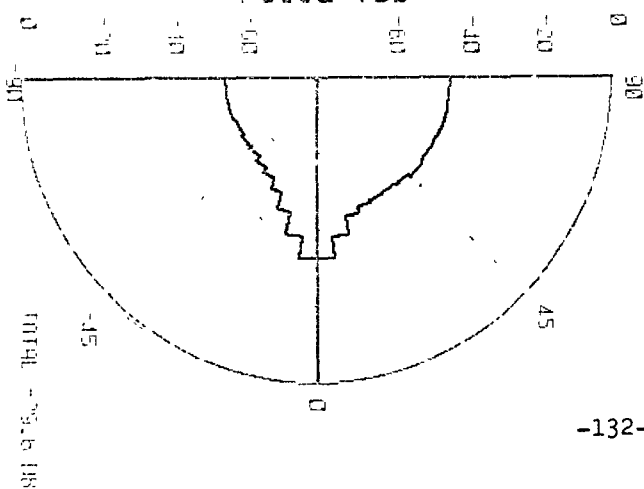
ARRIVAL ANGLE

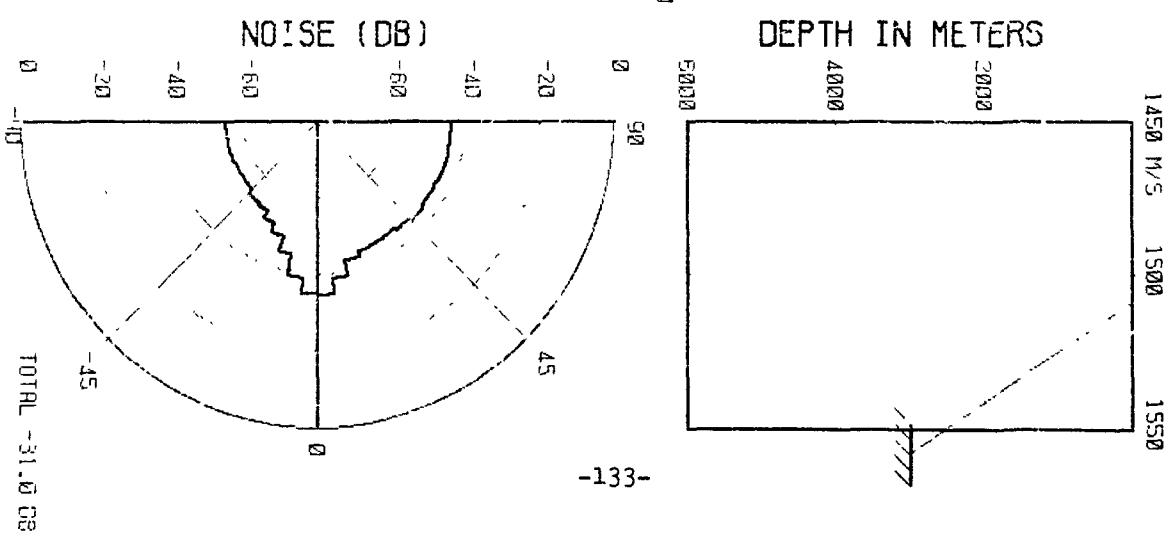
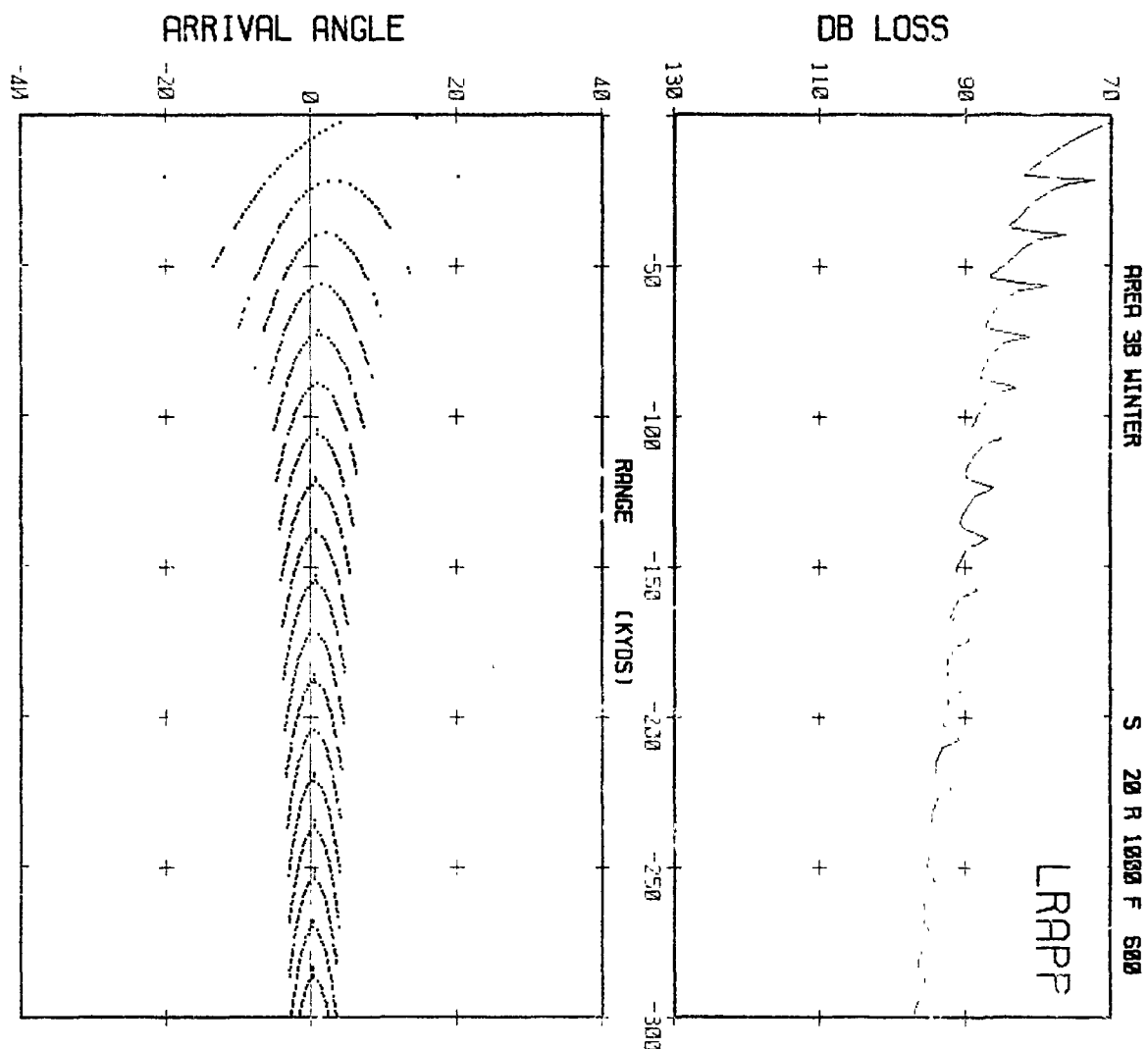


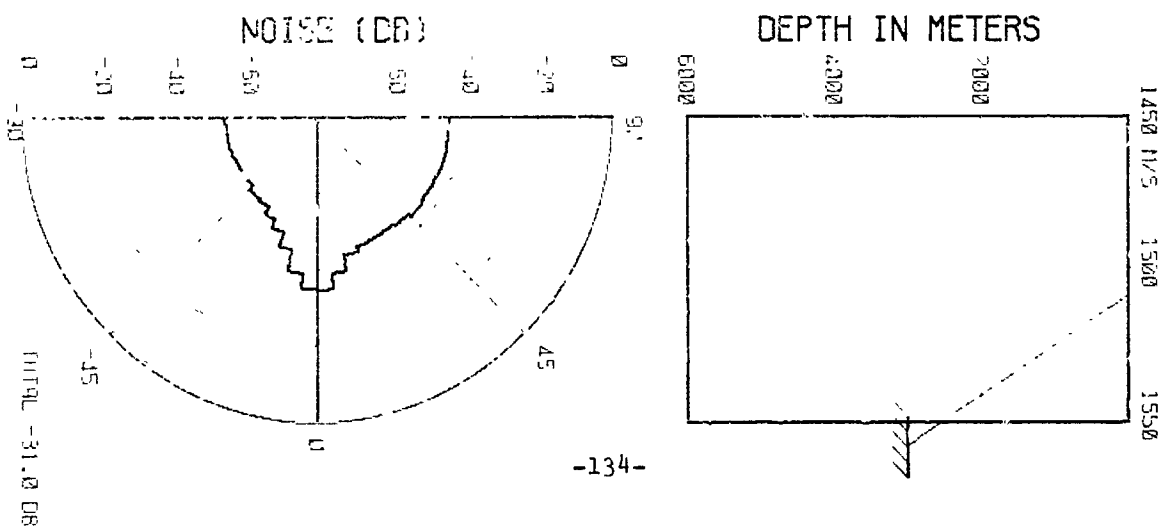
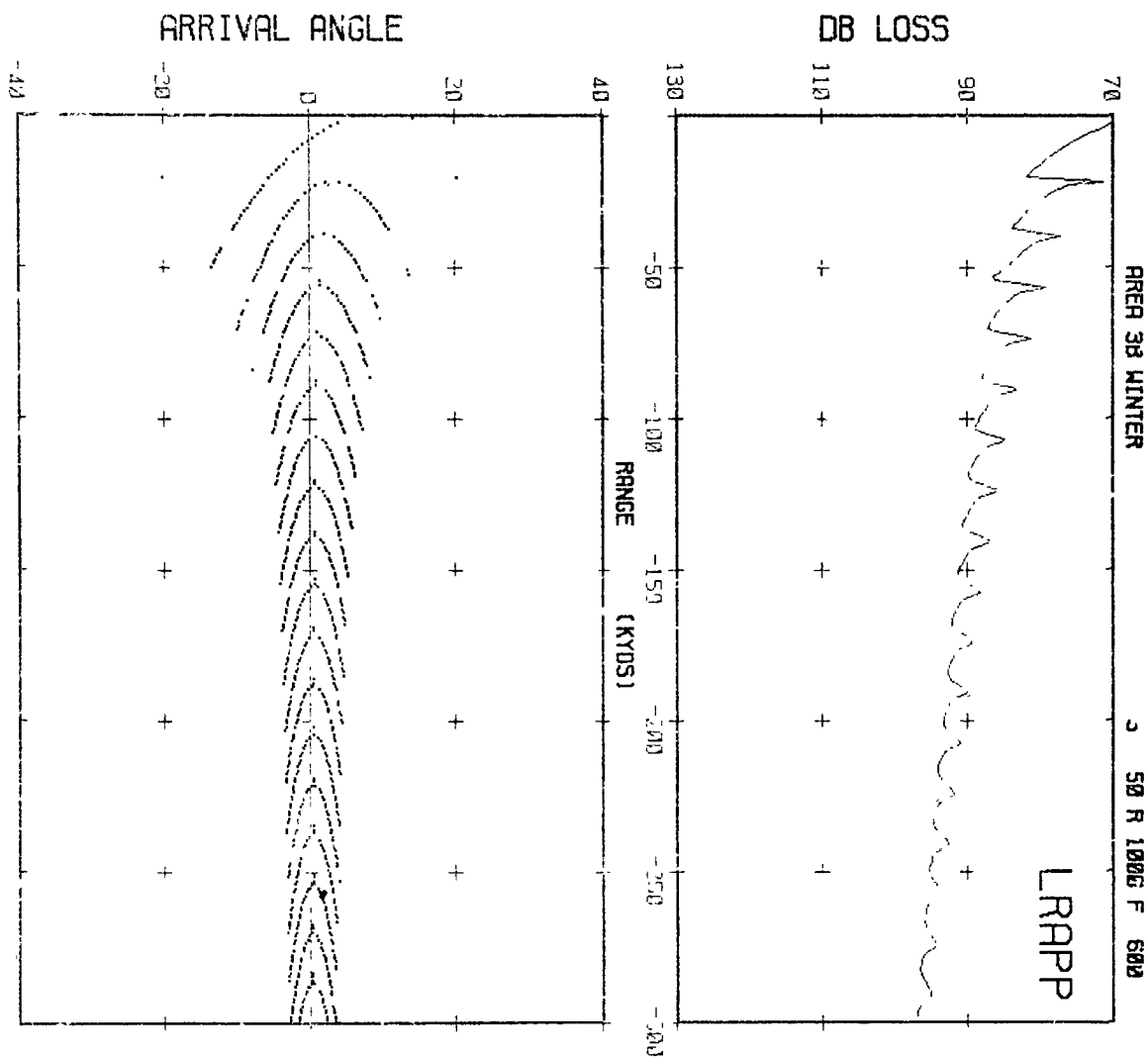
DEPTH IN METERS



NOISE (DB)





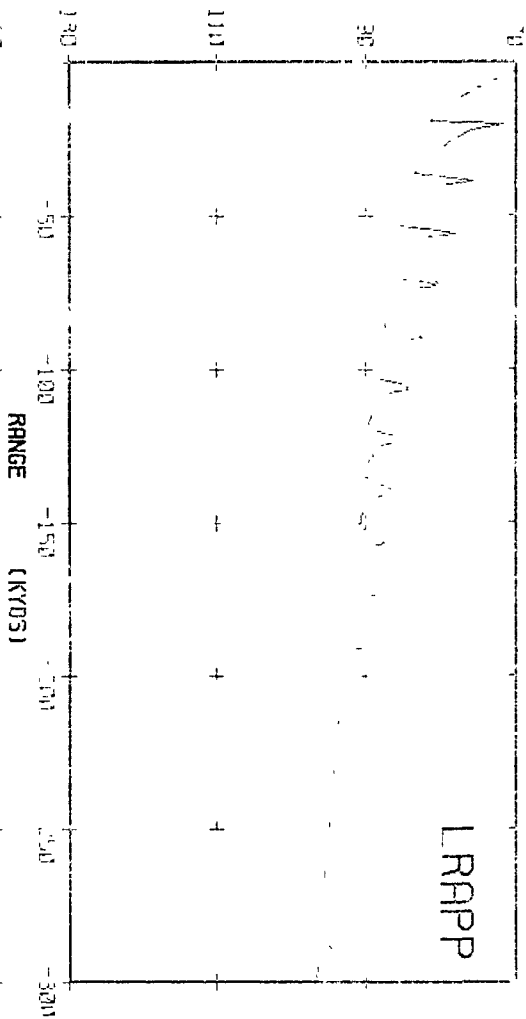


RRR 3B WINTER

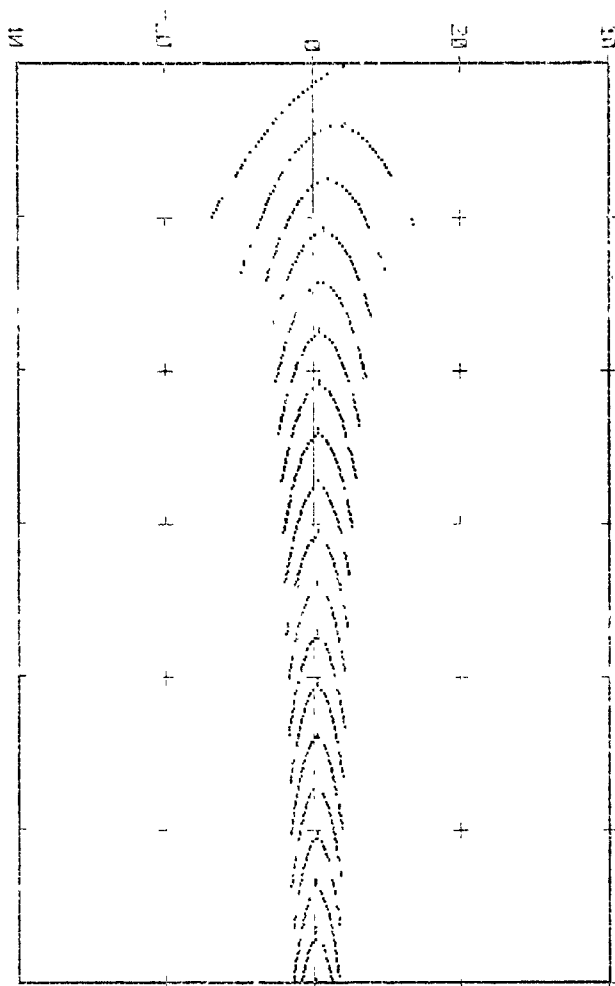
S 500 R 1000 F 600

LRAPP

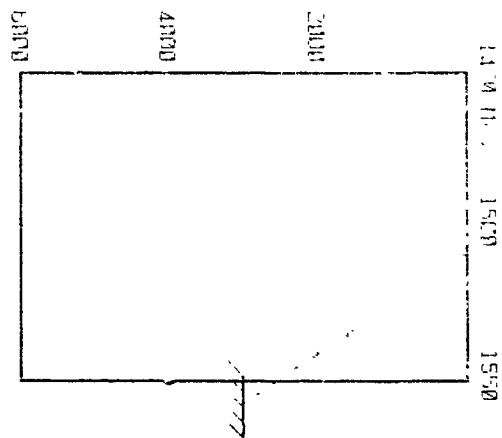
DB LOSS



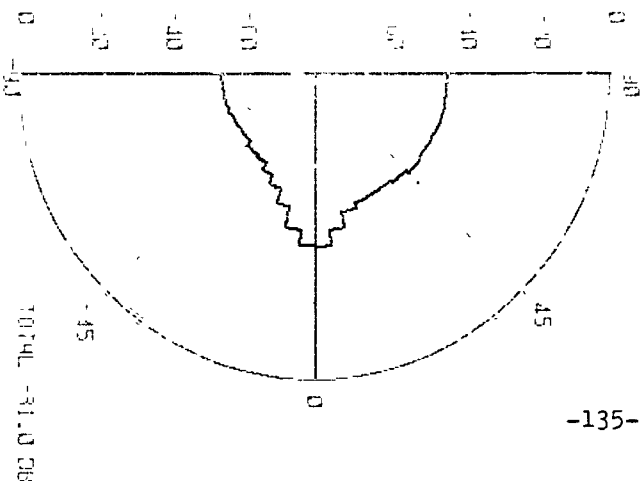
ARRIVAL ANGLE

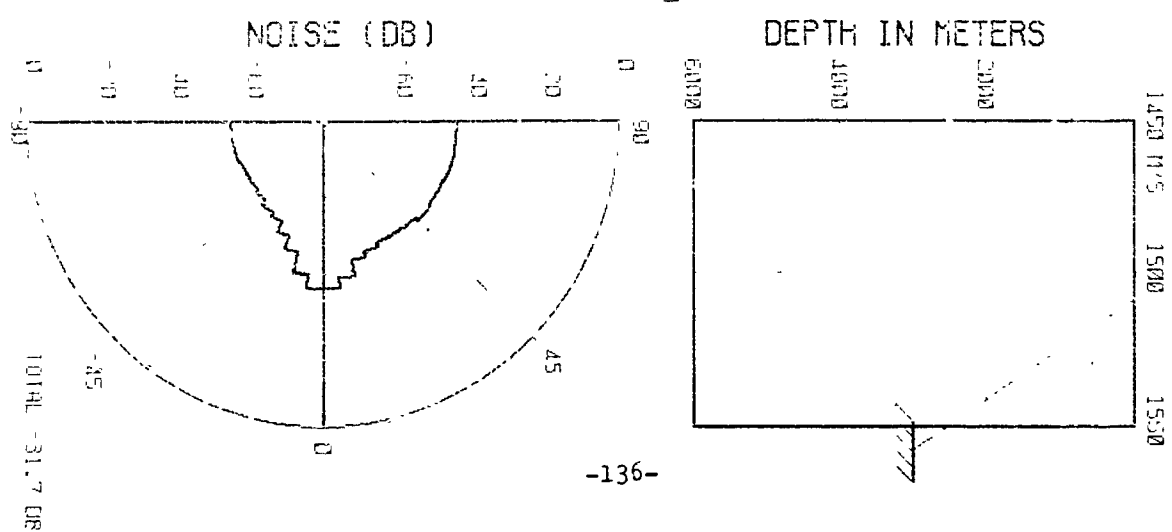
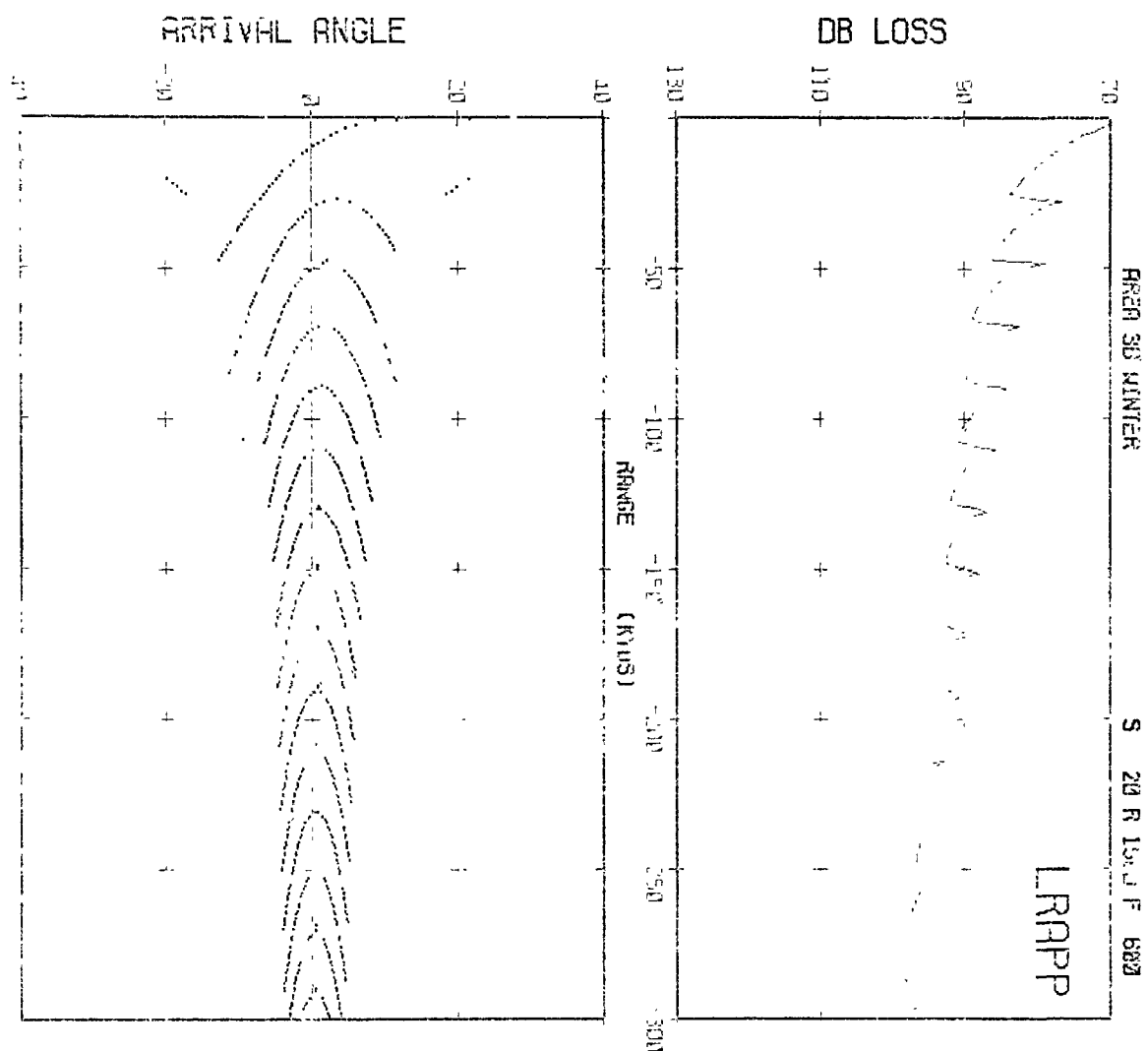


DEPTH IN METERS



NOISE (DB)



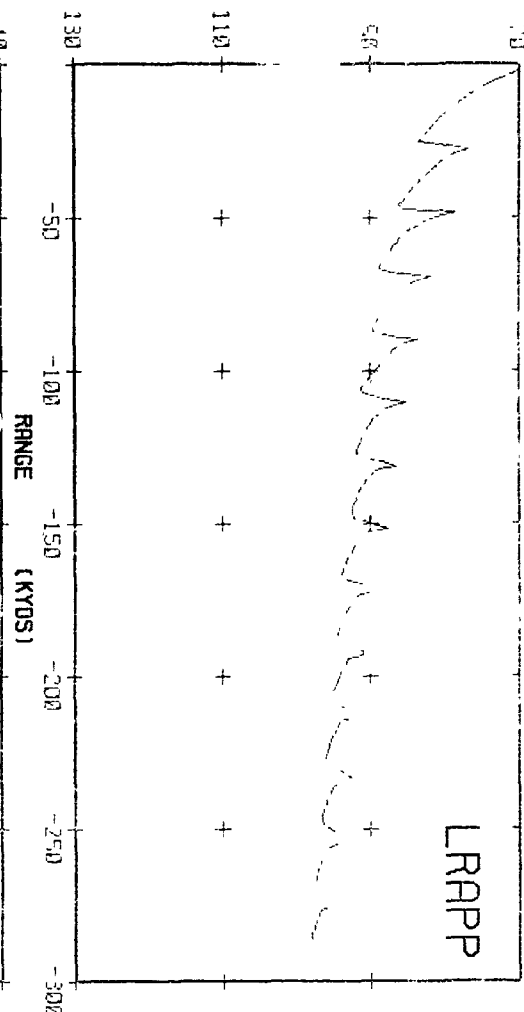


ARER 3B UNITER

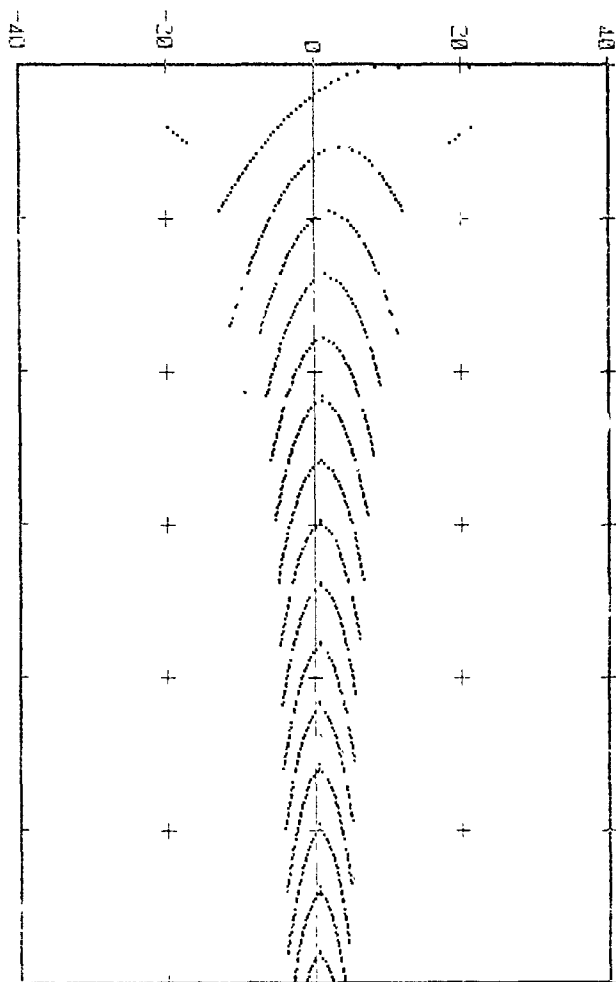
S 50 R 1500 F 606

14°30' N 5 1500 1550

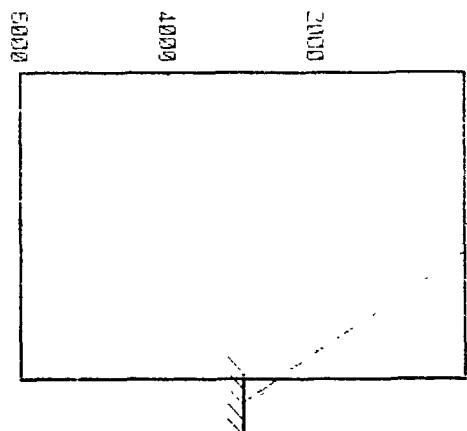
DB LOSS



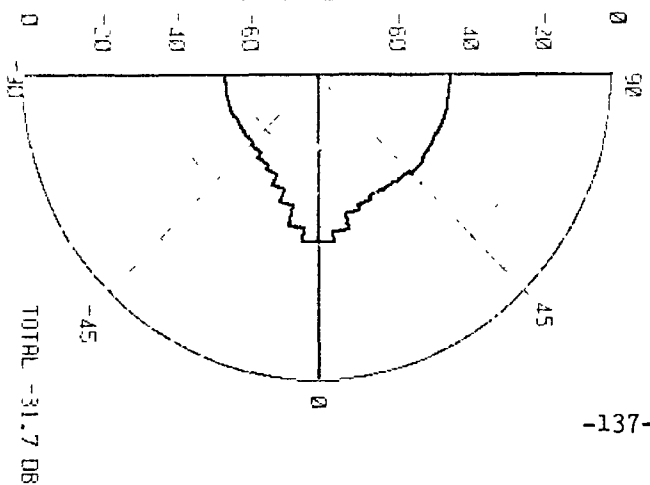
ARRIVAL ANGLE

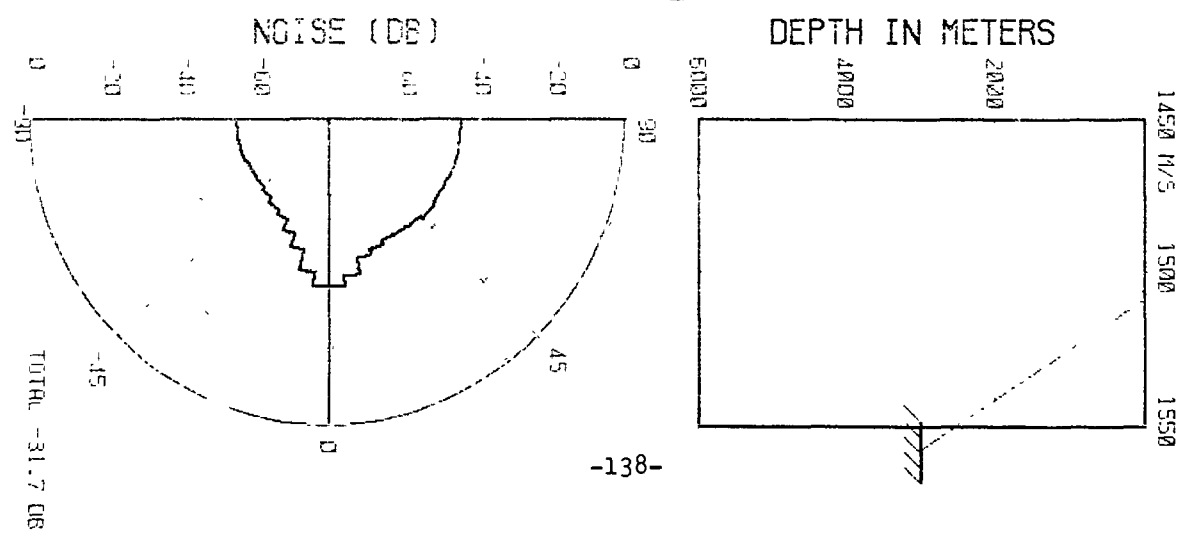
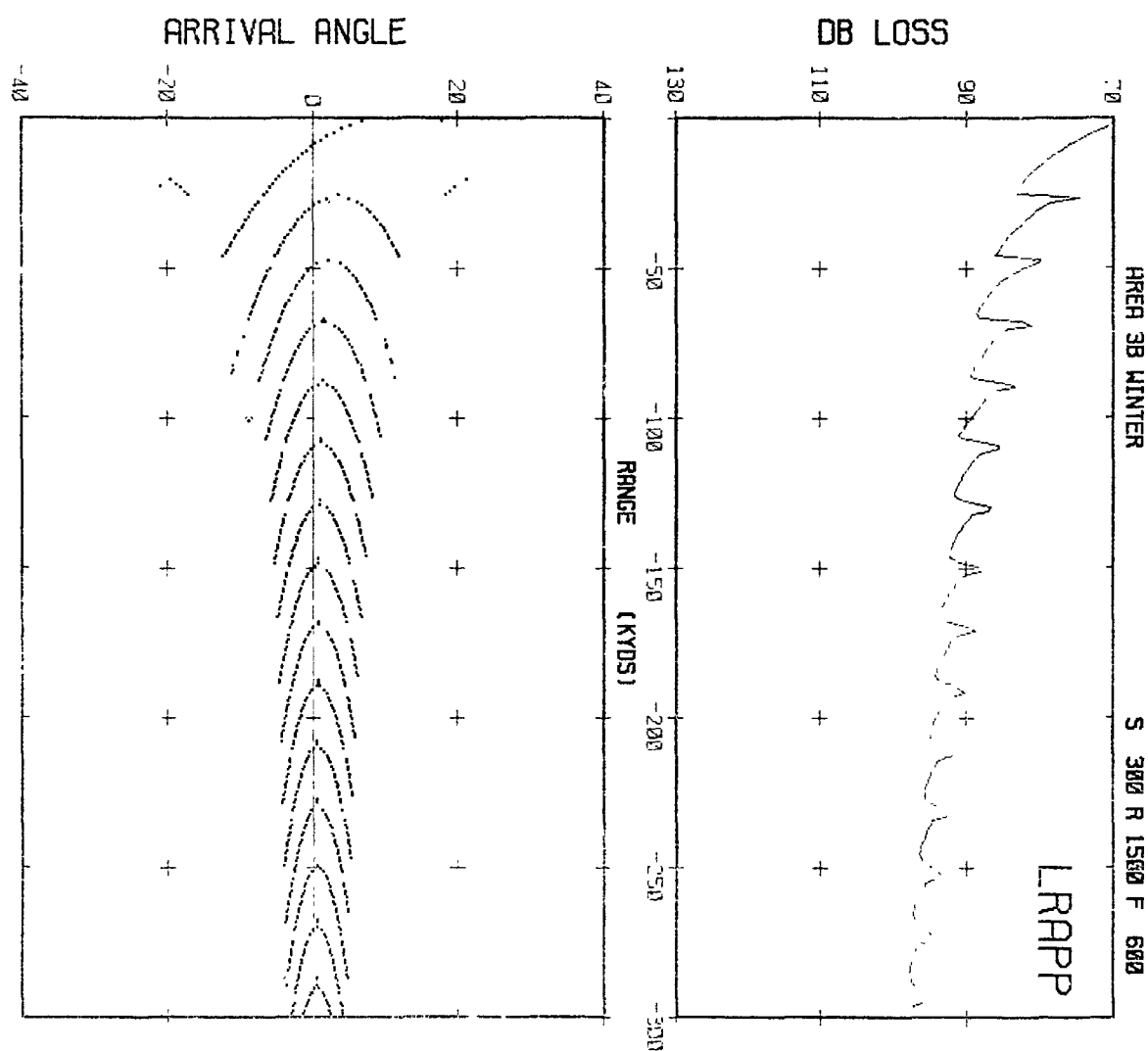


DEPTH IN METERS



NOISE (DB)



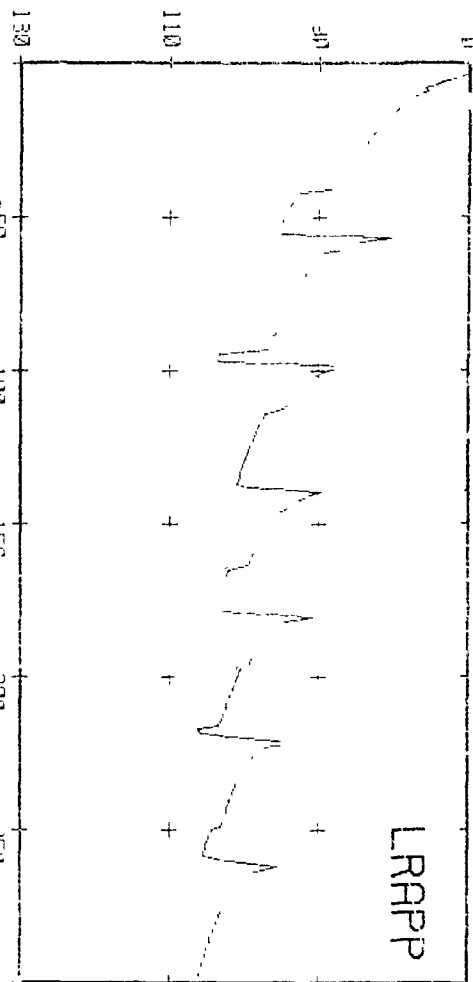


AREA 3B WINTER

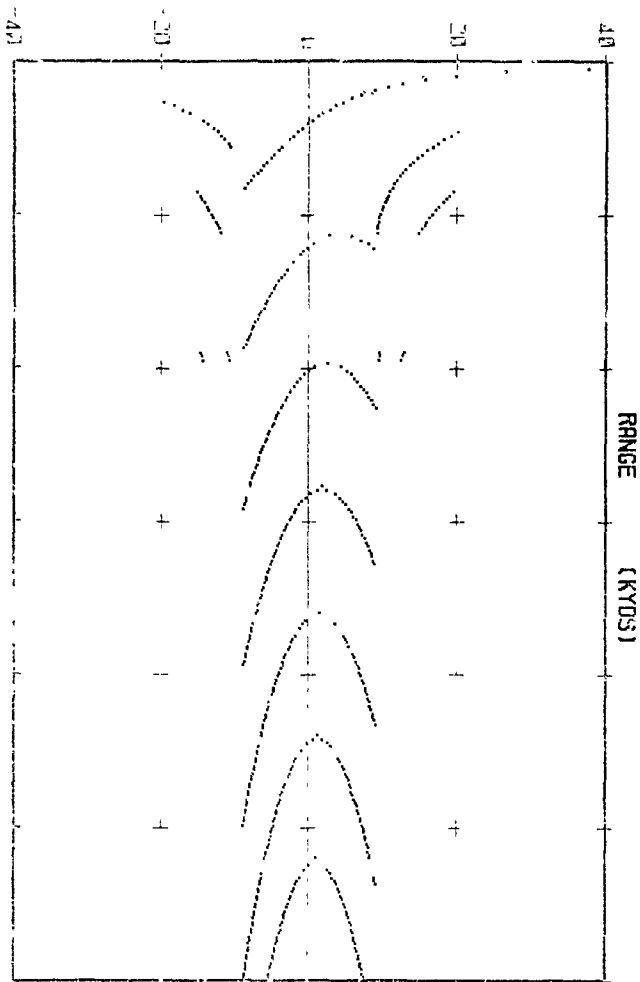
S 20 R 6000 F 600

1450 14.5 1500 1550

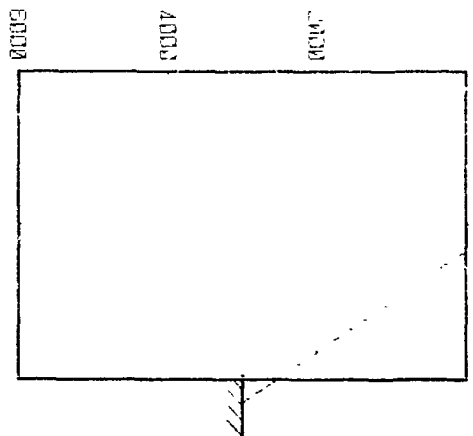
DB LOSS



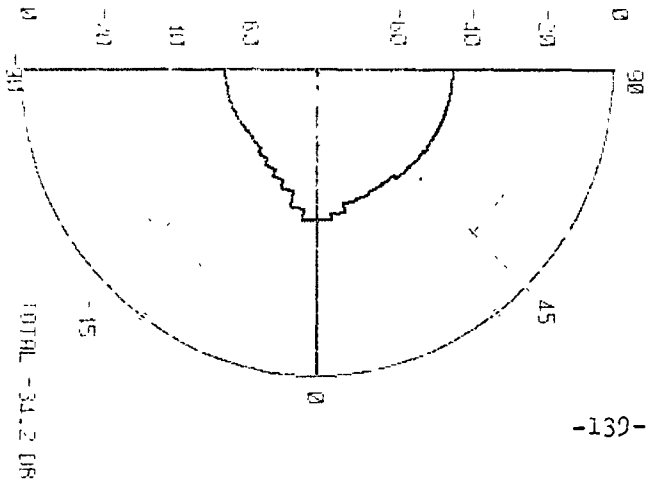
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

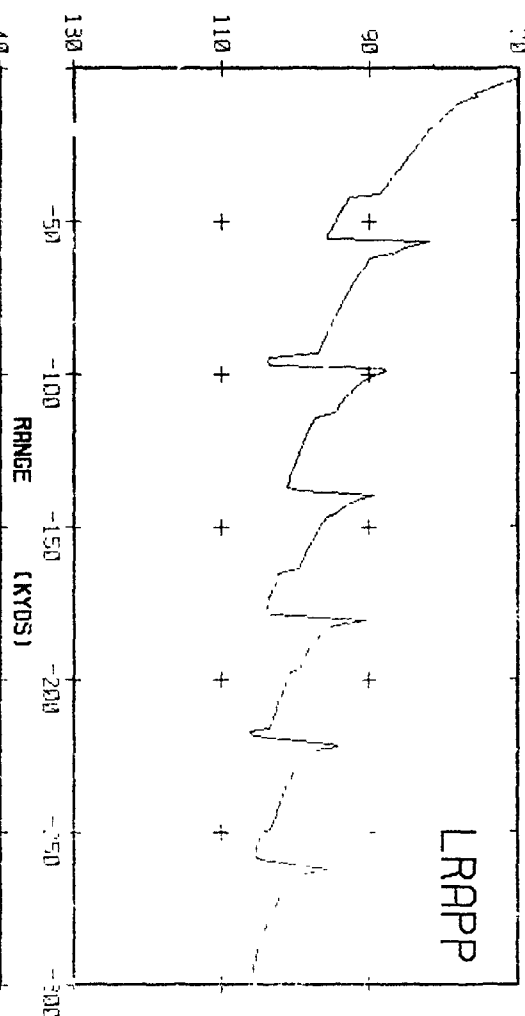


AREA 3B WINTER

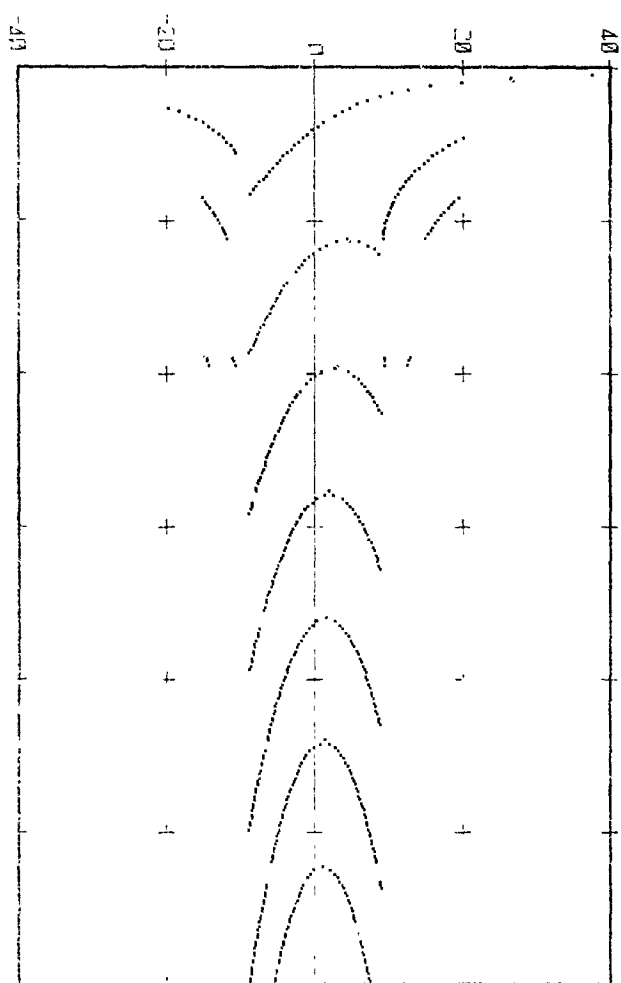
S 50 R 6000 F 600

LRAPP

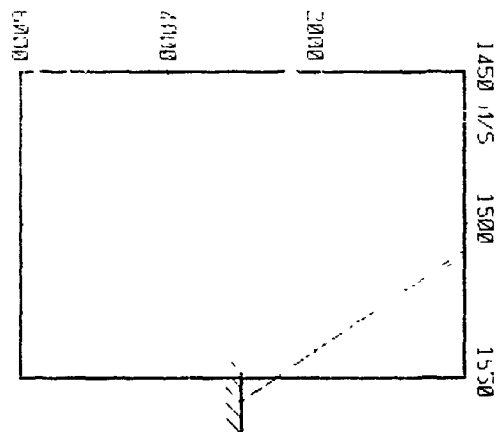
DB LOSS



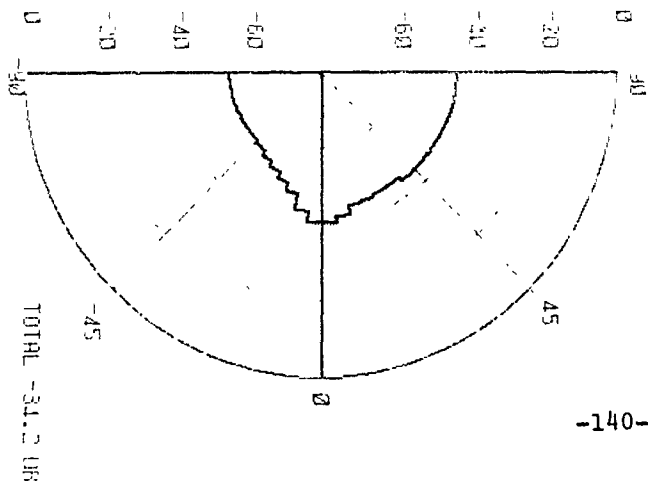
ARRIVAL ANGLE

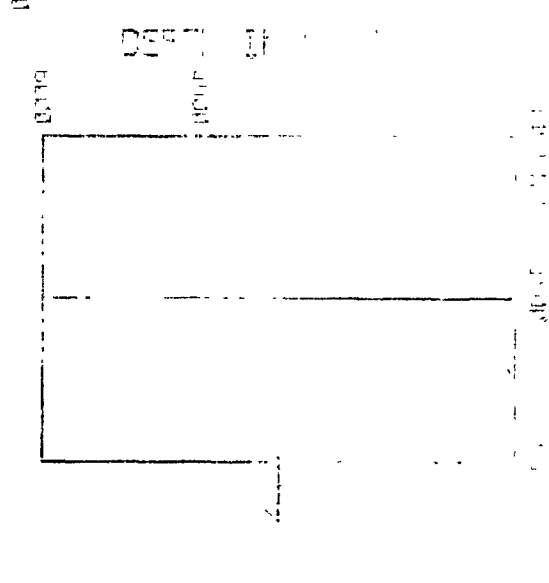
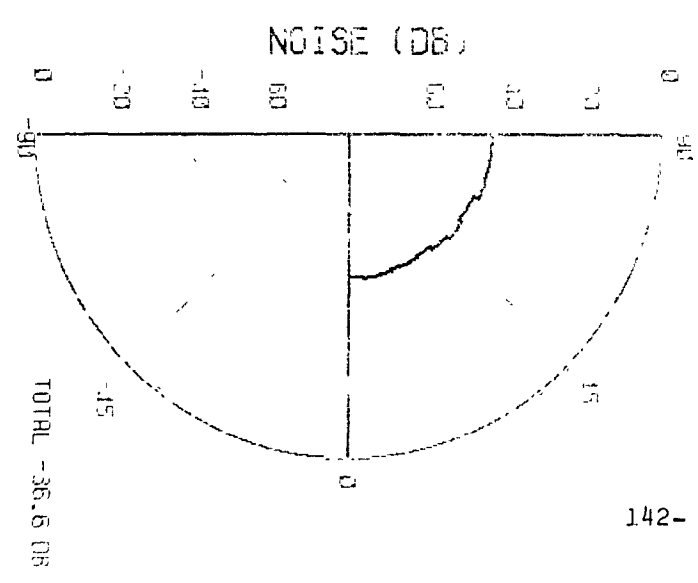
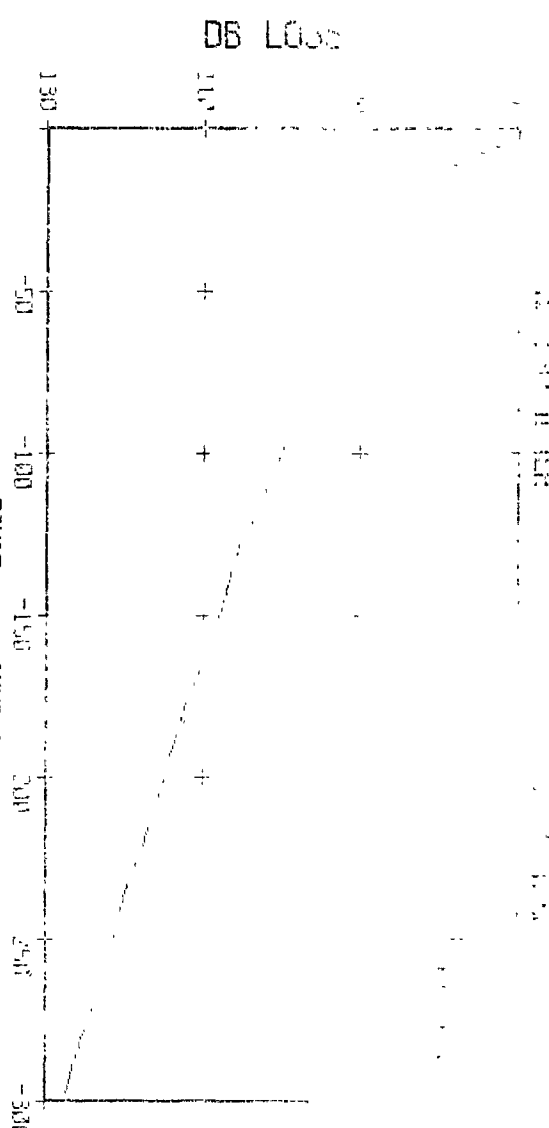
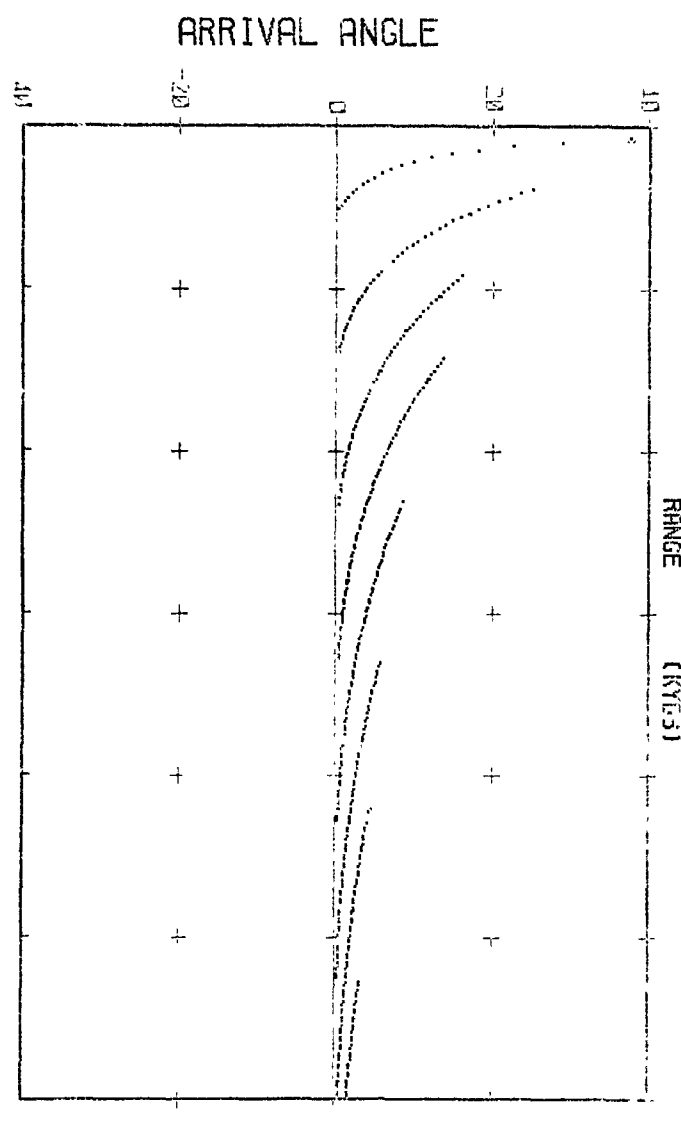


DEPTH IN METERS



NOISE (DB)



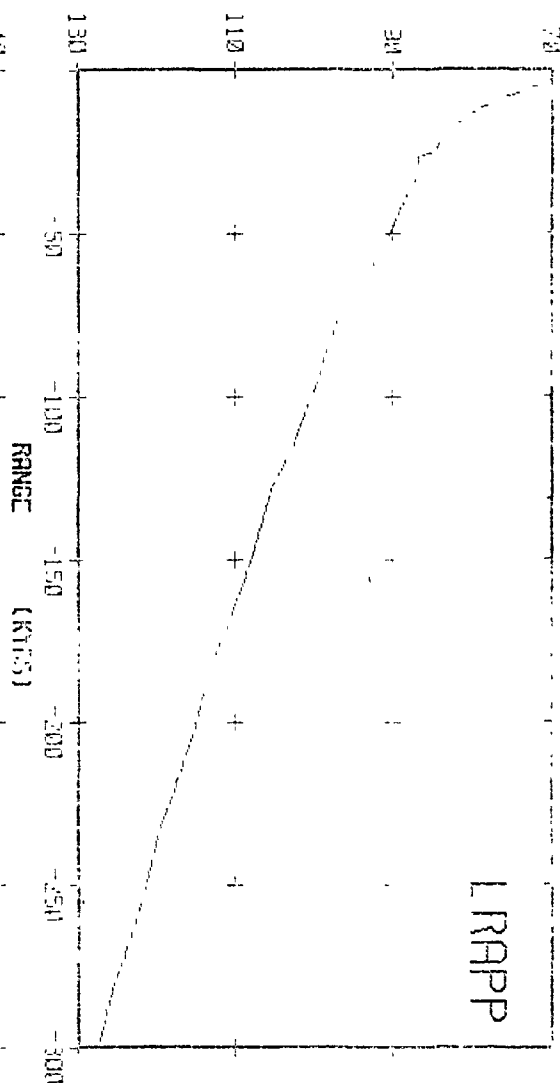


FRECH 3B HUNTER

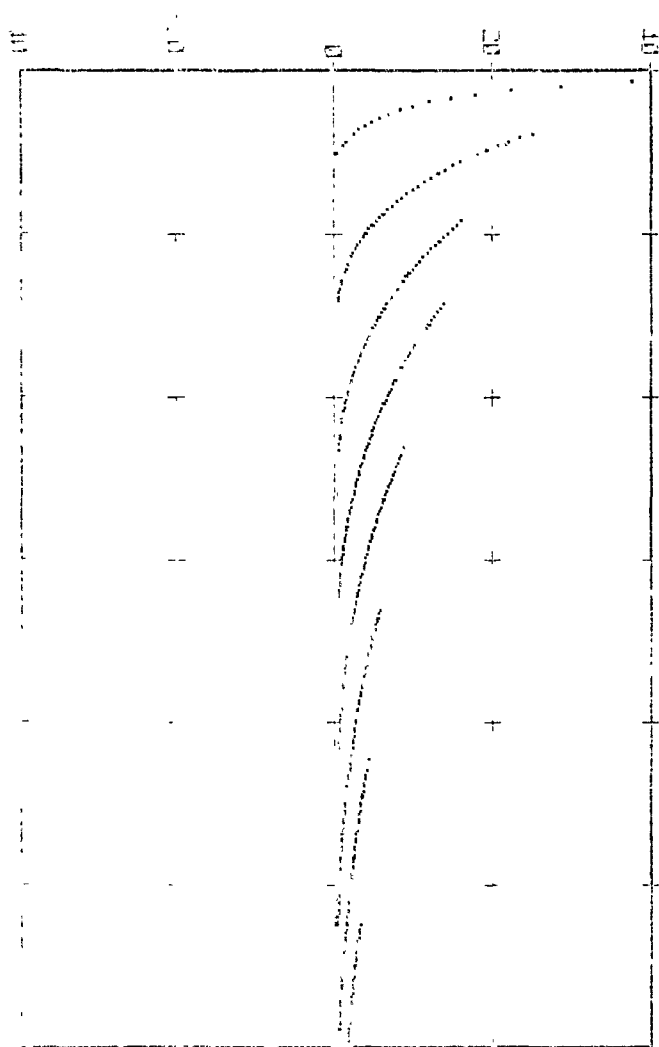
S 50 R 9842 F 600

LRAPP

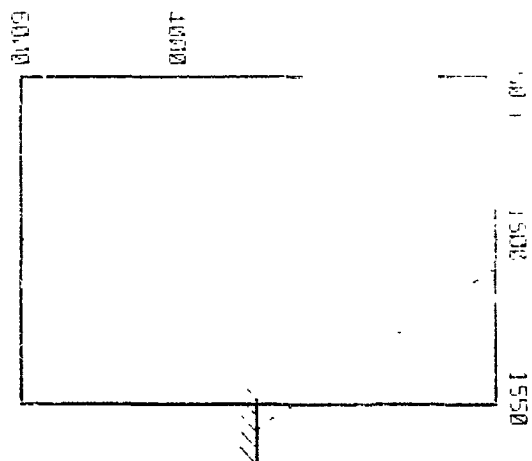
DB LOSS



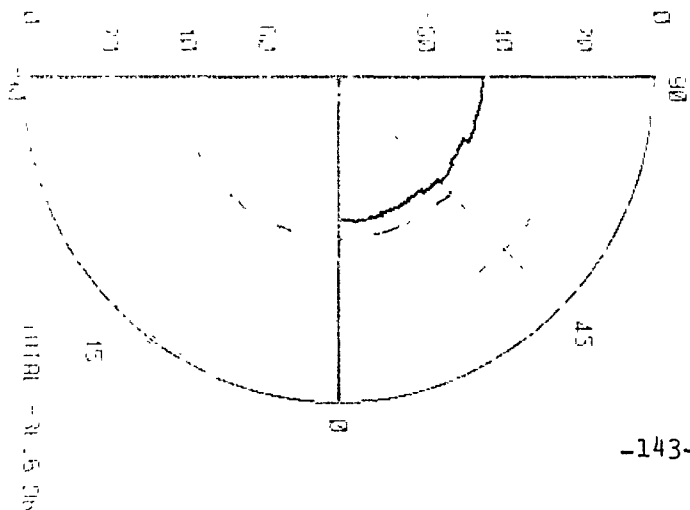
ARRIVAL ANGLE

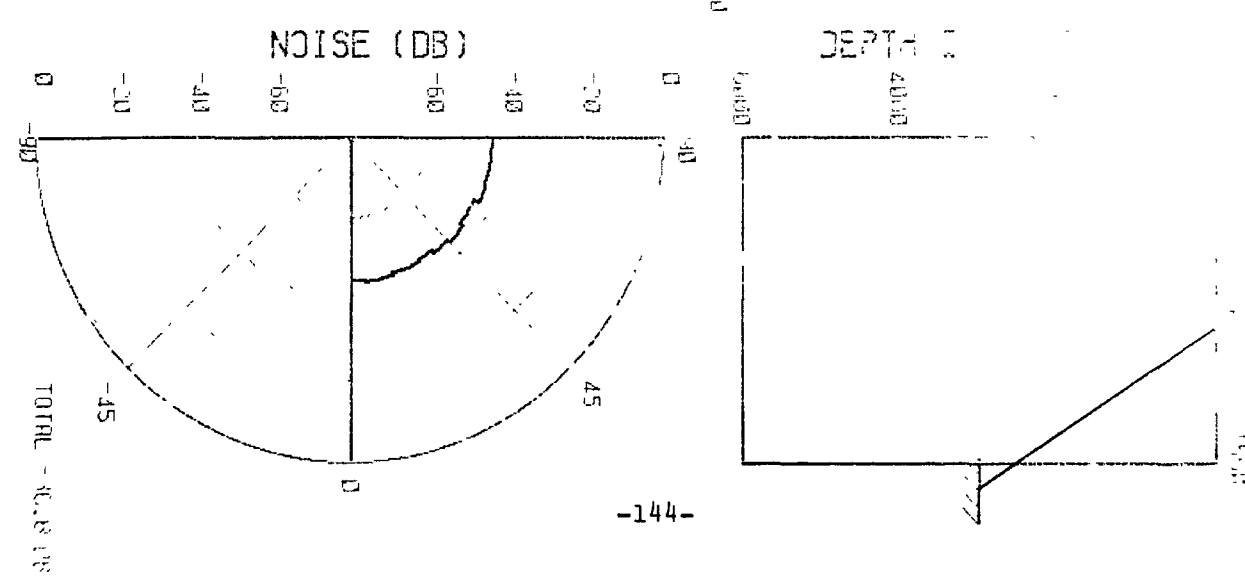
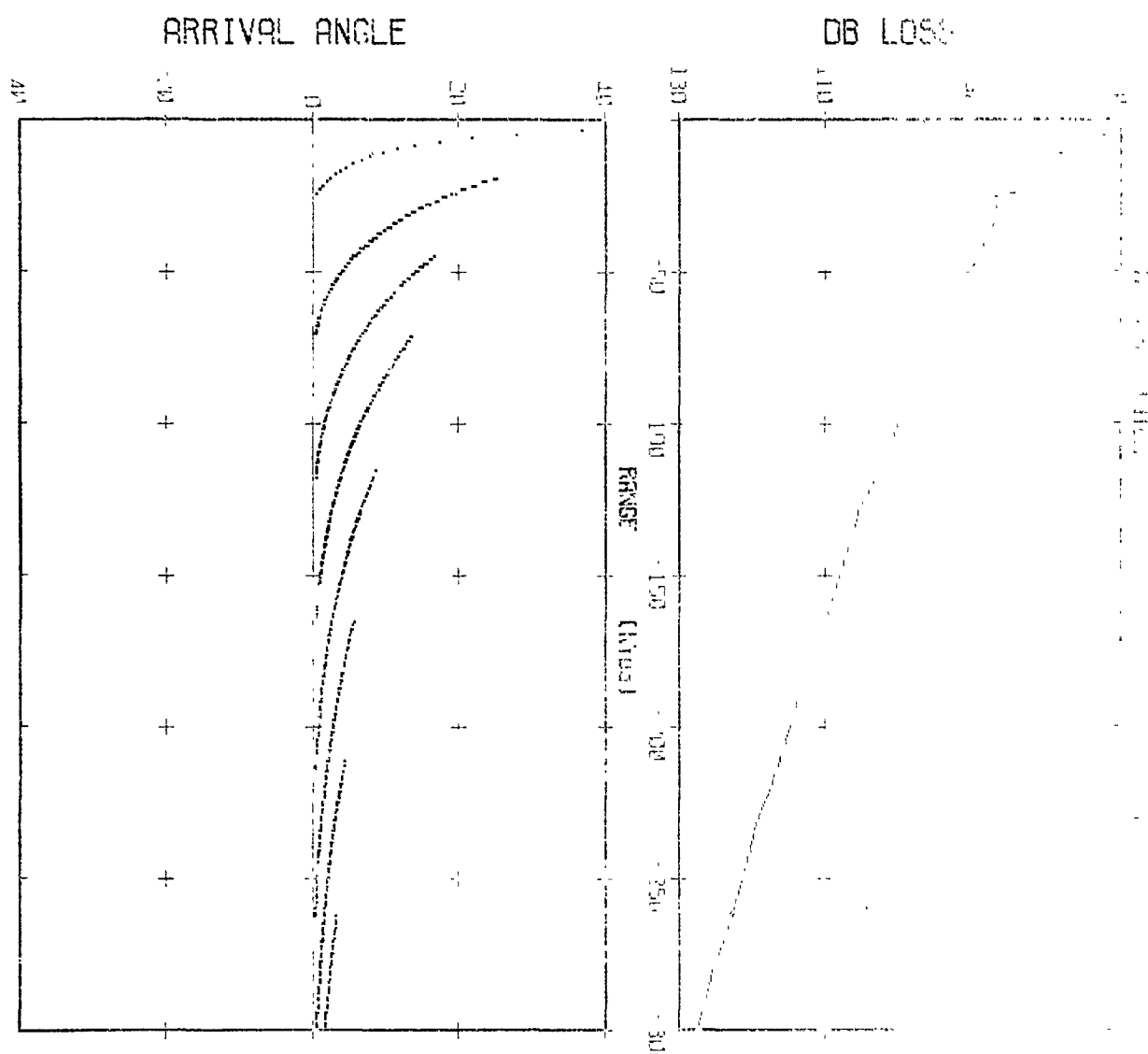


DEPTH IN METERS



NOISE (DB)



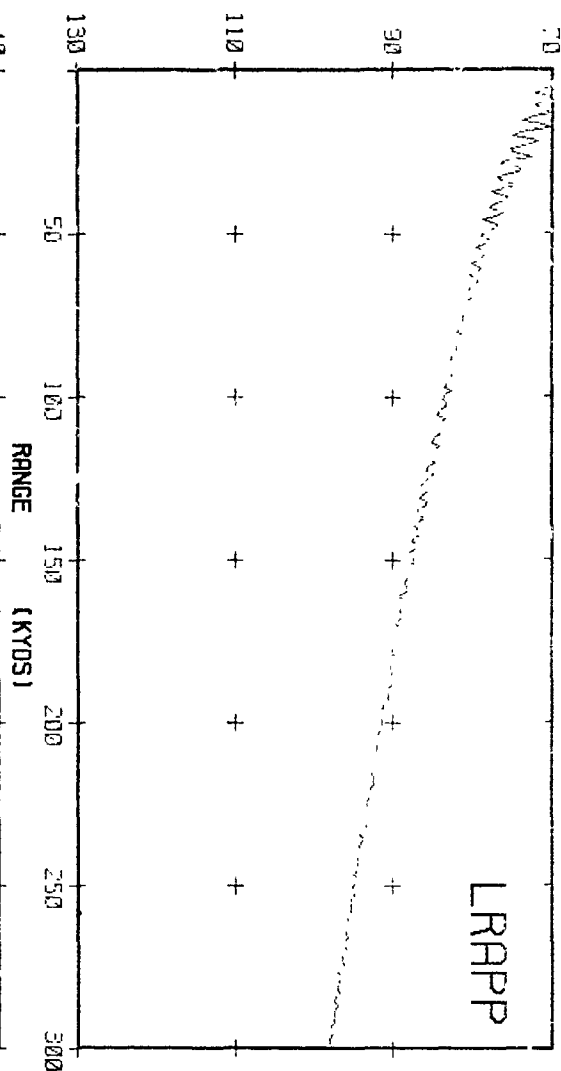


ARRR 3B WINTER

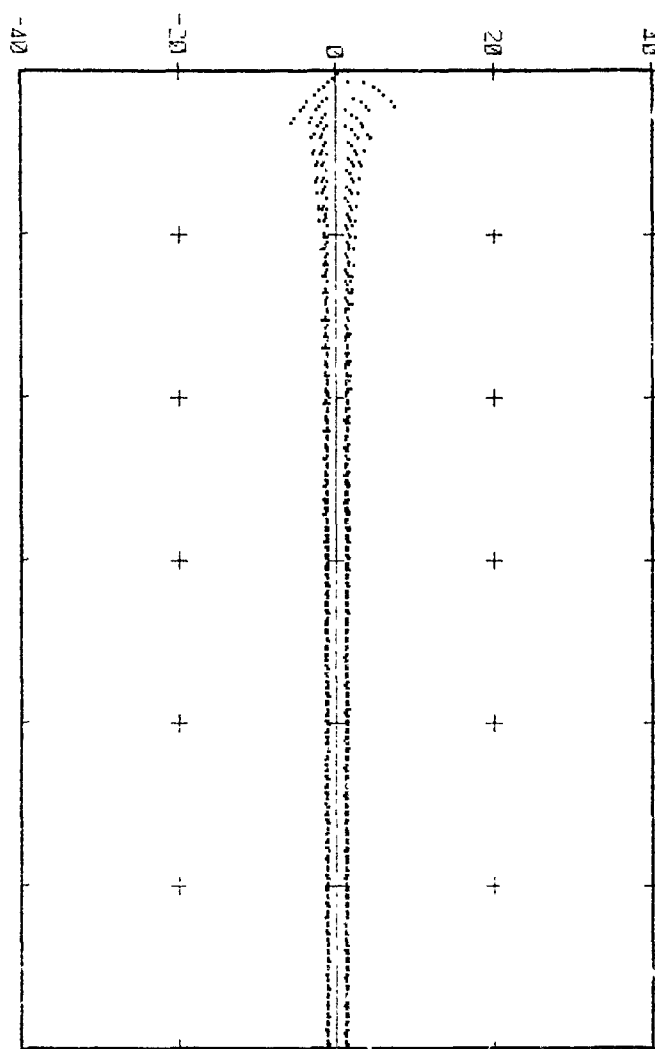
S 20 R 60 F 900

1450 M/S 1500 1500

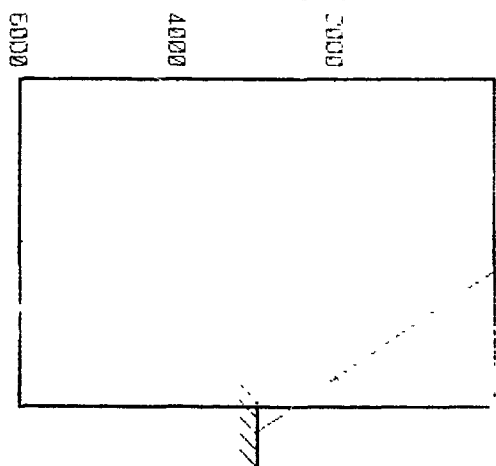
DB LOSS



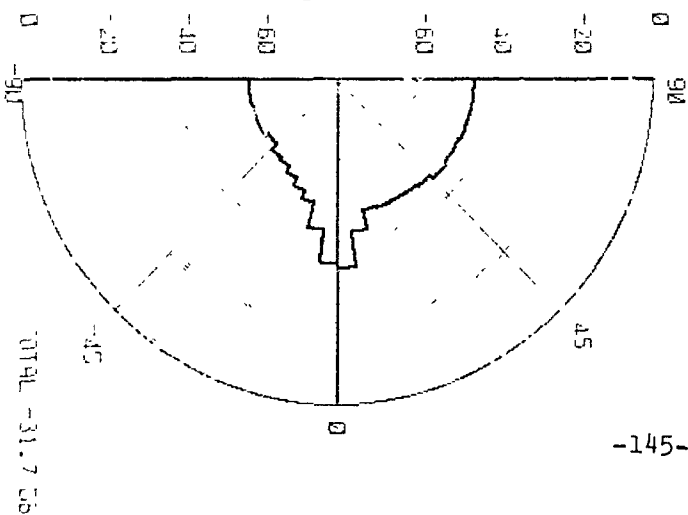
ARRIVAL ANGLE

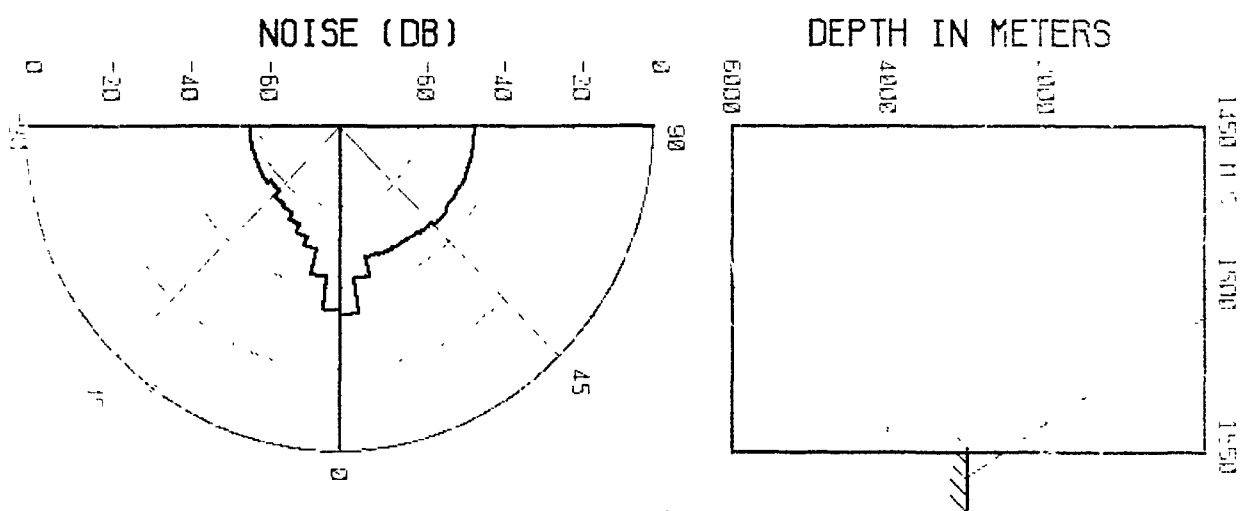
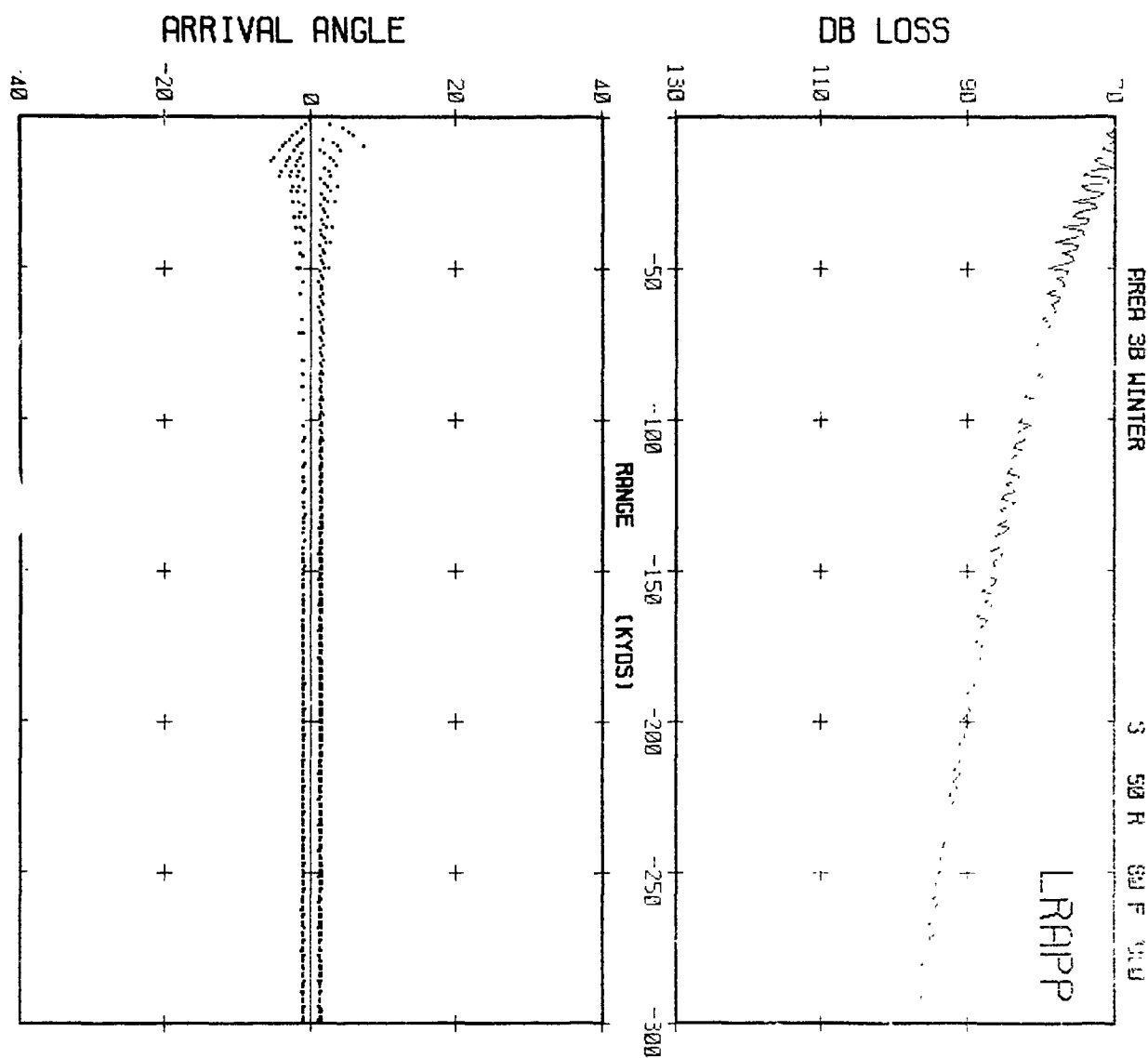


DEPTH IN METERS

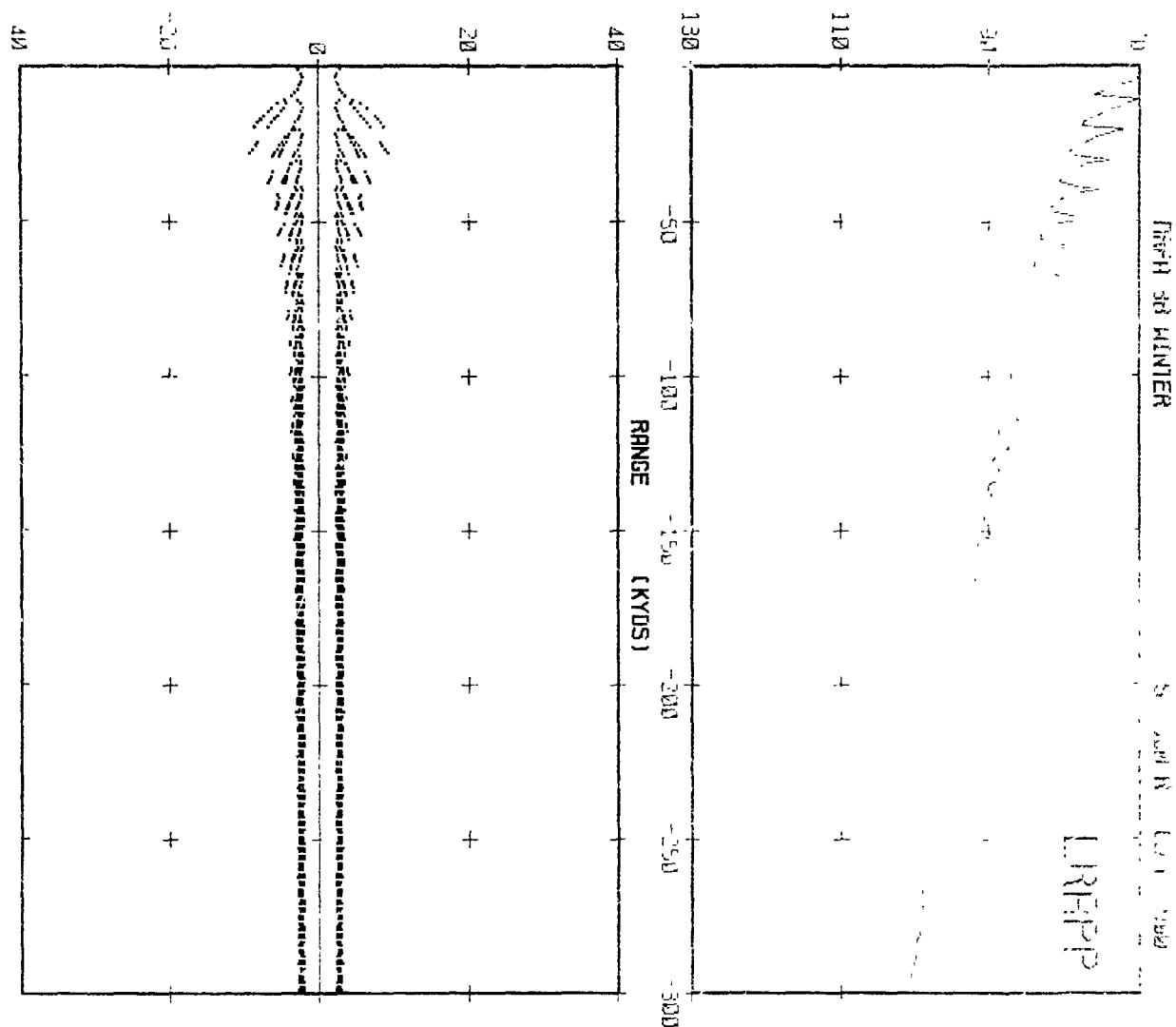


NOISE (DB)



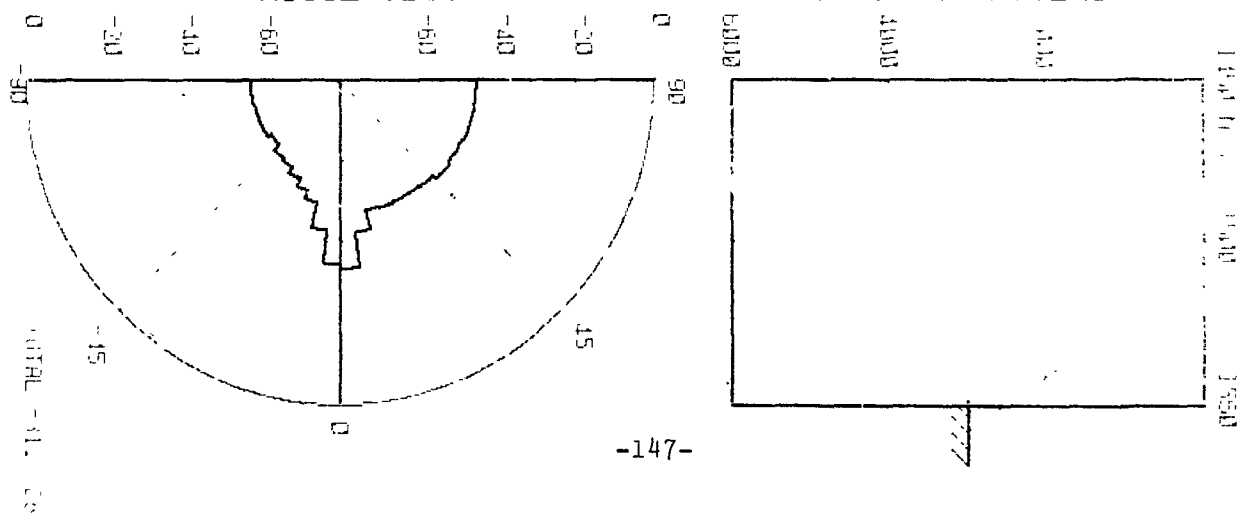


DB LOSS



NOISE (DB)

DEPTH IN METERS

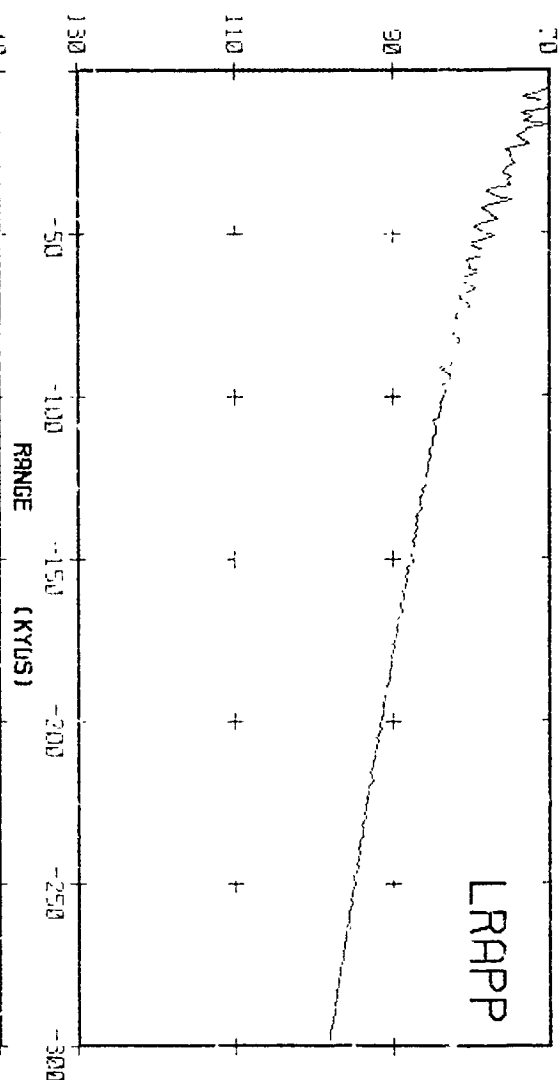


ARRR 3B WINTER

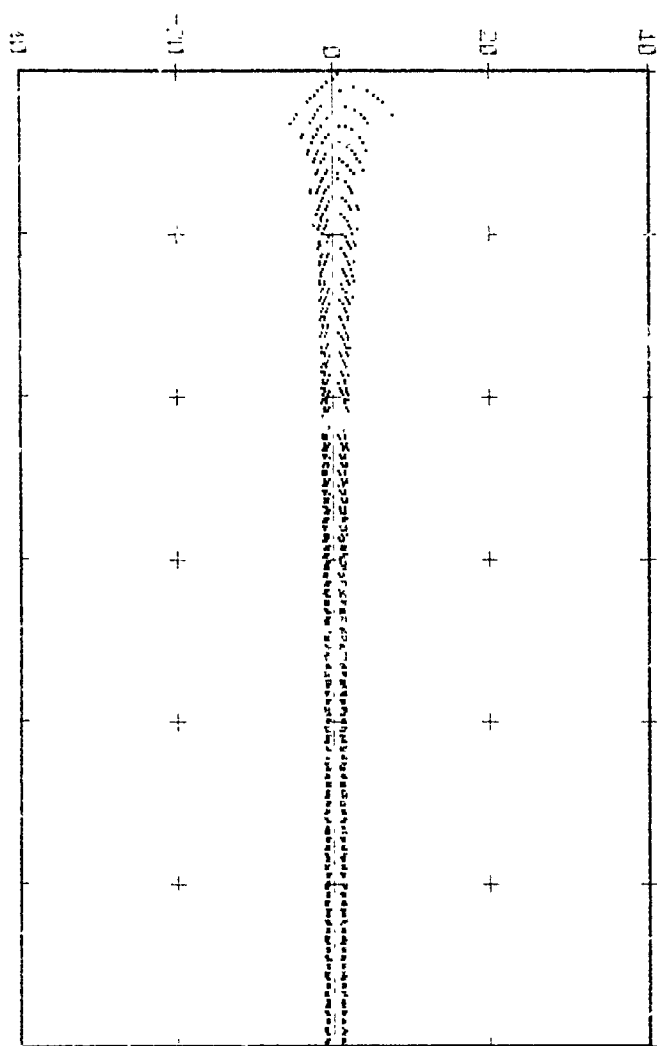
S 20 R 180 F 900

LRAPP

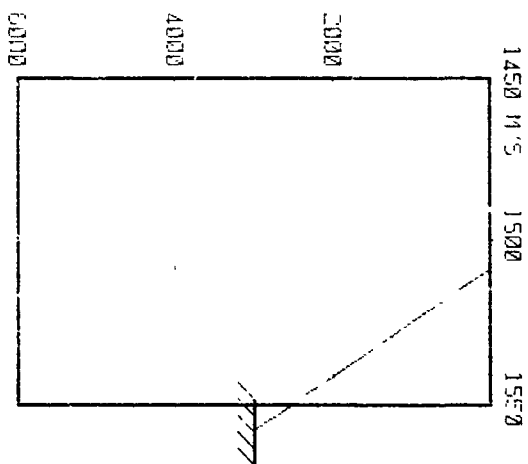
DB LOSS



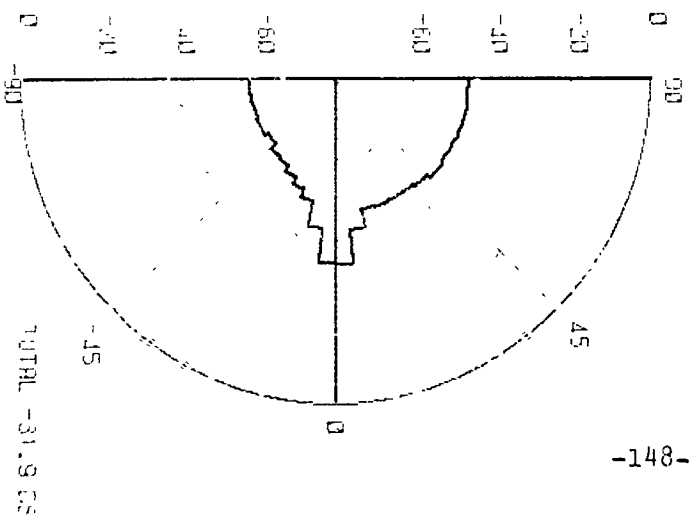
ARRIVAL ANGLE



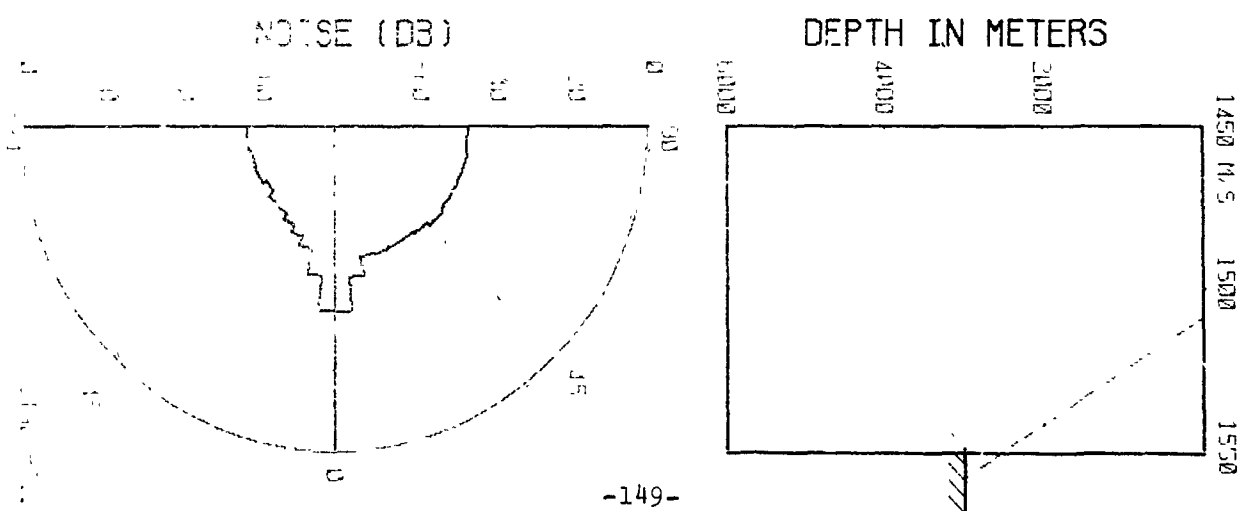
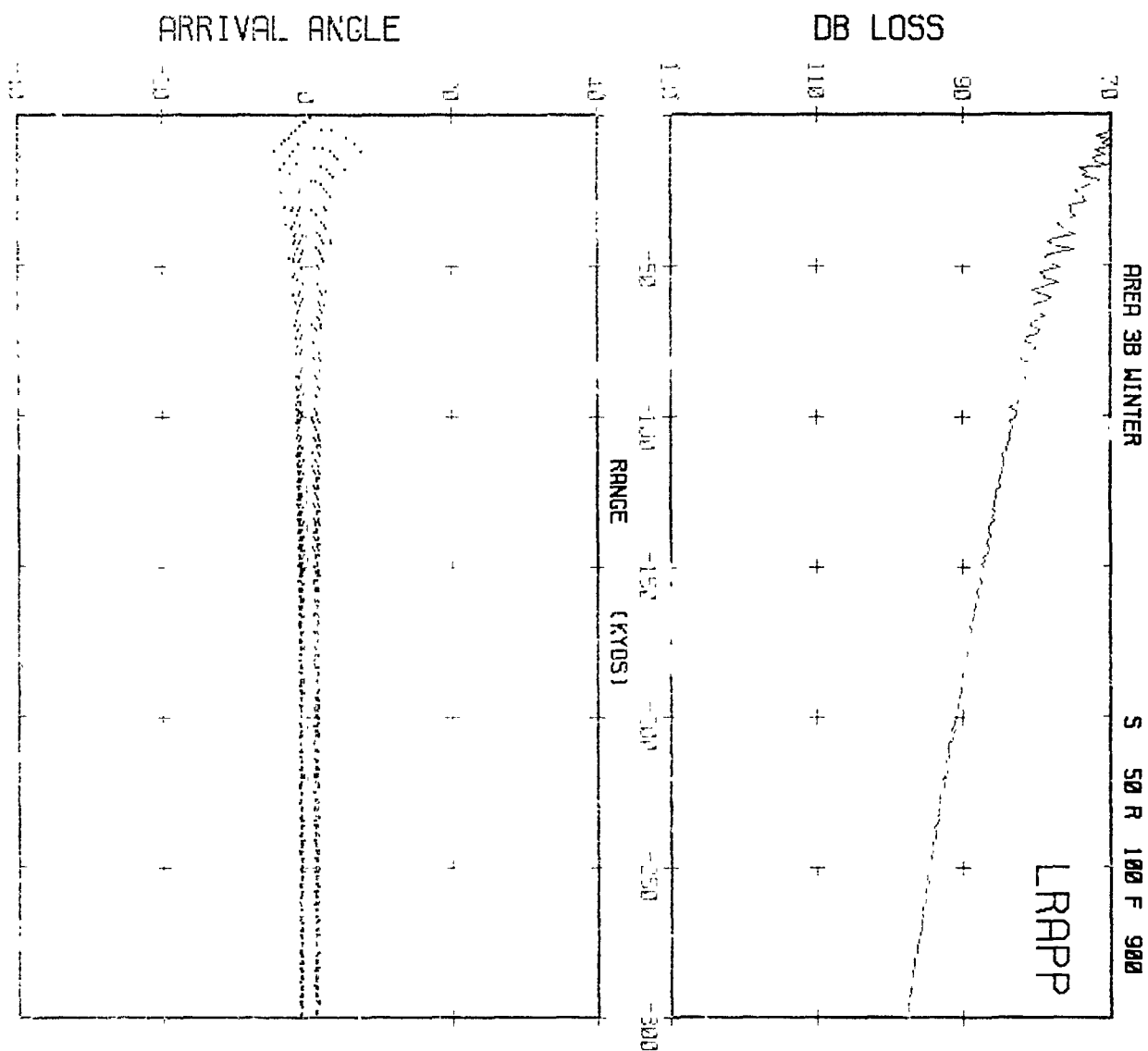
DEPTH IN METERS



NOISE (DB)



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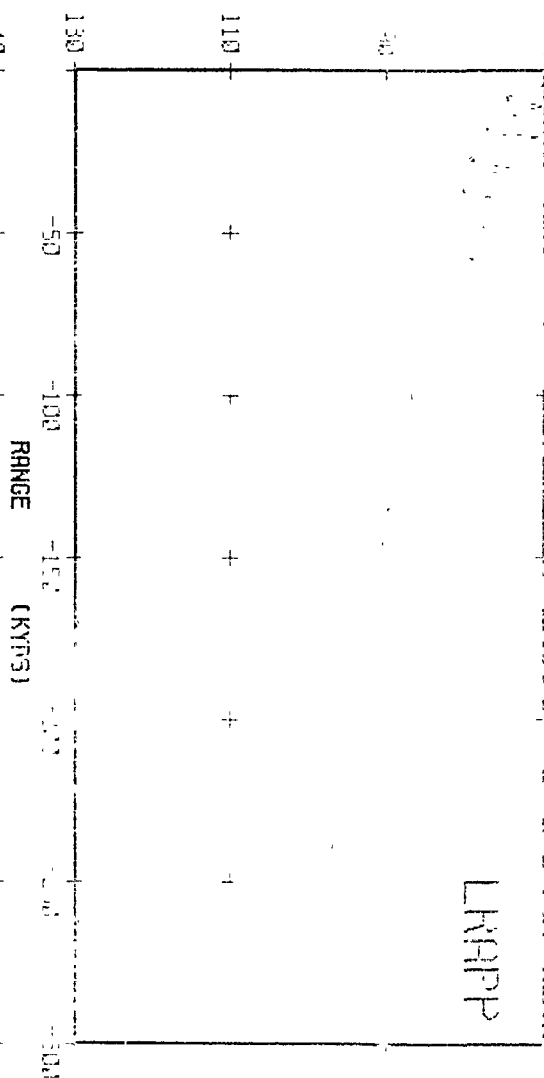


FILED 04/11/01

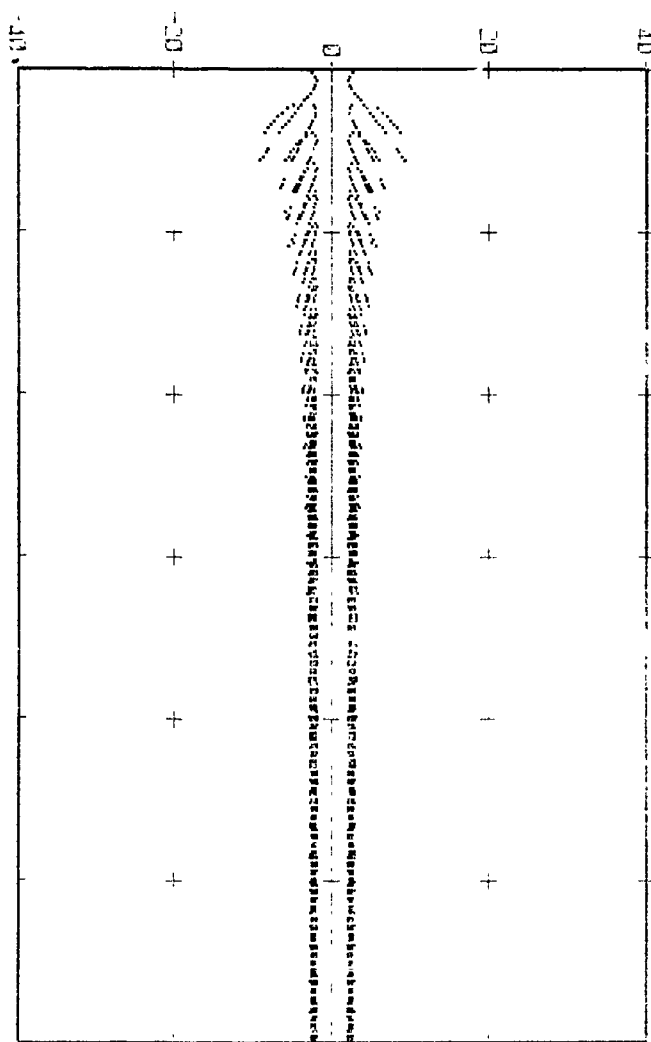
S. S. 16. 16. 1. 930

LNAPP

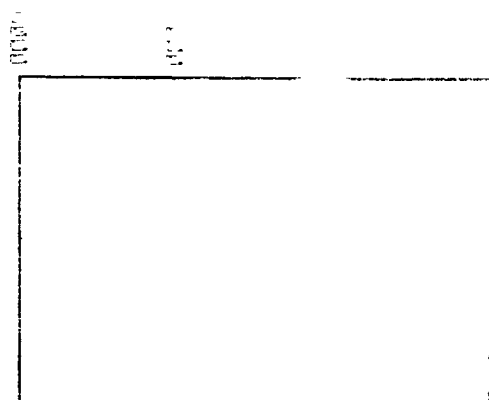
DB LOSS



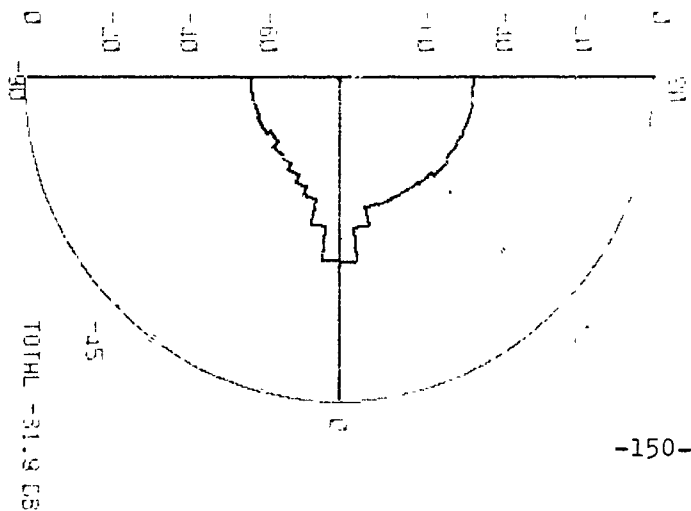
ARRIVAL ANGLE

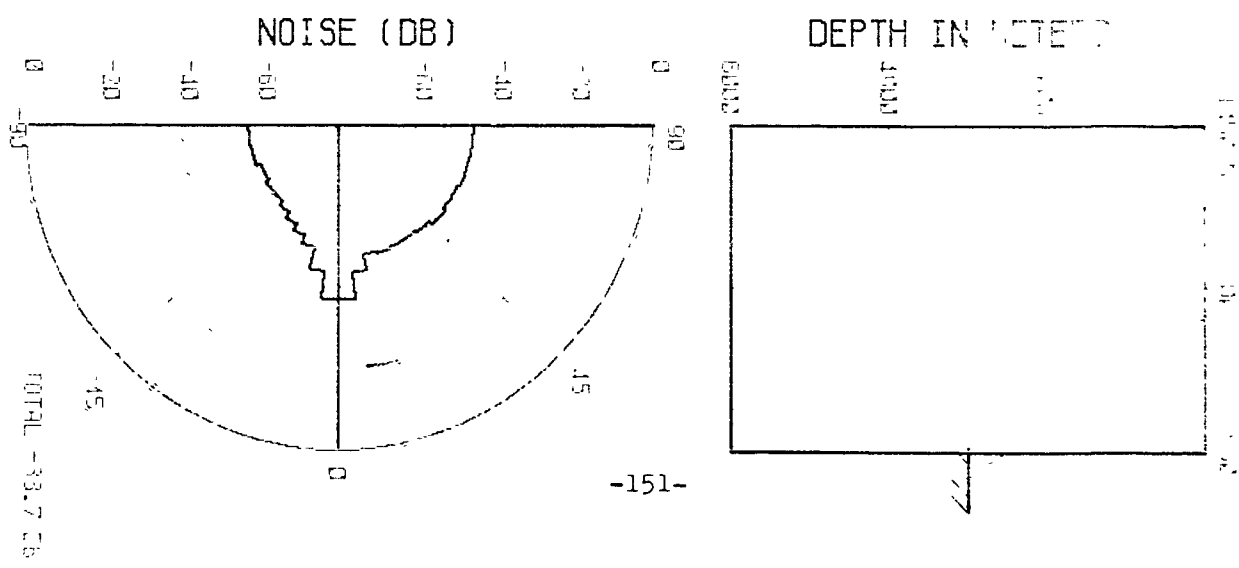
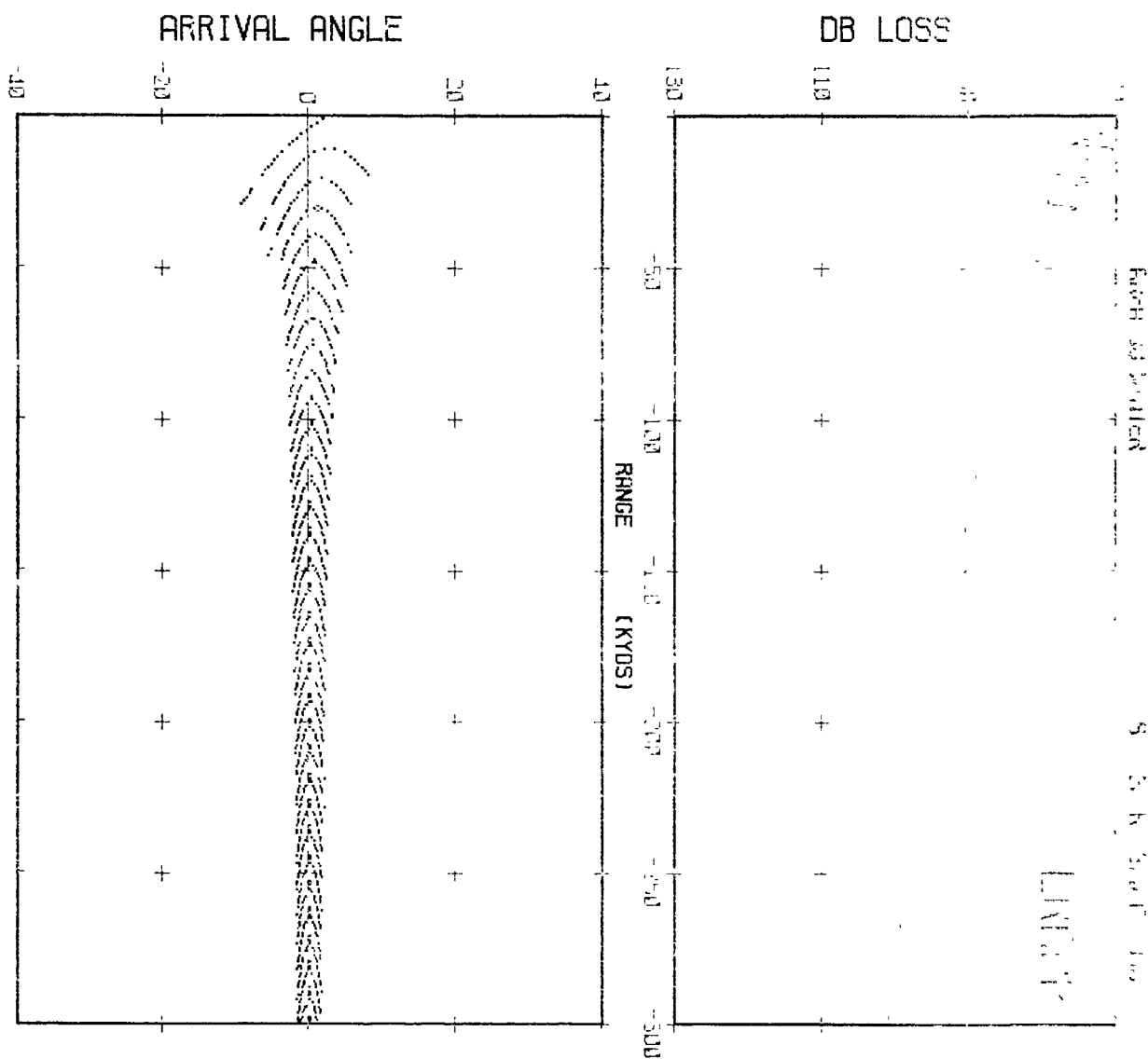


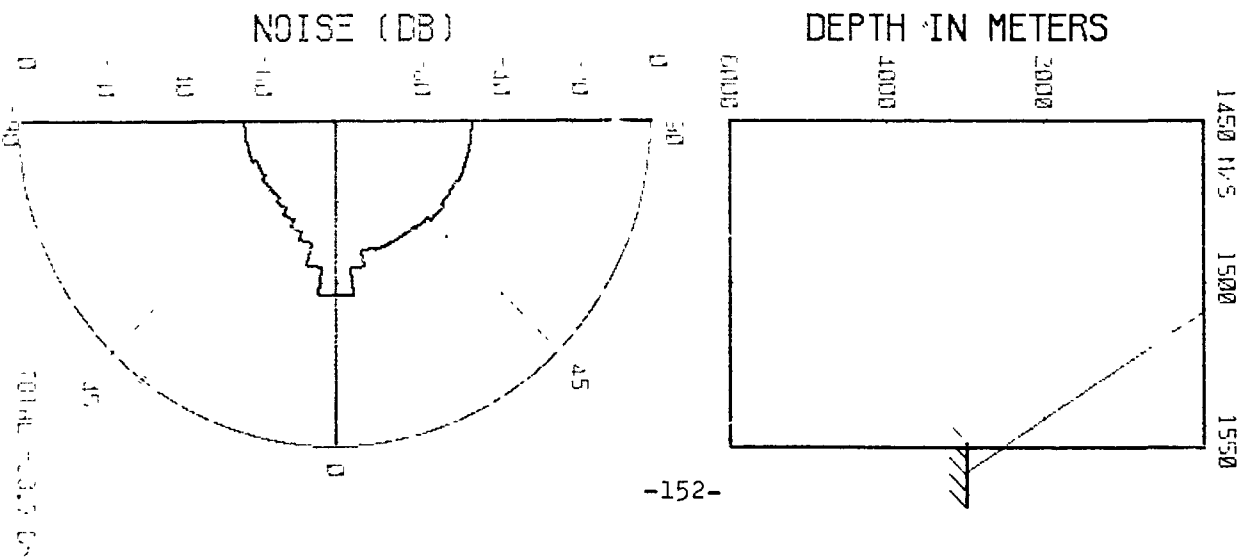
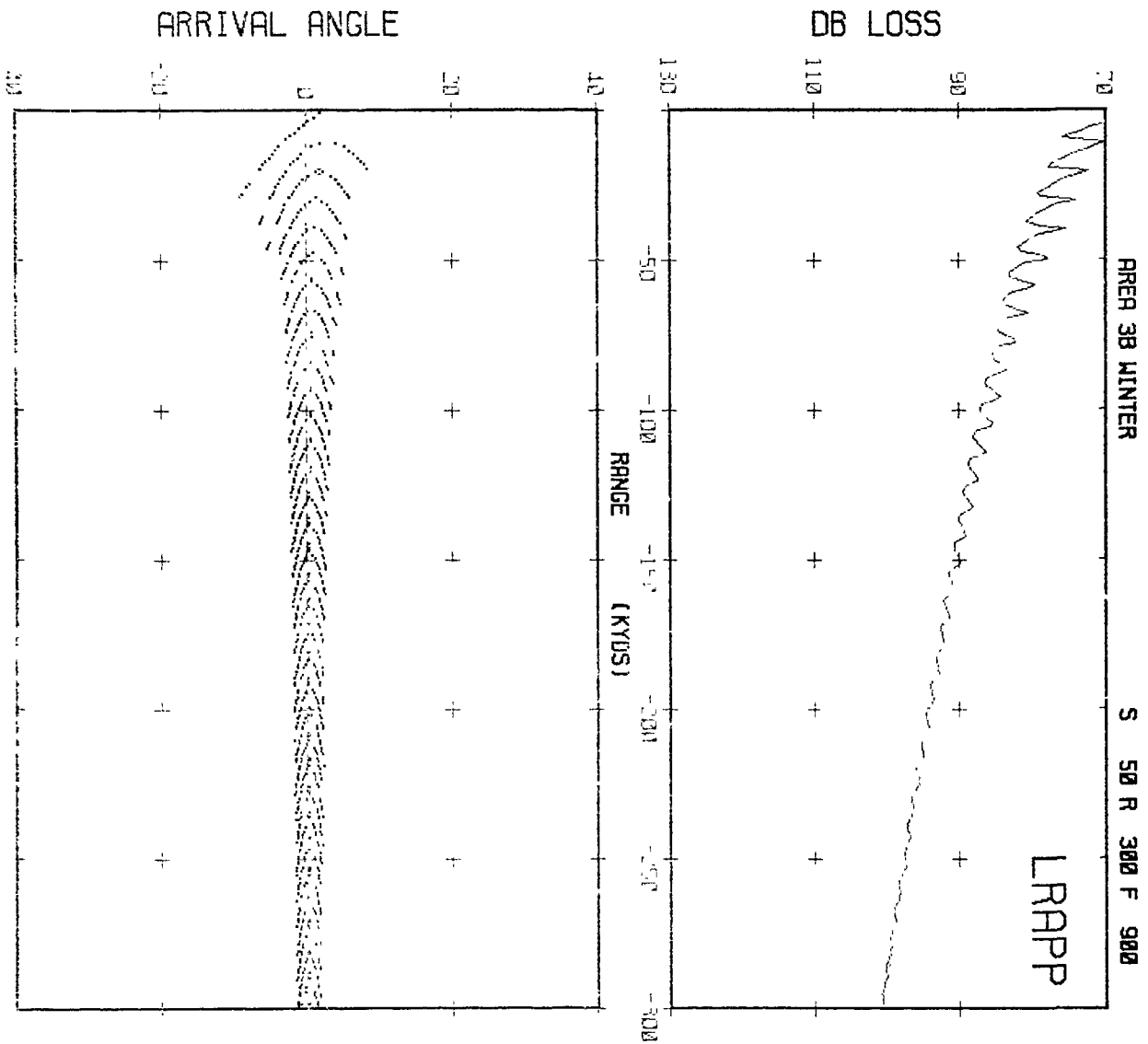
DEPTH IN FEET



NOISE (DB)





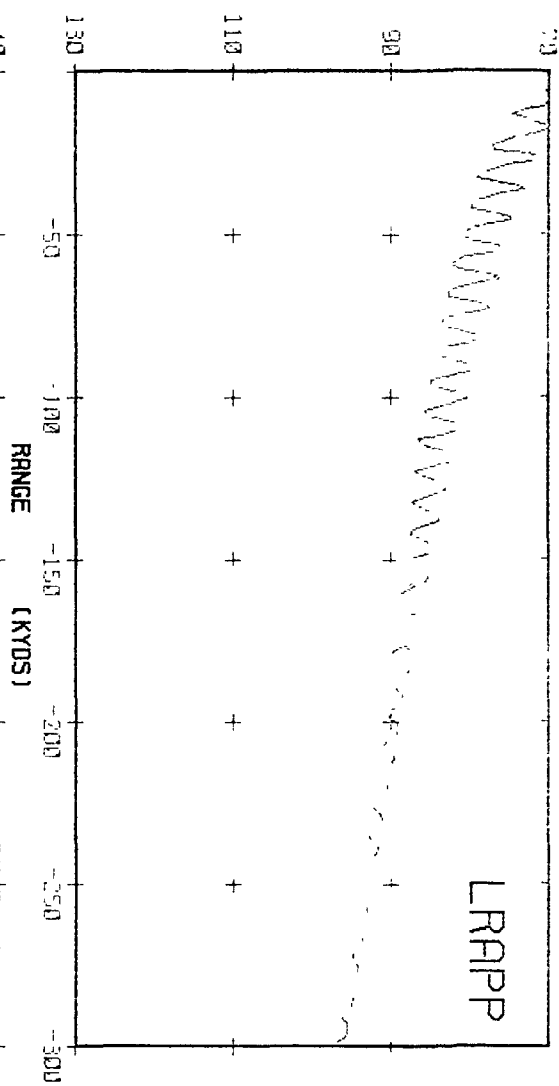


AREA 3B WINTER

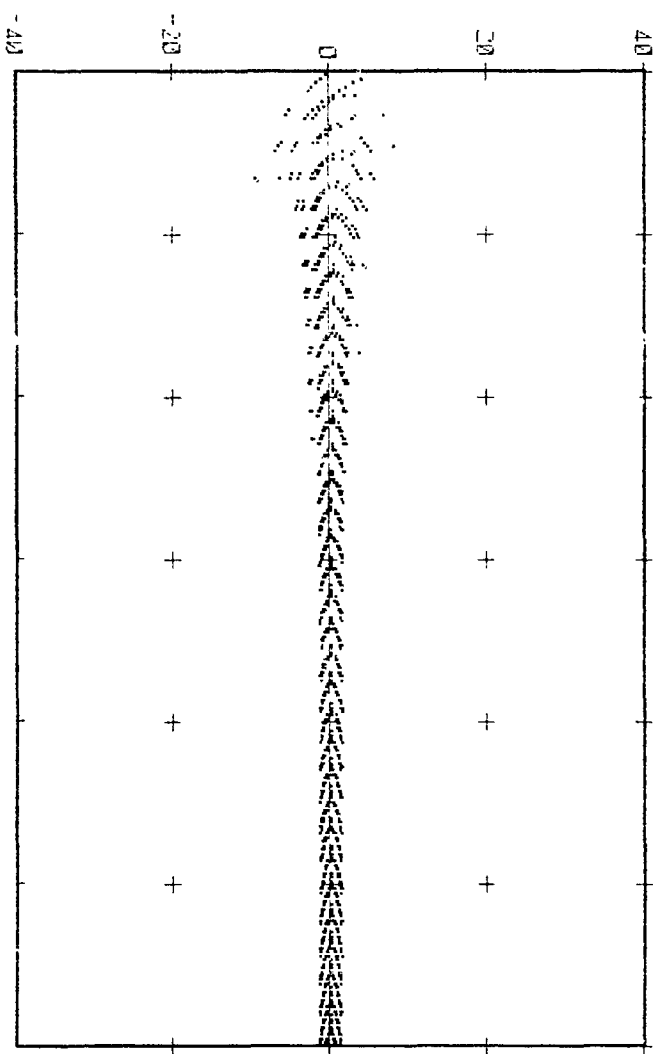
S 300 R 300 F 900

1450 11 5 1500 1550

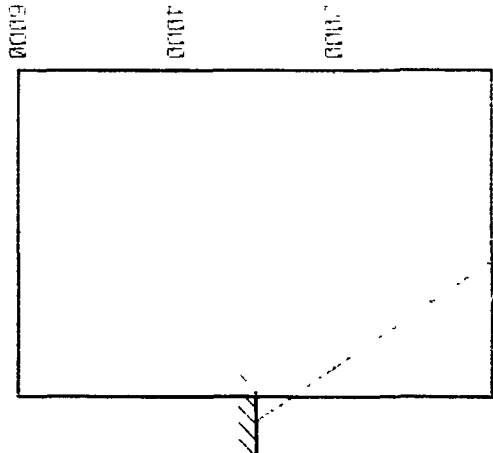
DB LOSS



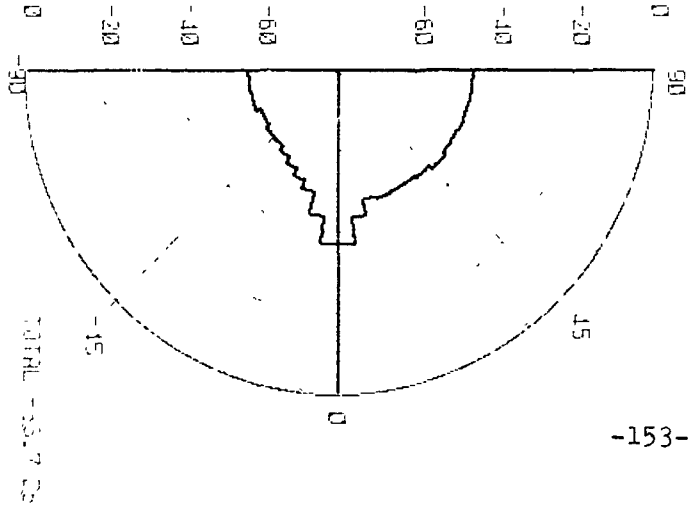
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

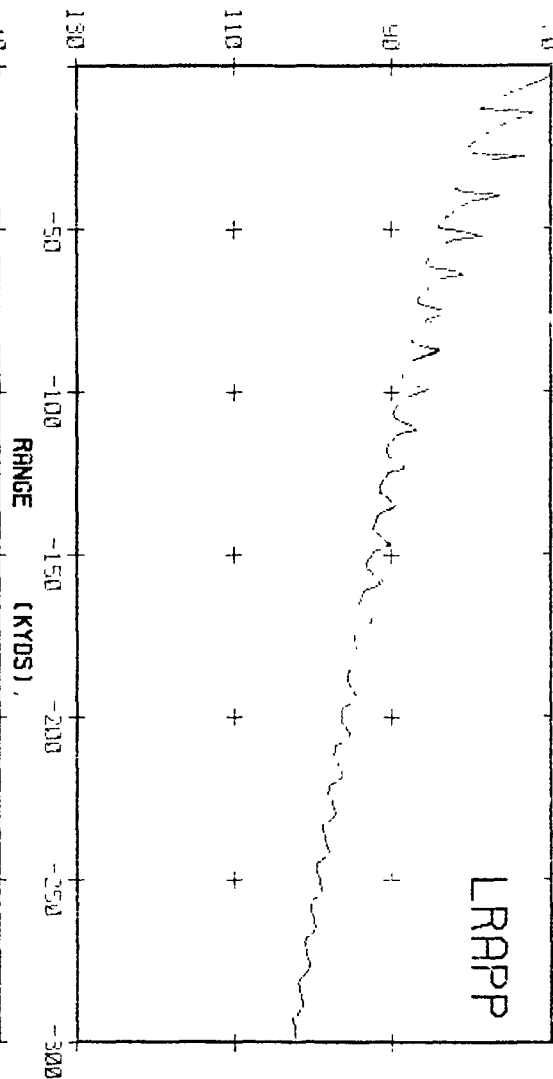


AREA 3B WINTER

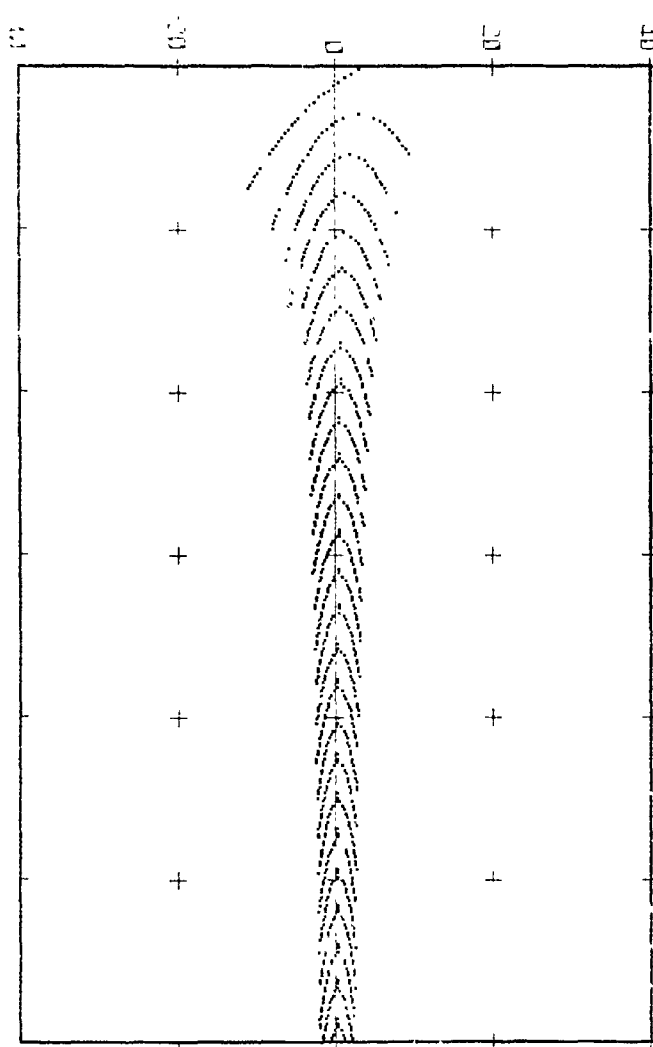
S 20 R 500 F 900

1450 M/S 1500 1550

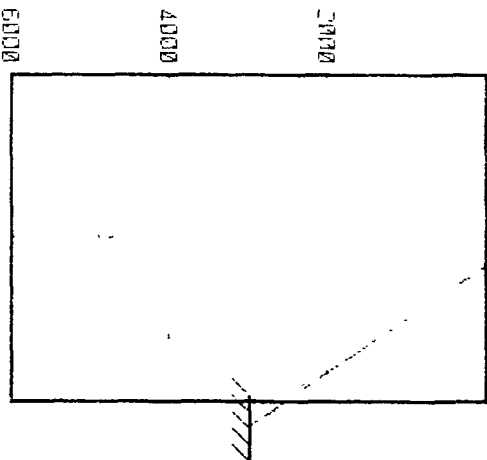
DB LOSS



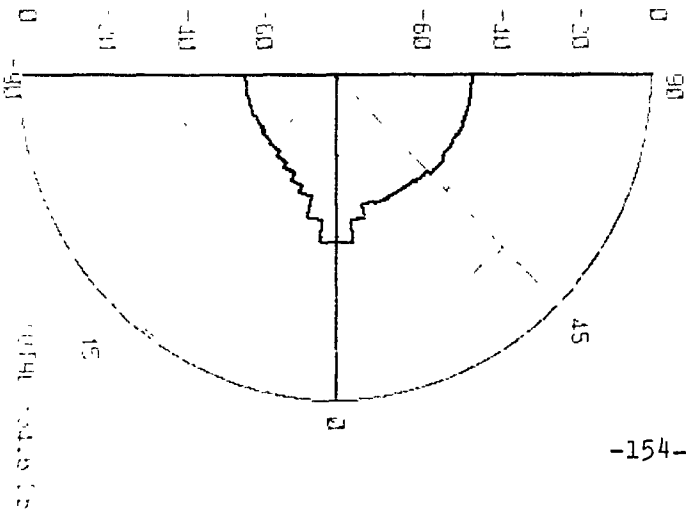
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

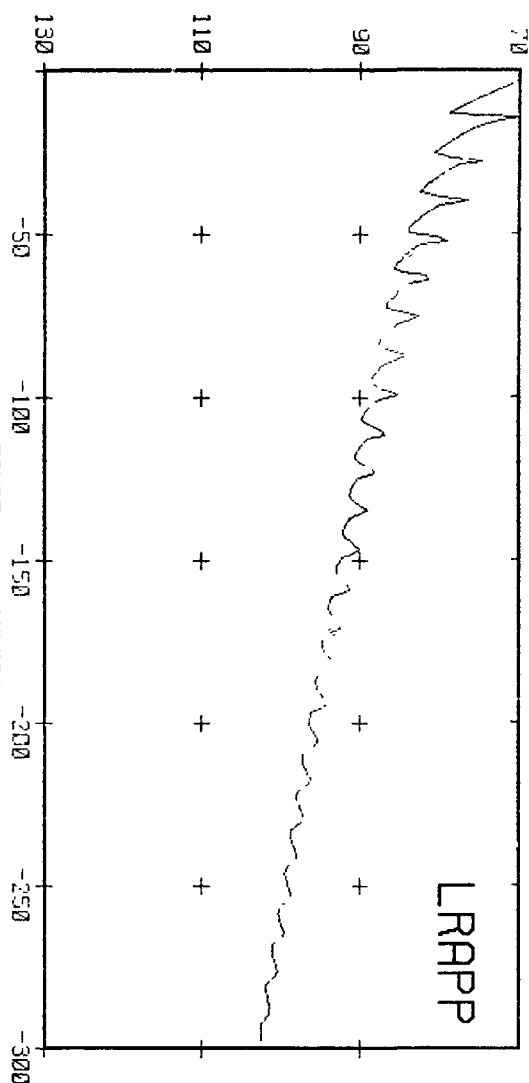


AREA 3B WINTER

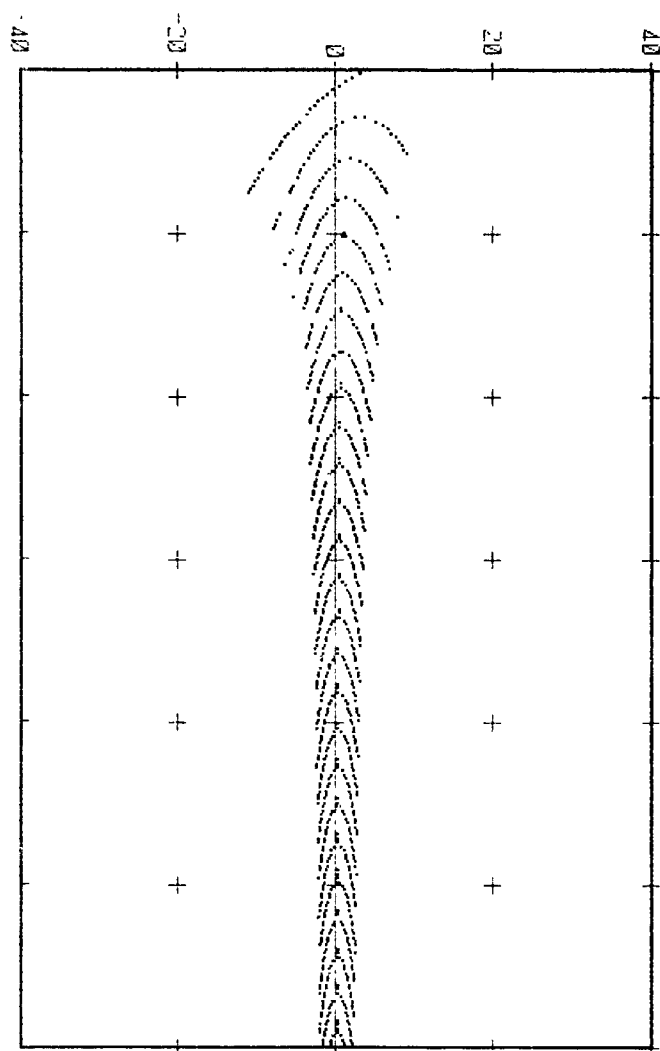
S 50 R 500 F 900

LRAPP

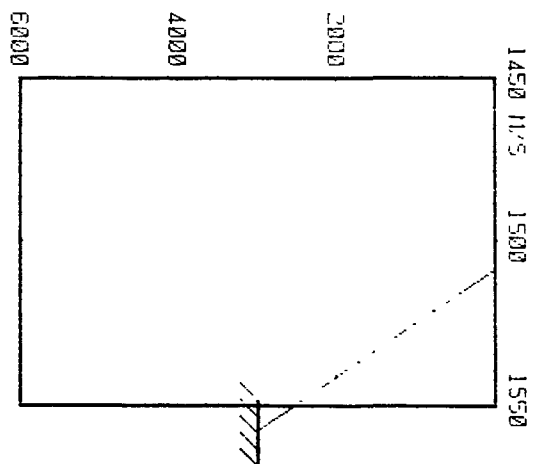
DB LOSS



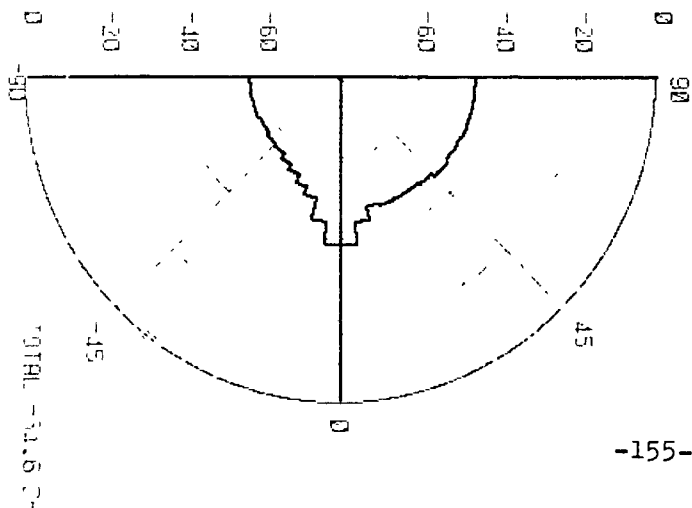
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

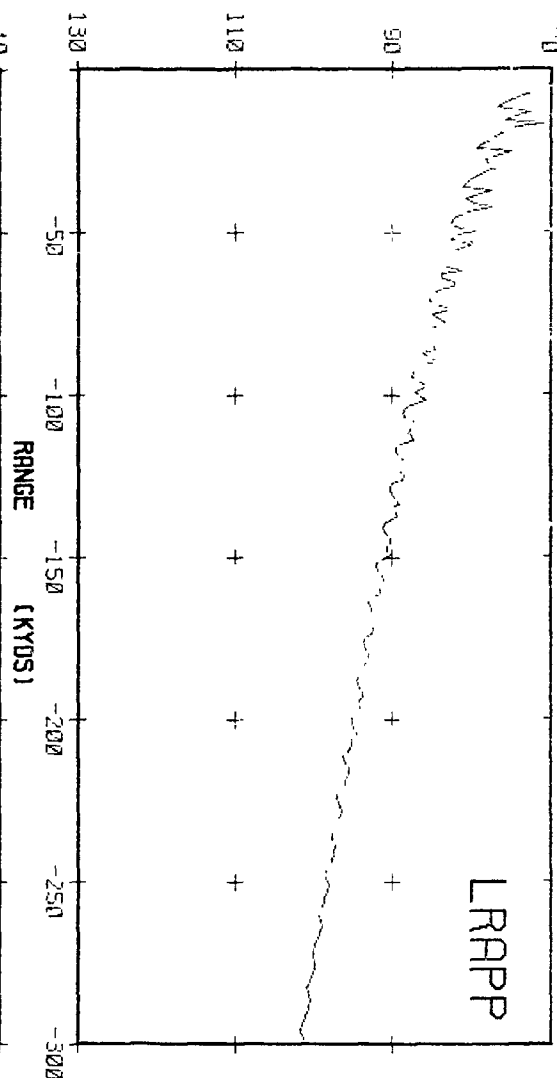


PREP 3B WINTER

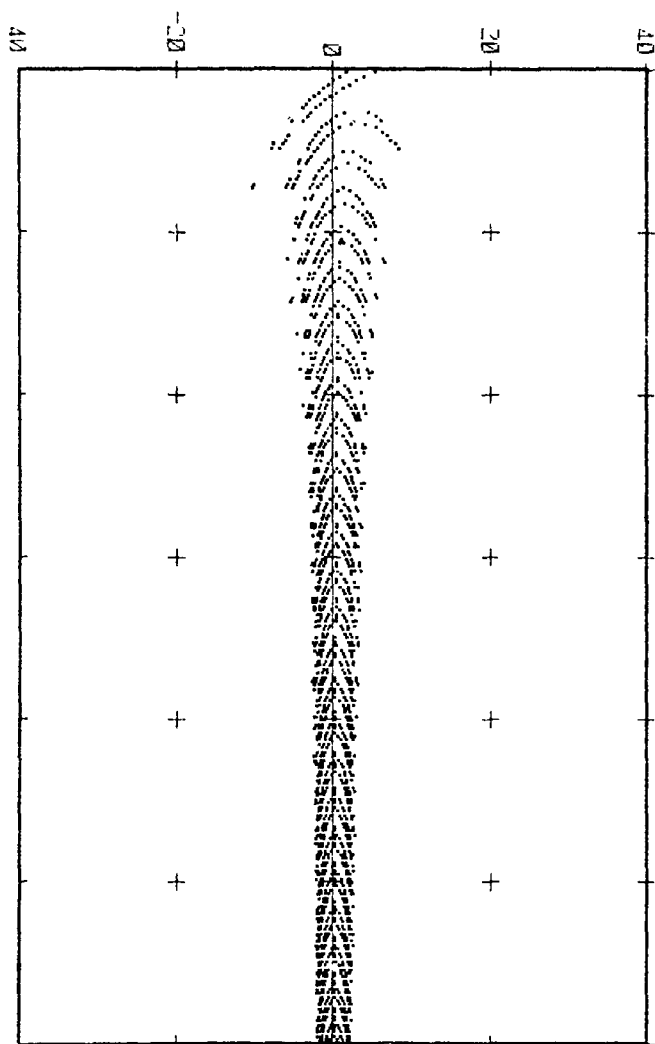
S 300 R 500 F 900

LRAPP

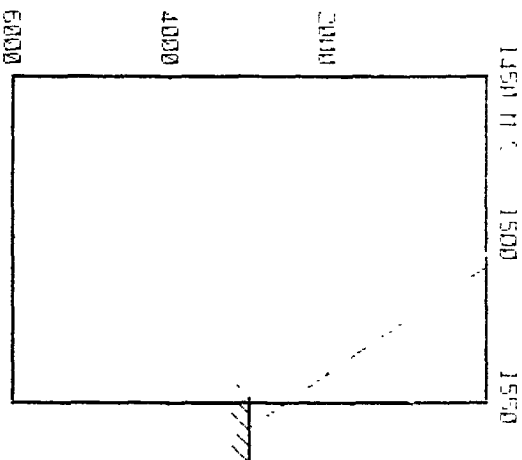
DB LOSS



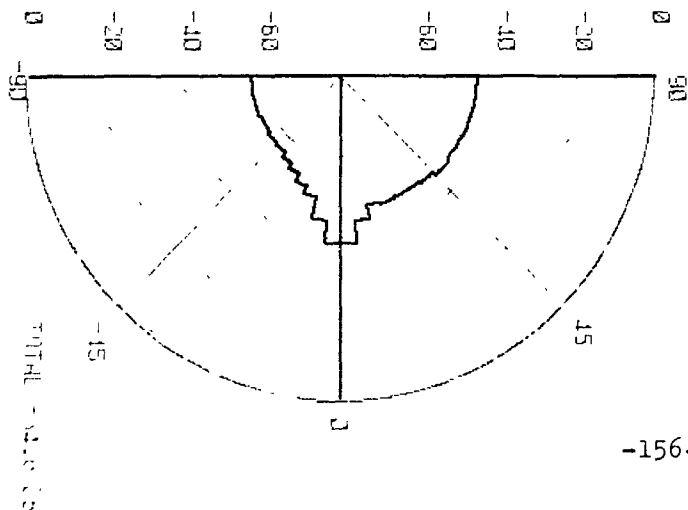
ARRIVAL ANGLE

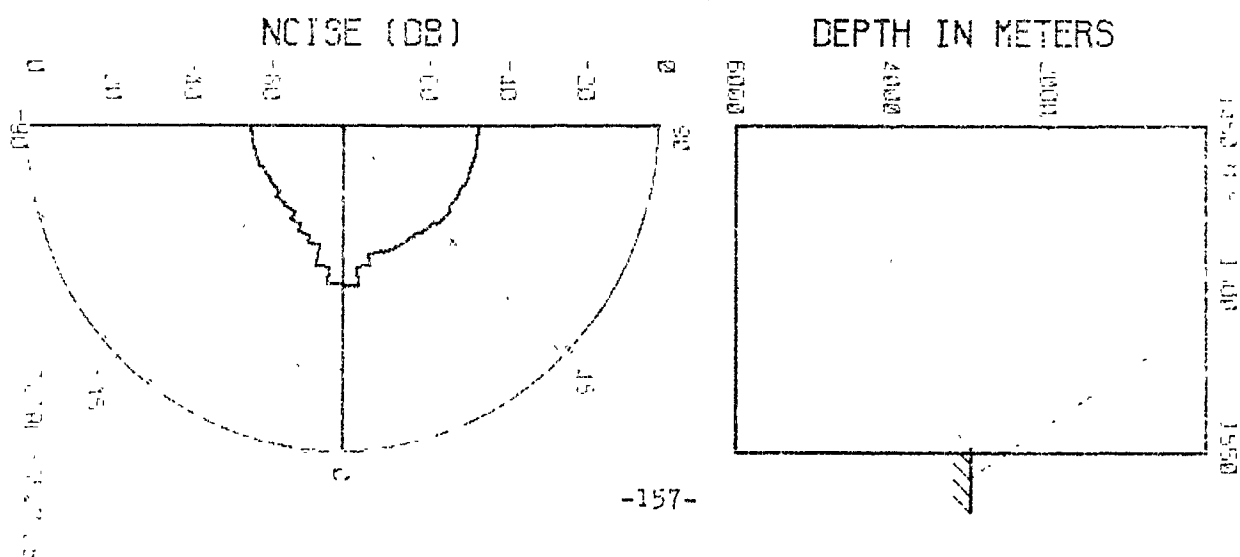
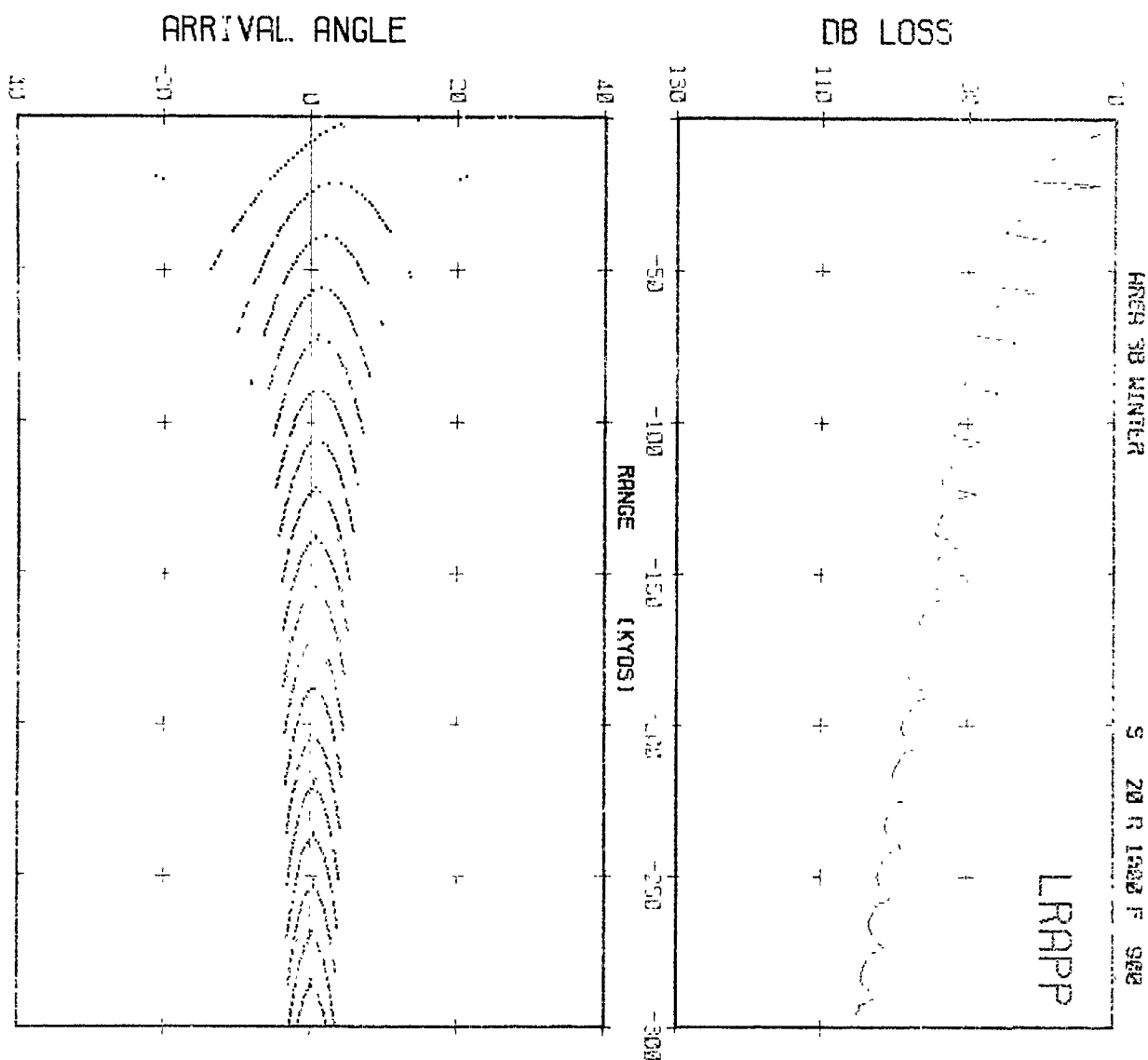


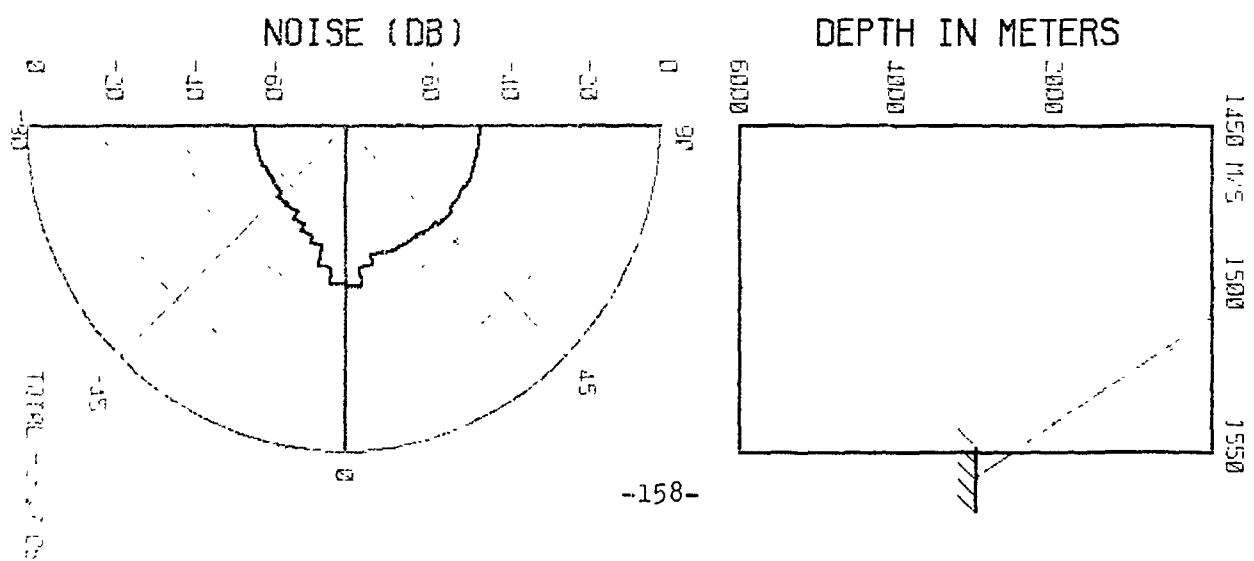
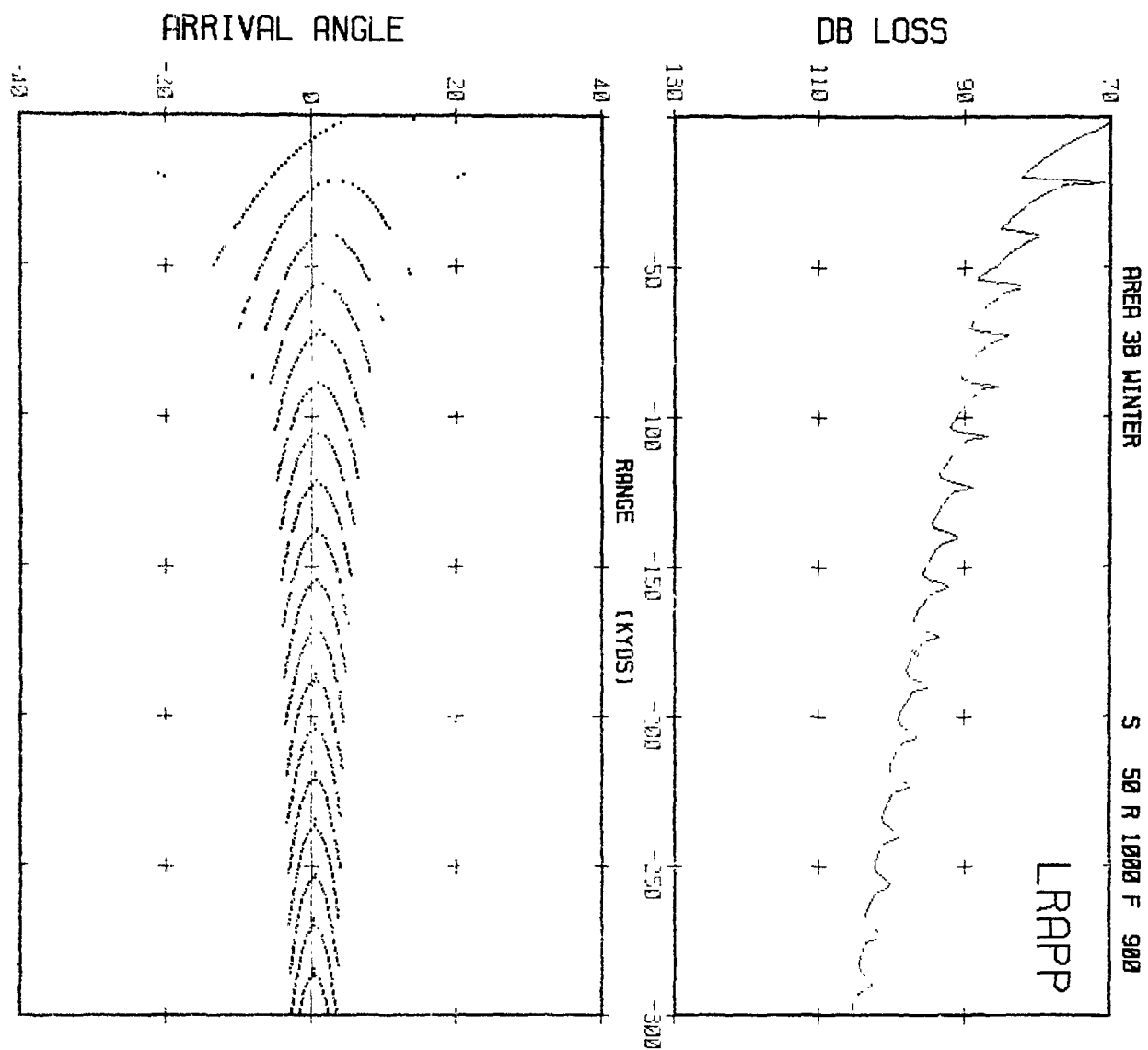
DEPTH IN METERS



NOISE (DB)





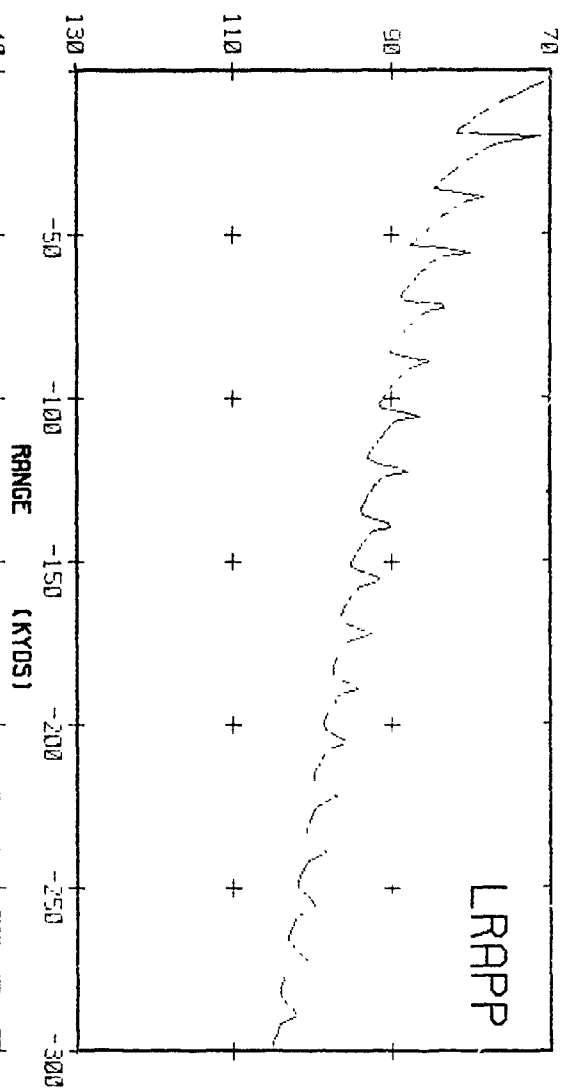


AREA 3B WINTER

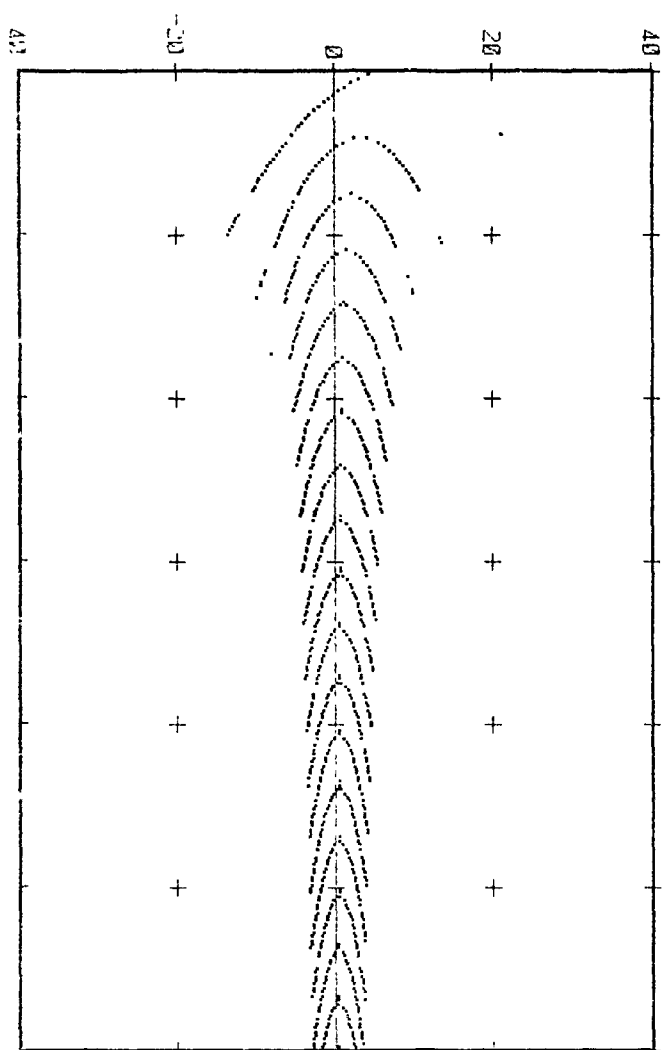
S 300 R 1000 F 900

LRAPP

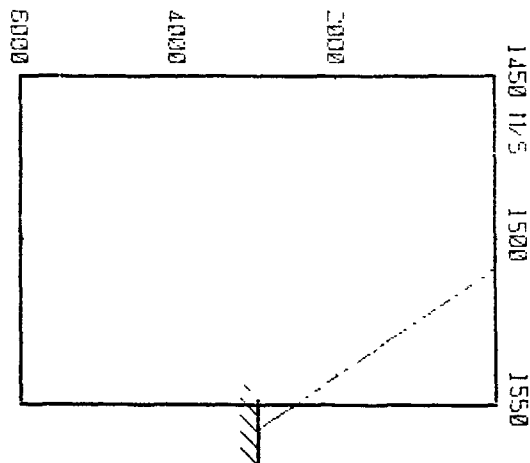
DB LOSS



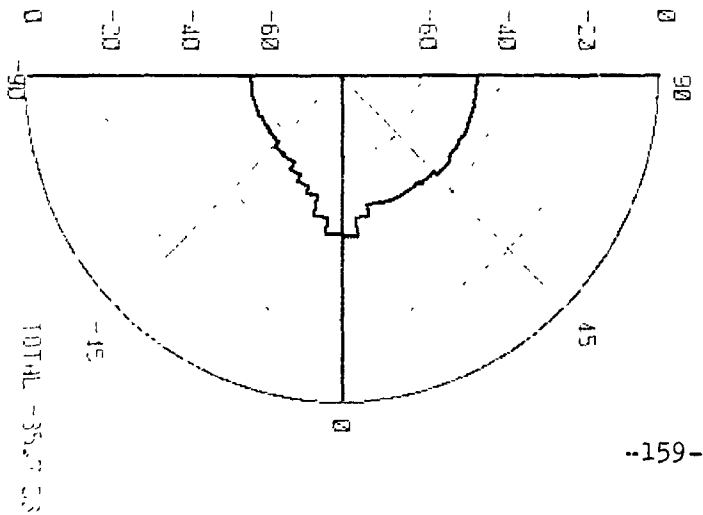
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



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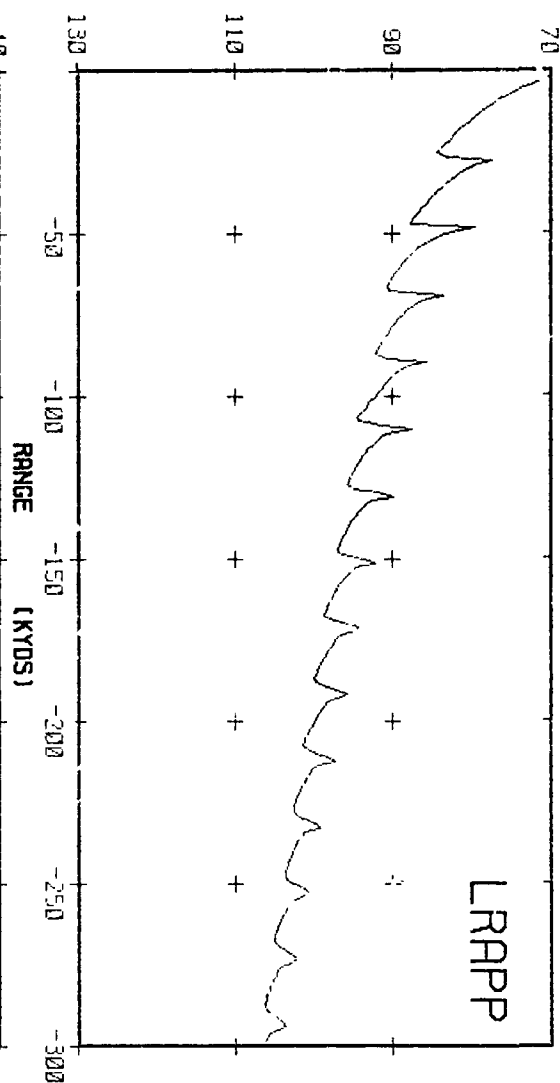
TOTAL -35.7 DB

AREA 3B WINTER

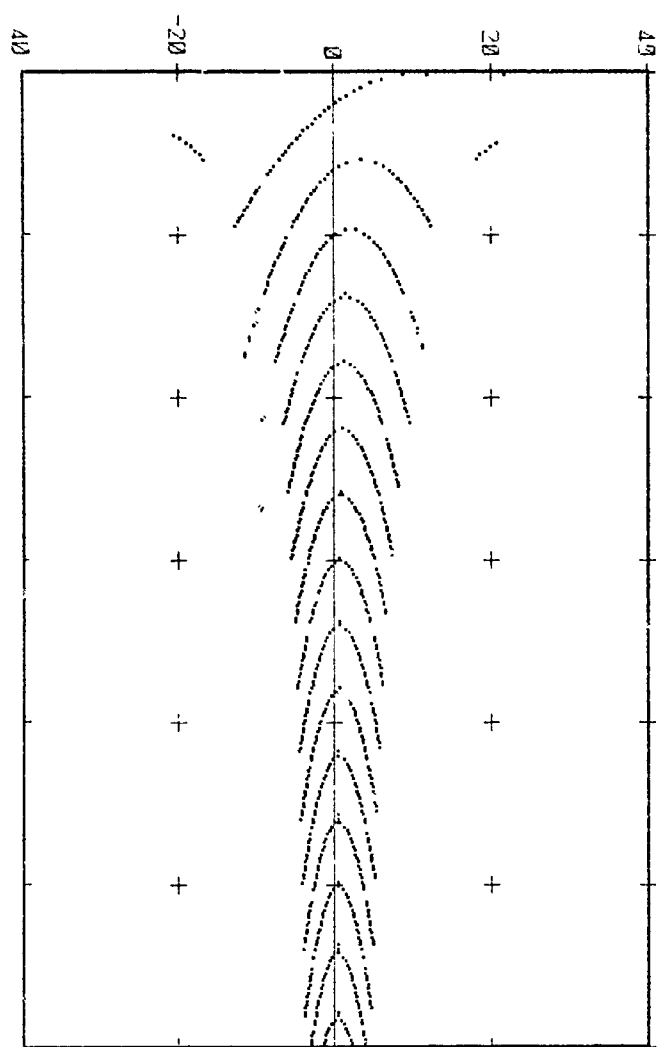
S 20 R 1500 F 900

LRAPP

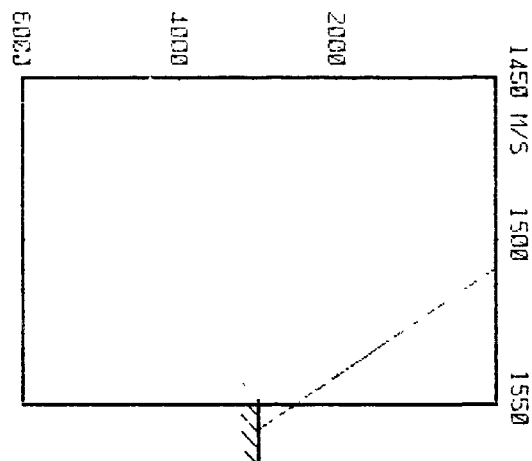
DB LOSS



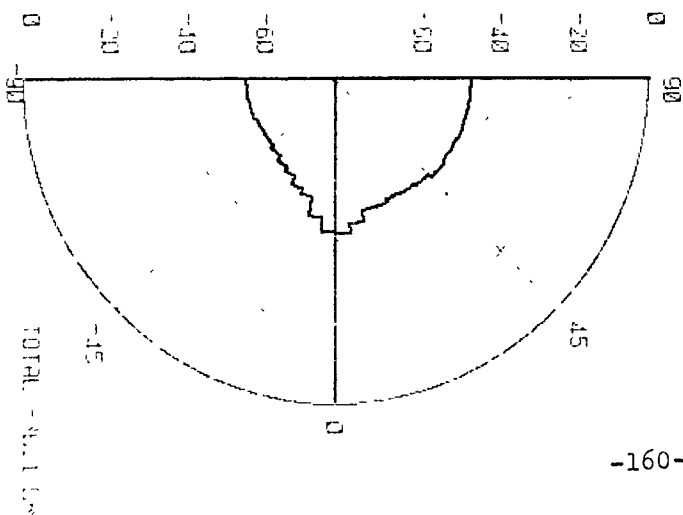
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

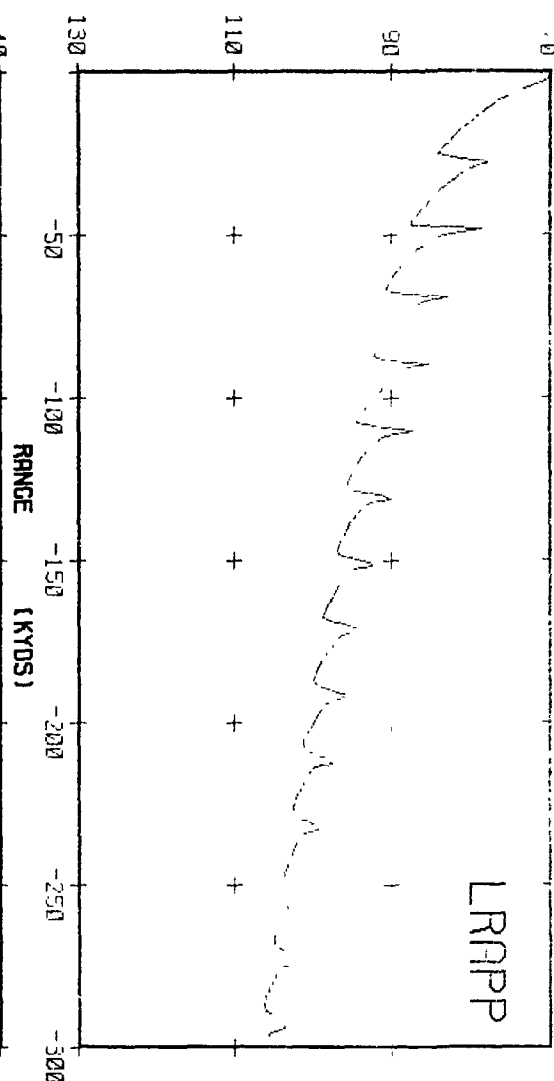


AREA 3B MINICR

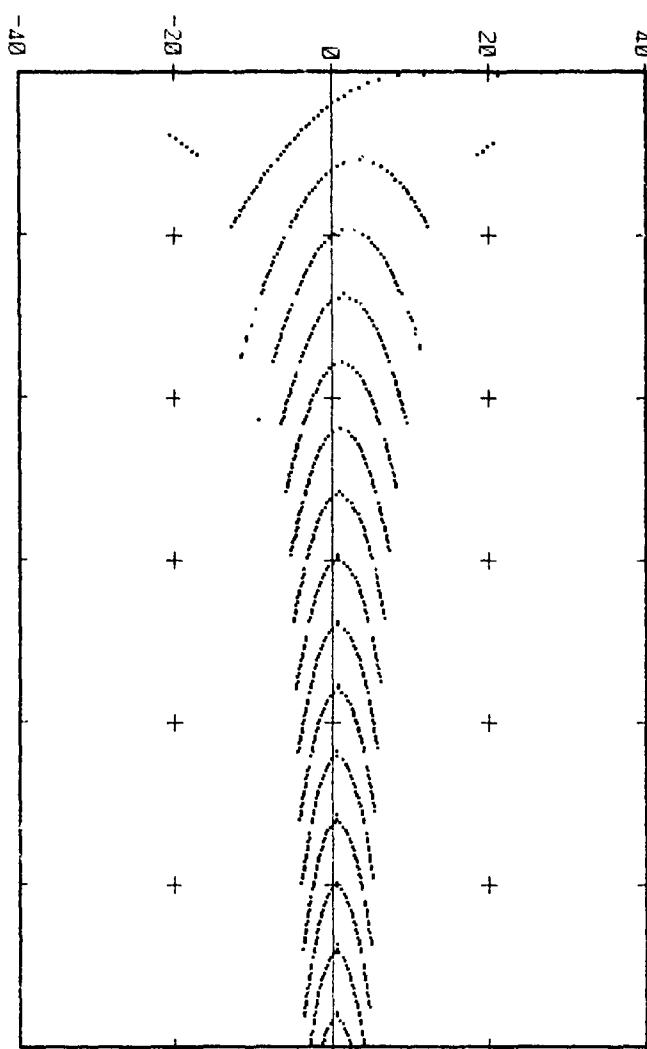
S 50 R 1500 F 900

1450 11 5 1500 1550

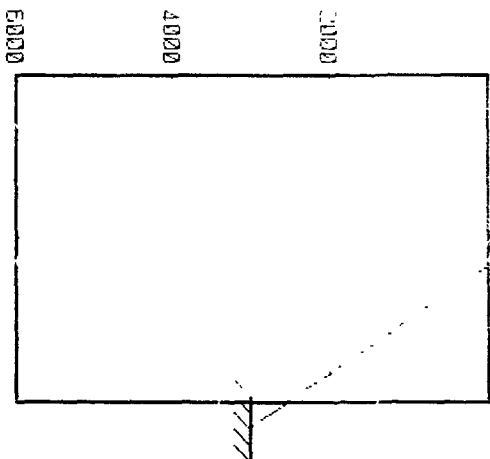
DB LOSS



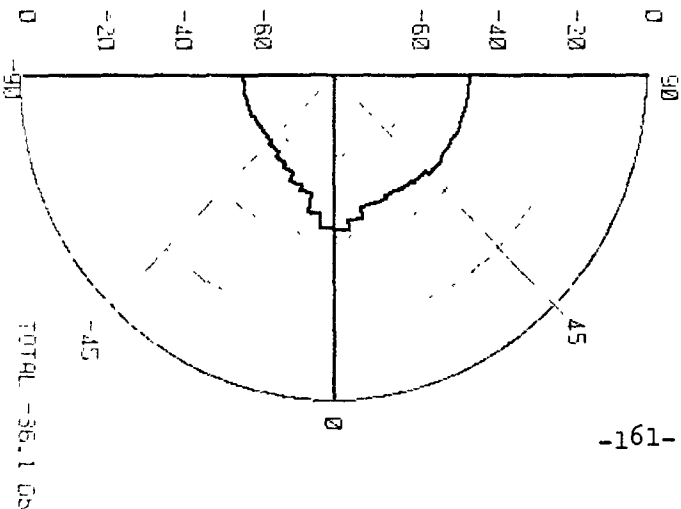
ARRIVAL ANGLE

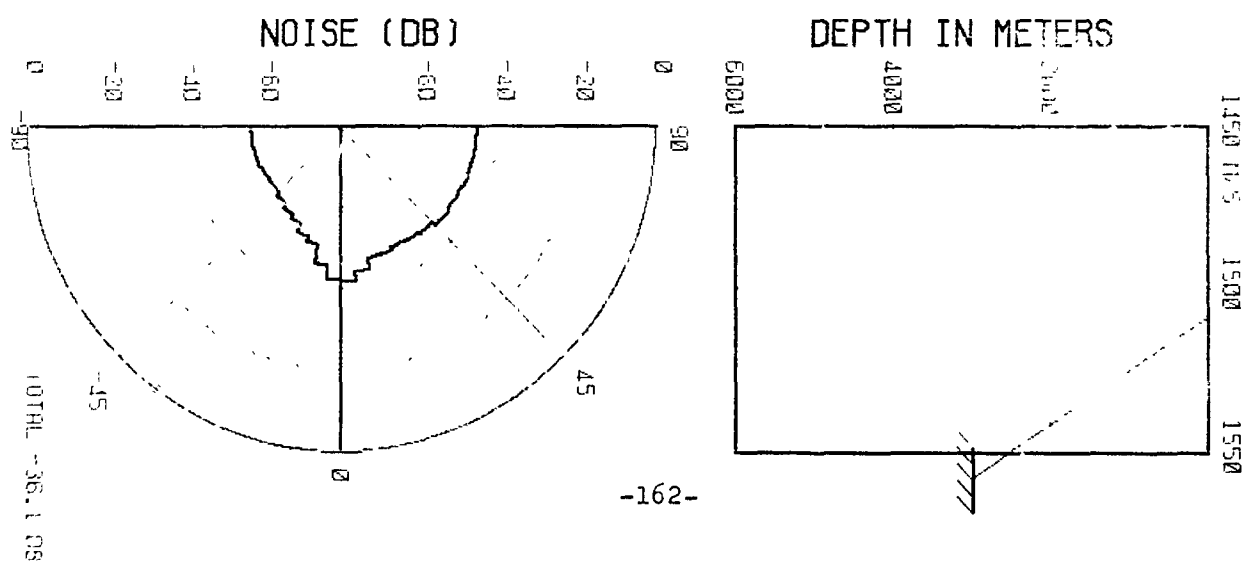
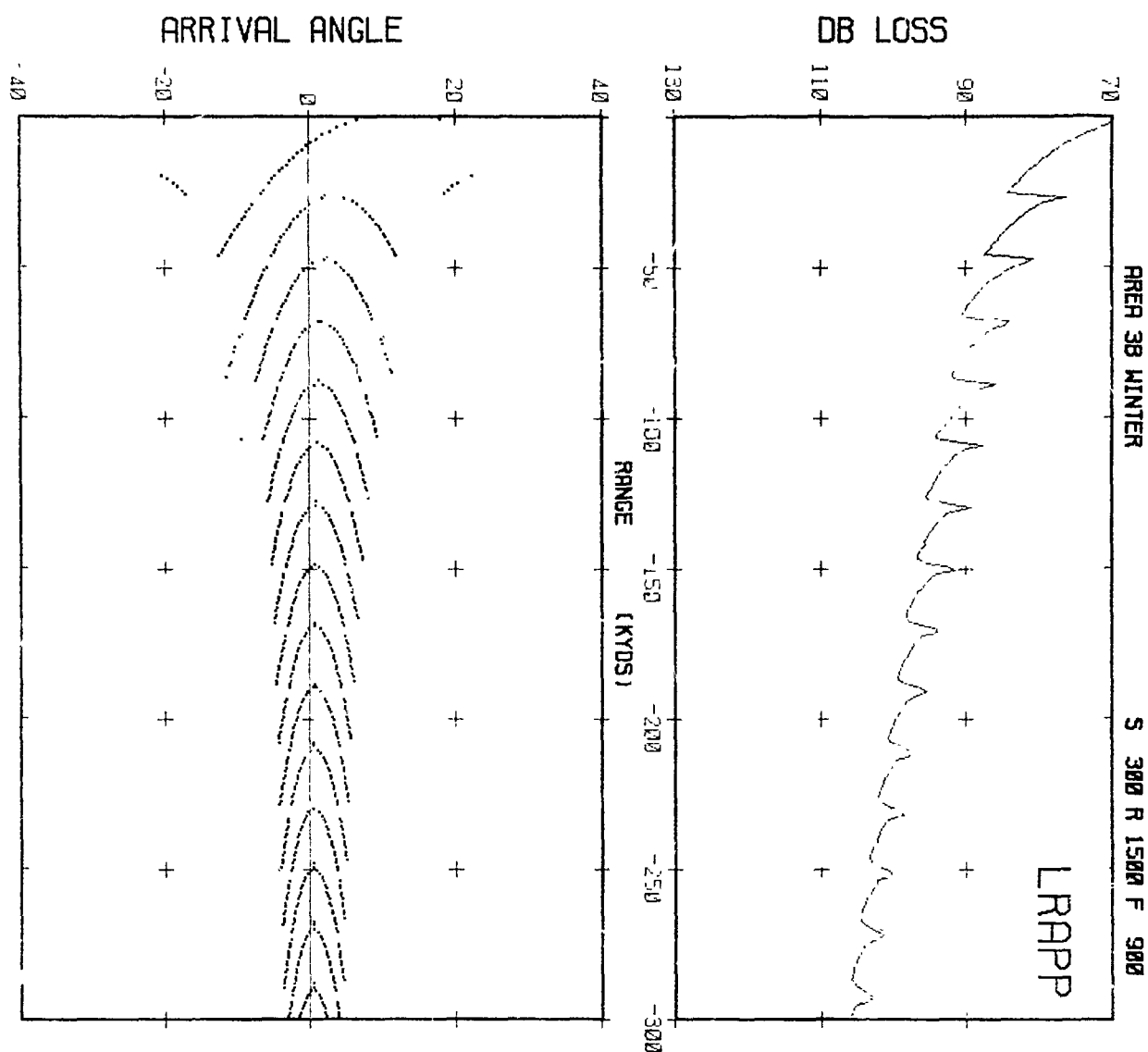


DEPTH IN METERS



NOISE (DB)



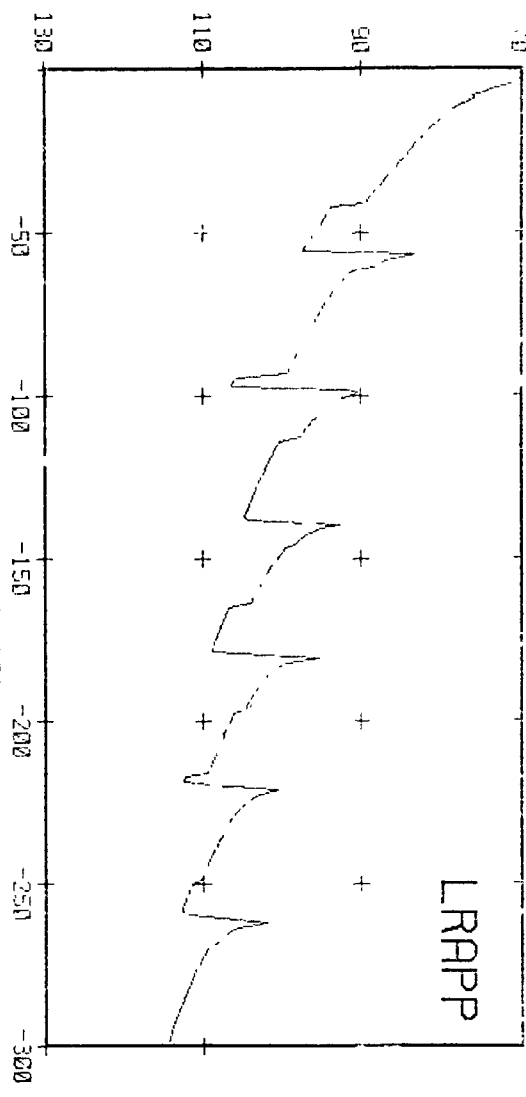


AREA 38 WINTER

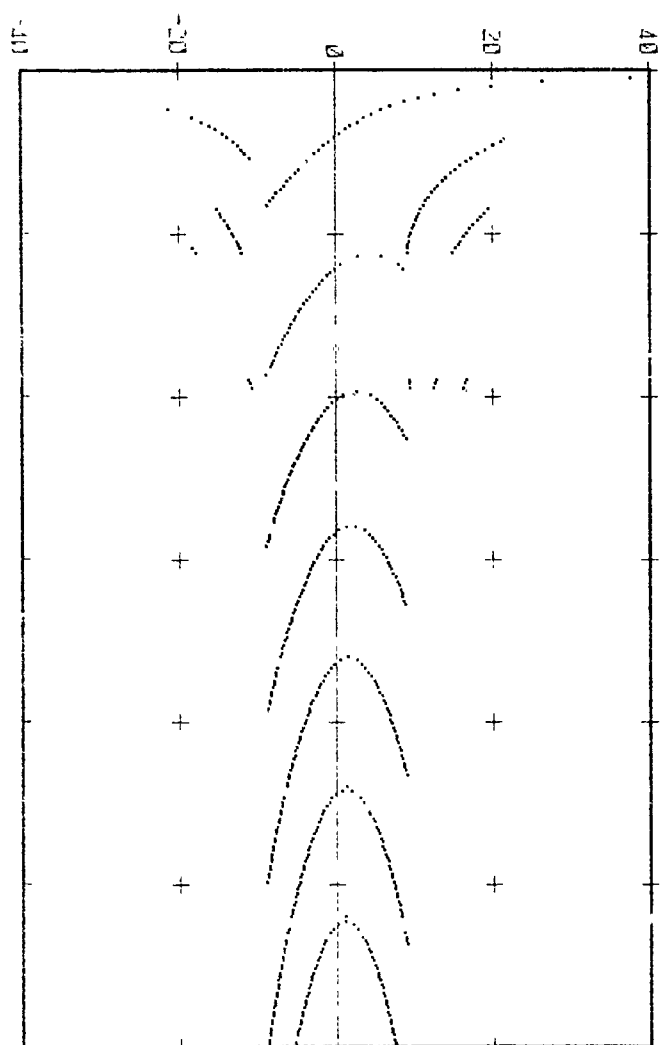
S 20 R 6000 F 900

1400 1500 1550

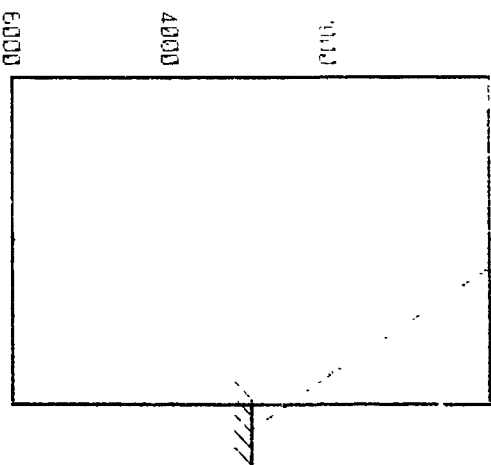
DB LOSS



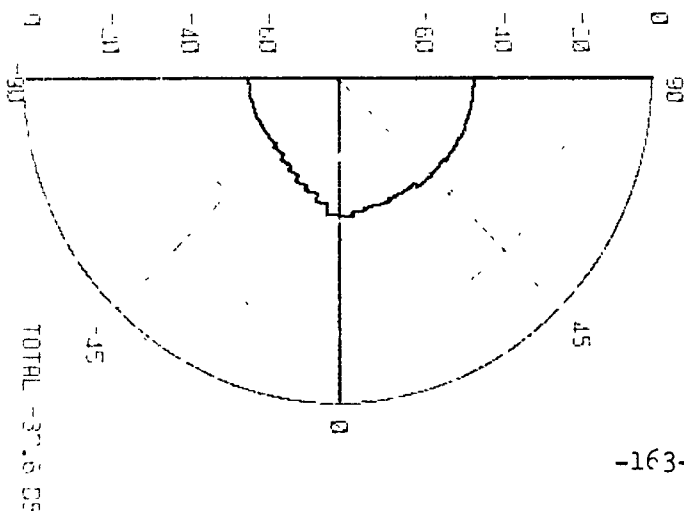
ARRIVAL ANGLE

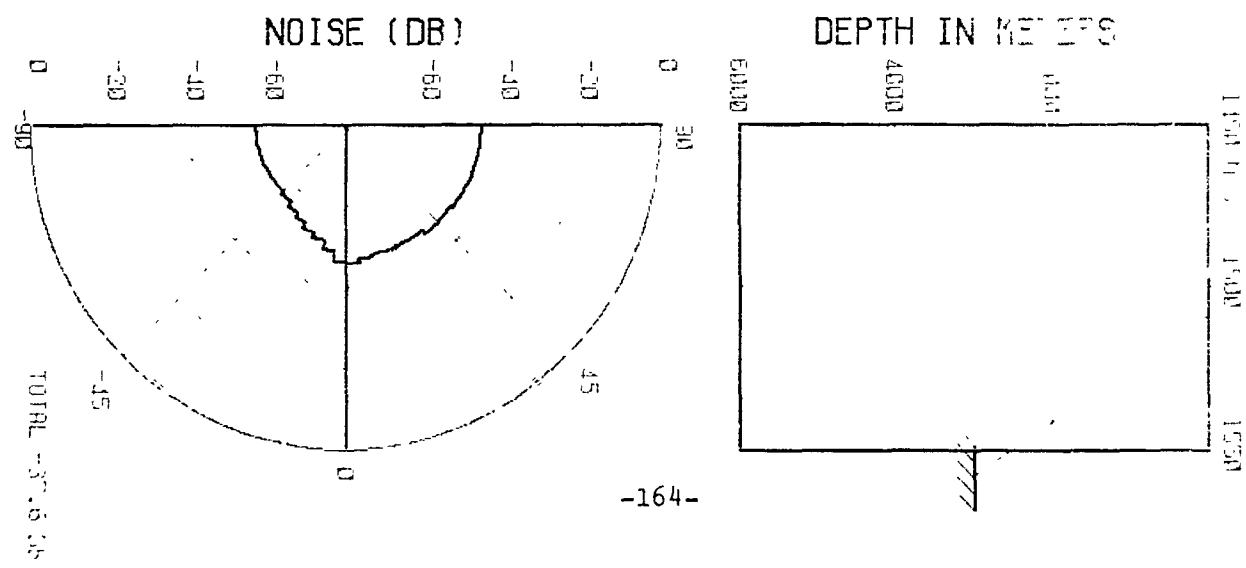
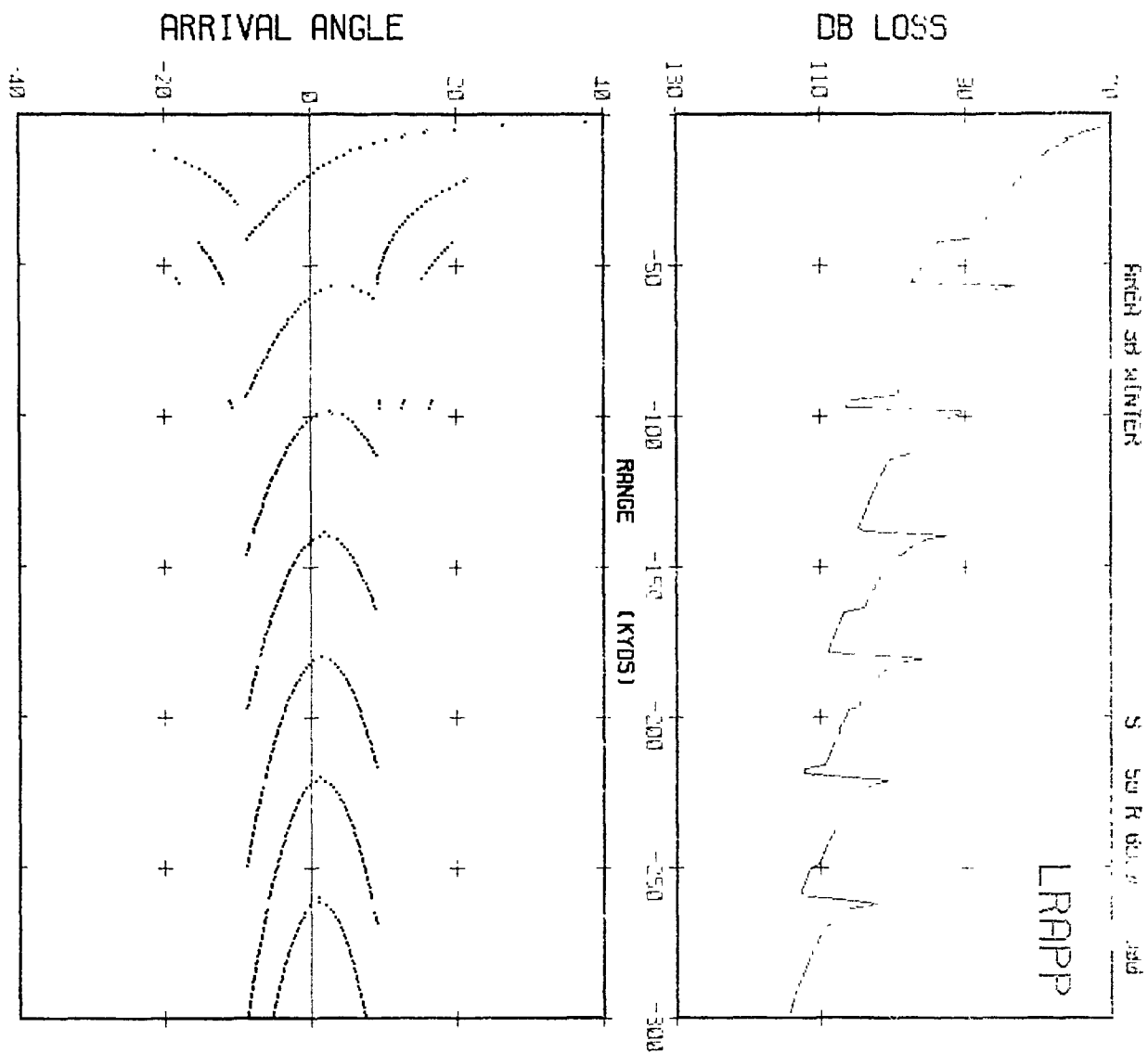


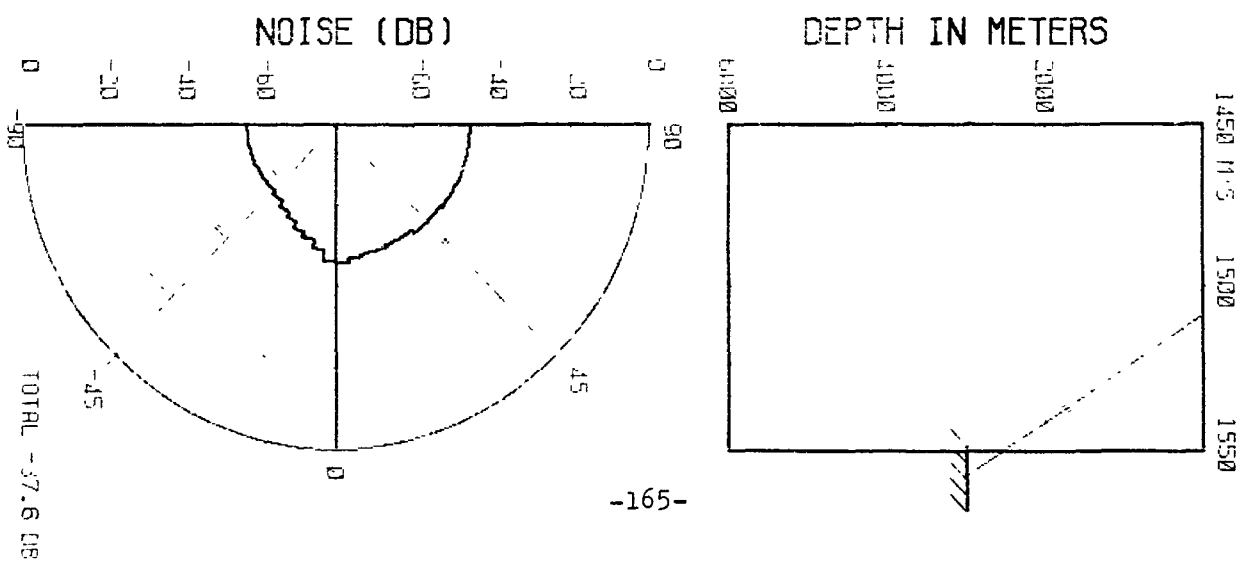
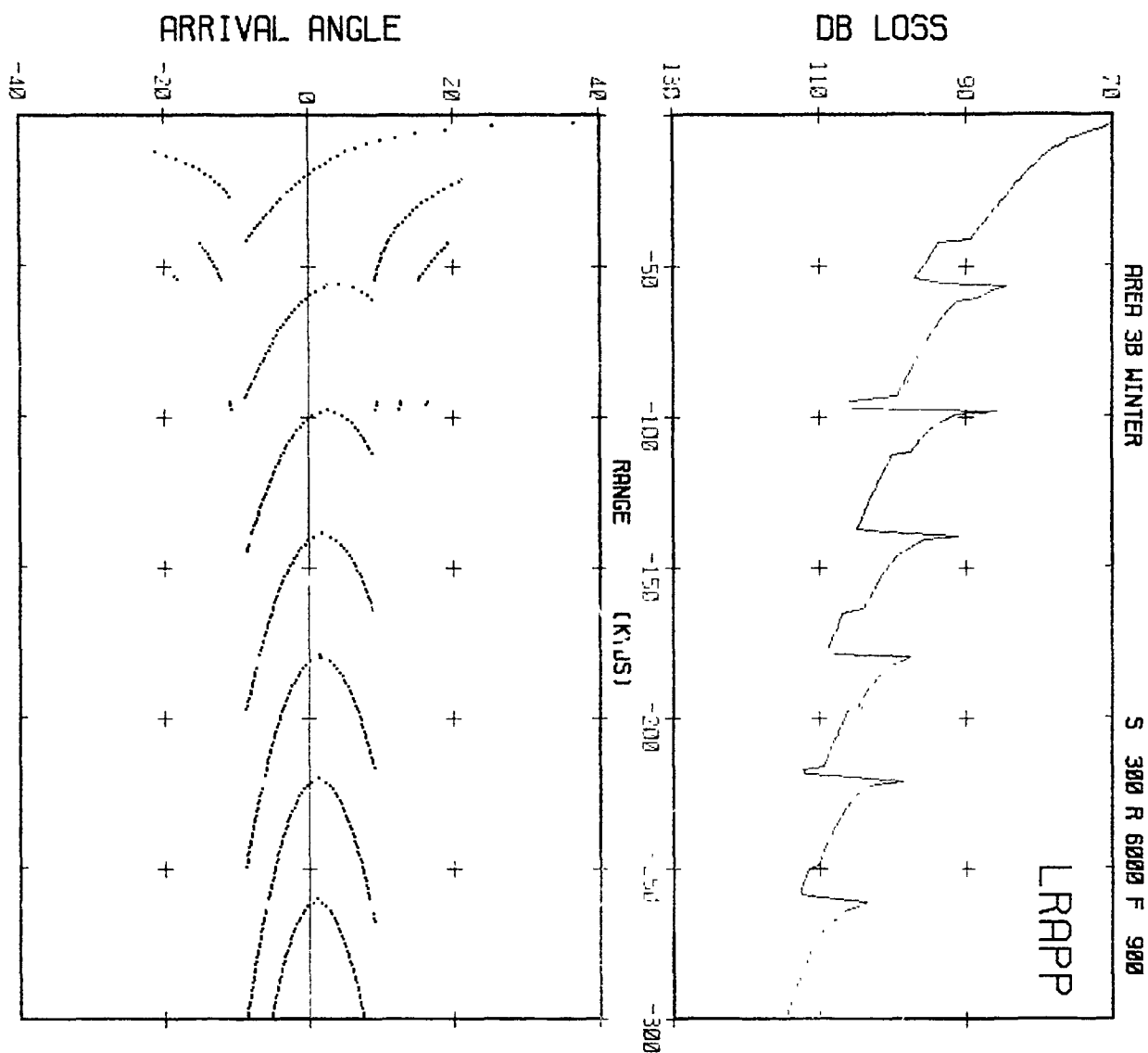
DEPTH IN METERS



NOISE (DB)





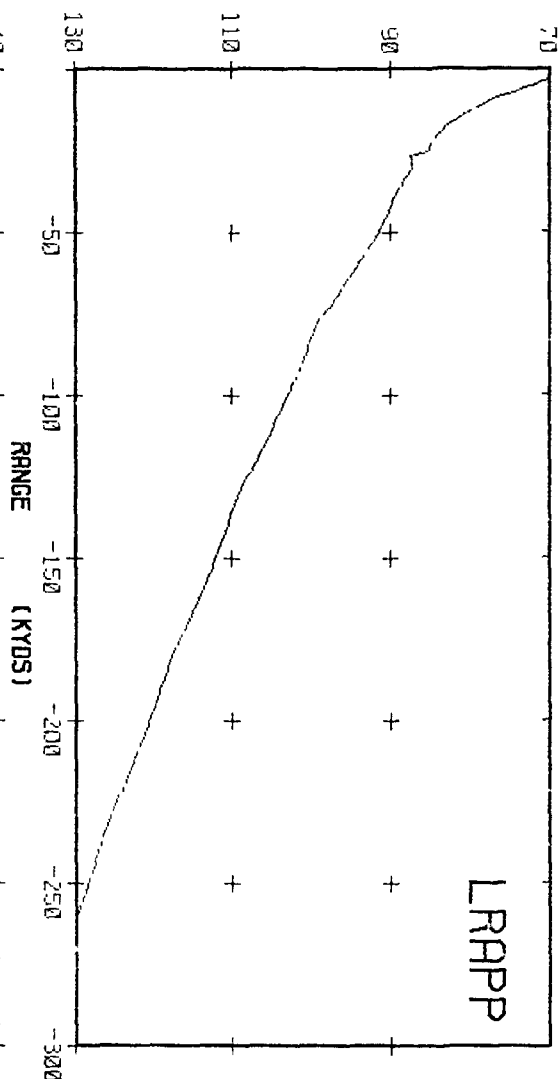


AREA 3B WINTER

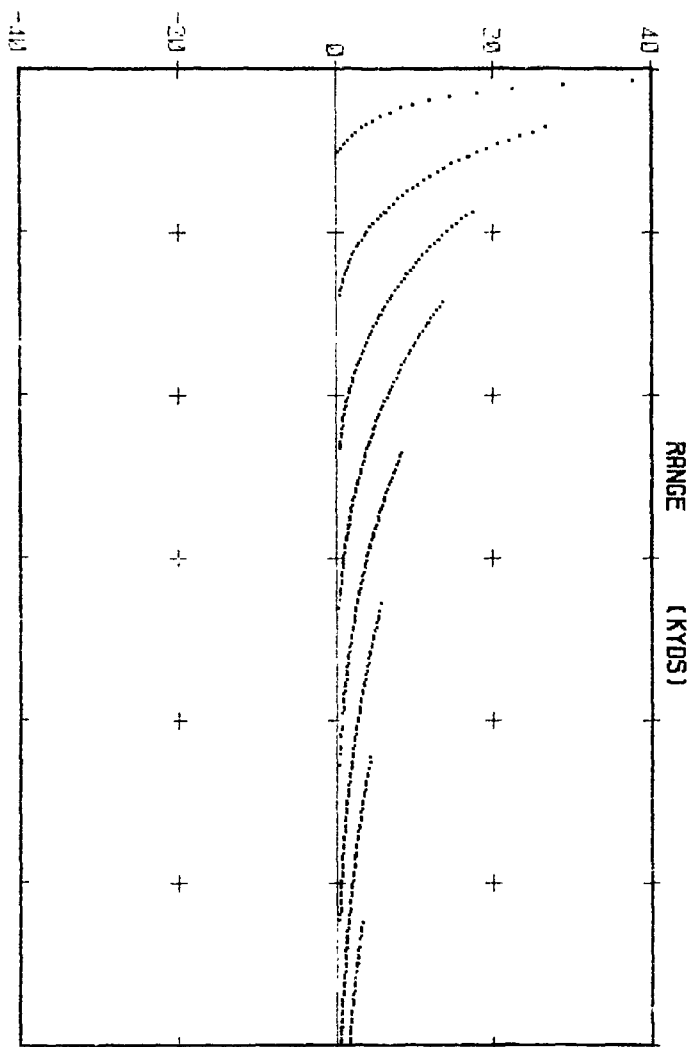
S 2B R 9842 F 900

LRAPP

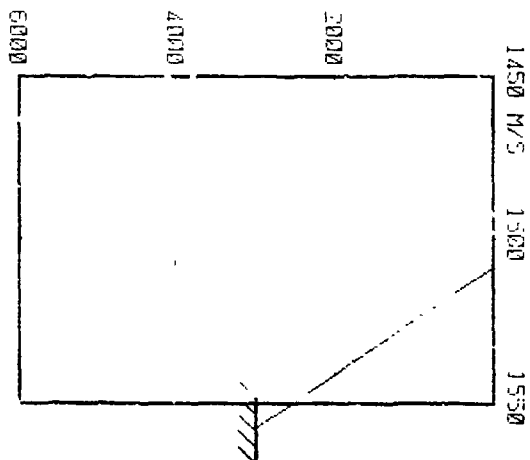
DB LOSS



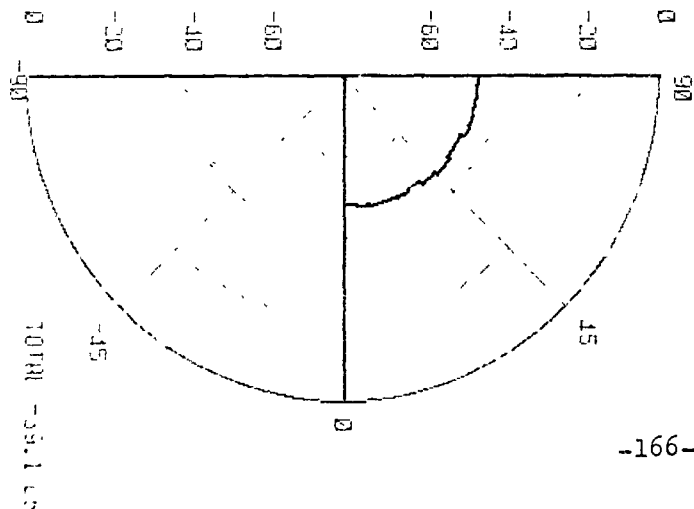
ARRIVAL ANGLE

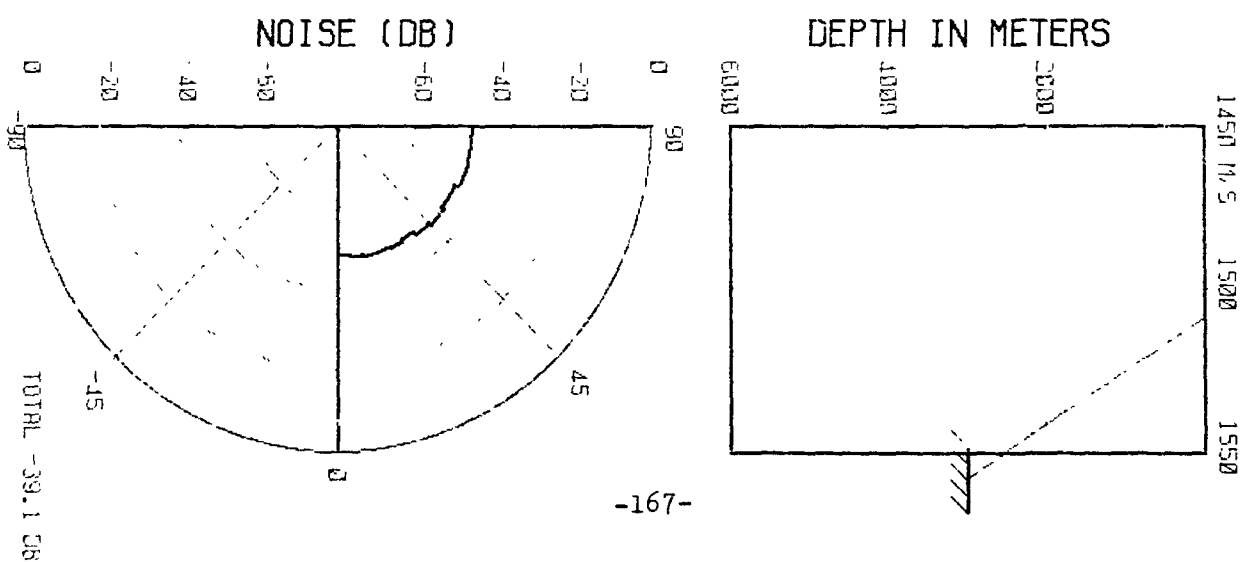
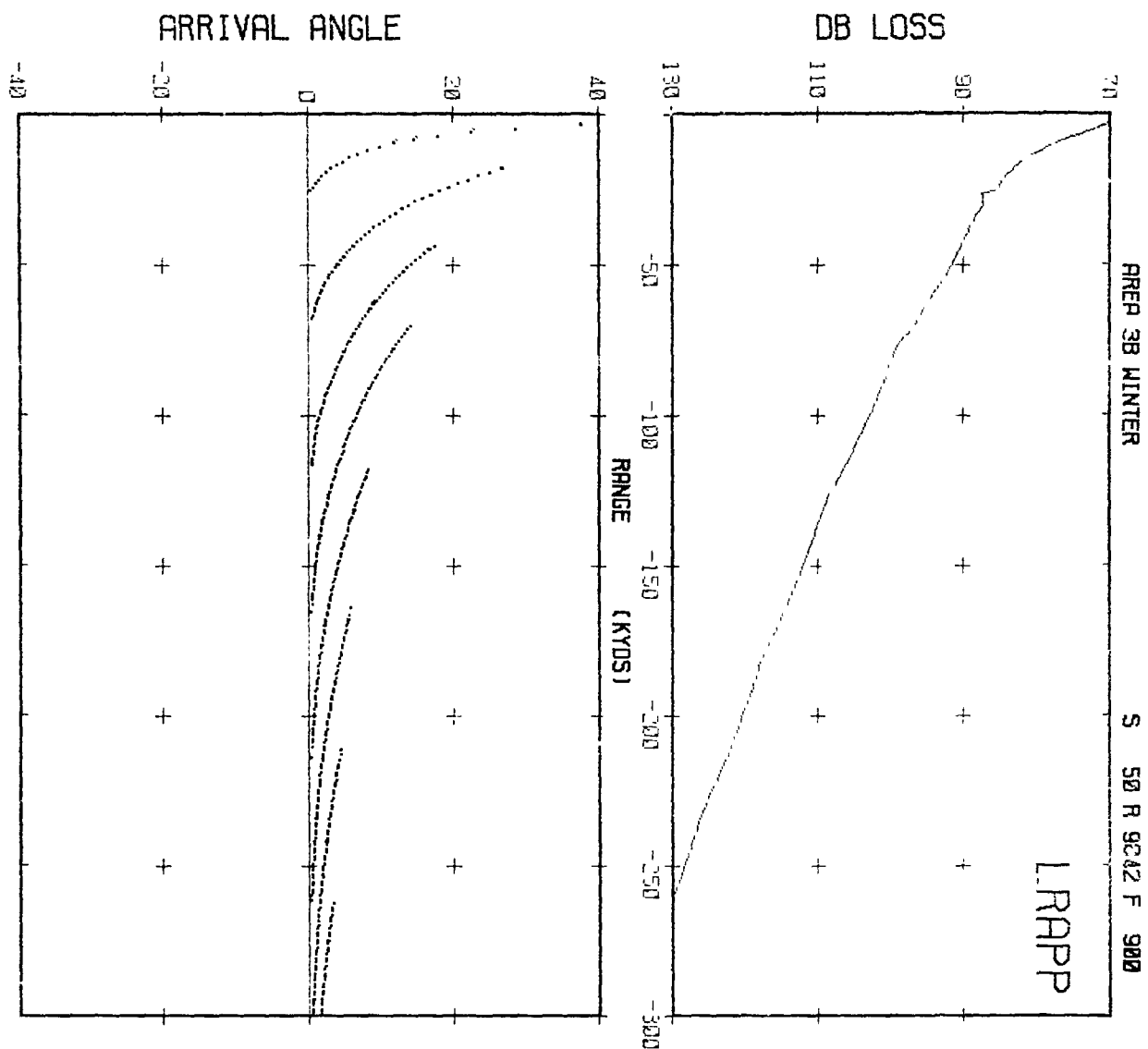


DEPTH IN METERS



NOISE (DB)



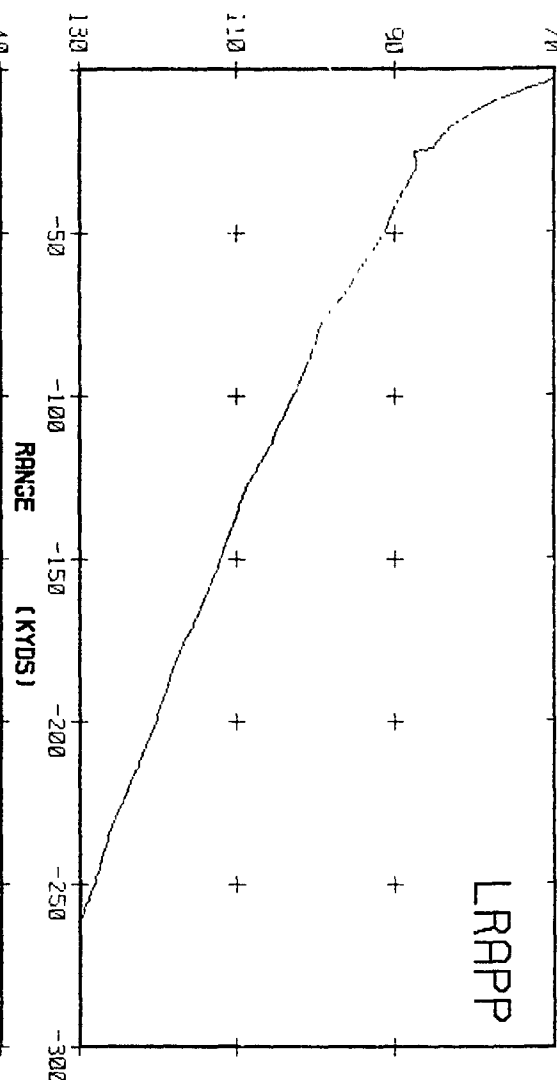


AREA 3B WINTER

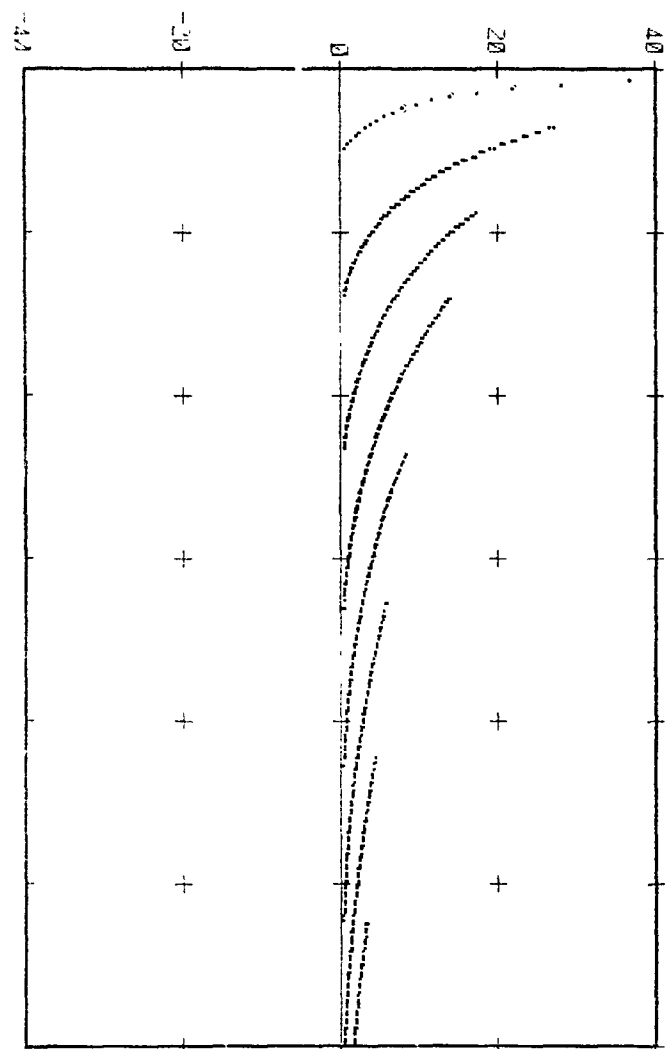
S 300 R 9842 F 900

LRAPP

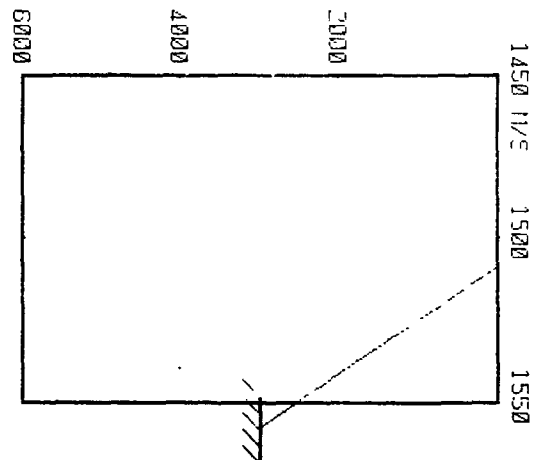
DB LOSS



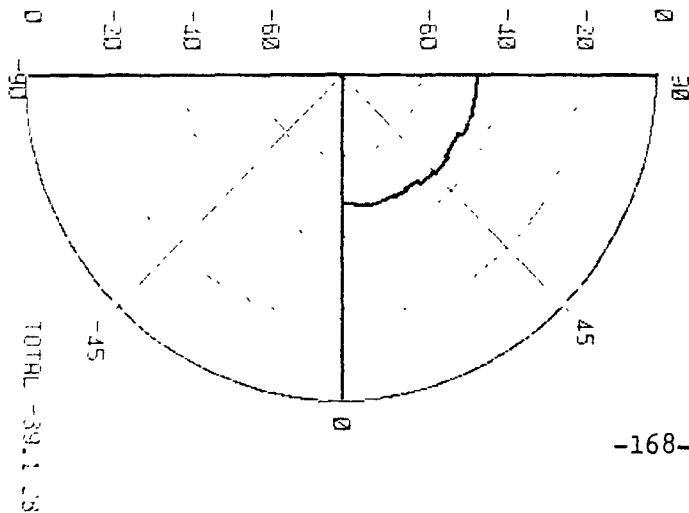
ARRIVAL ANGLE

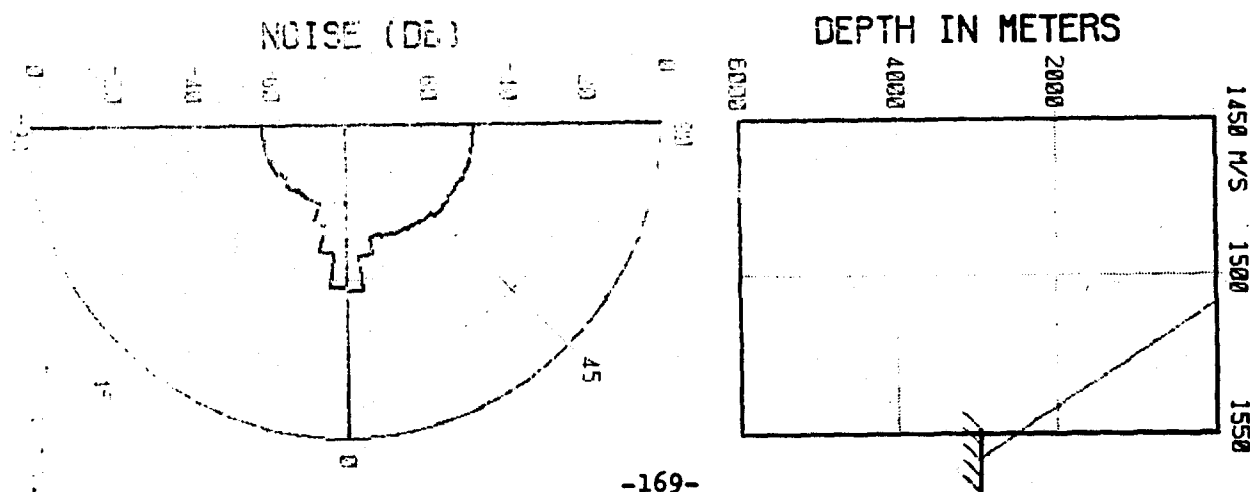
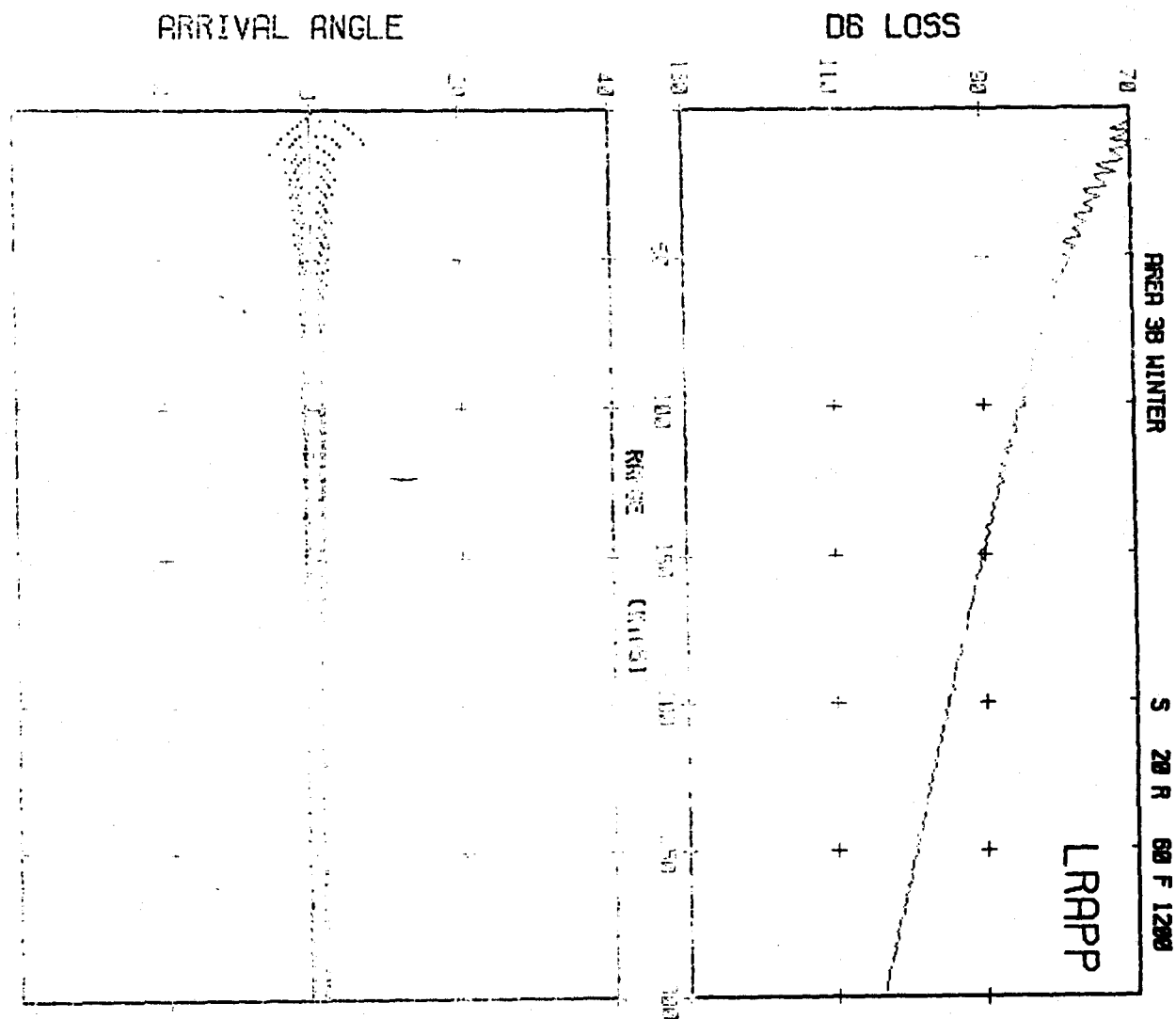


DEPTH IN METERS

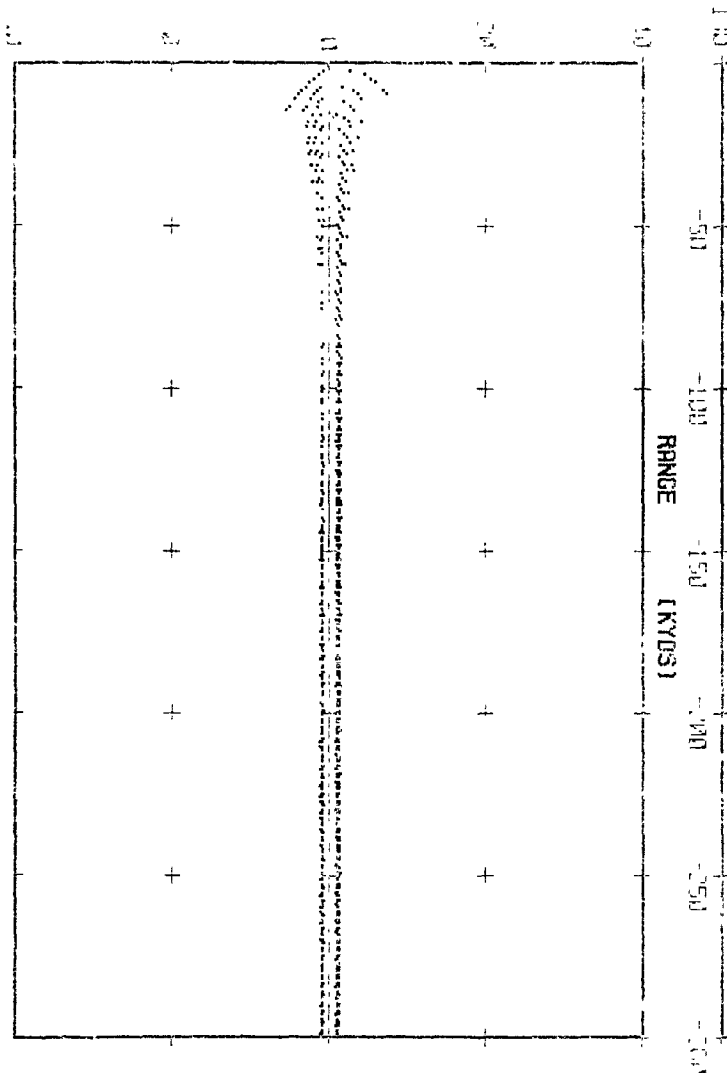


NOISE (DB)

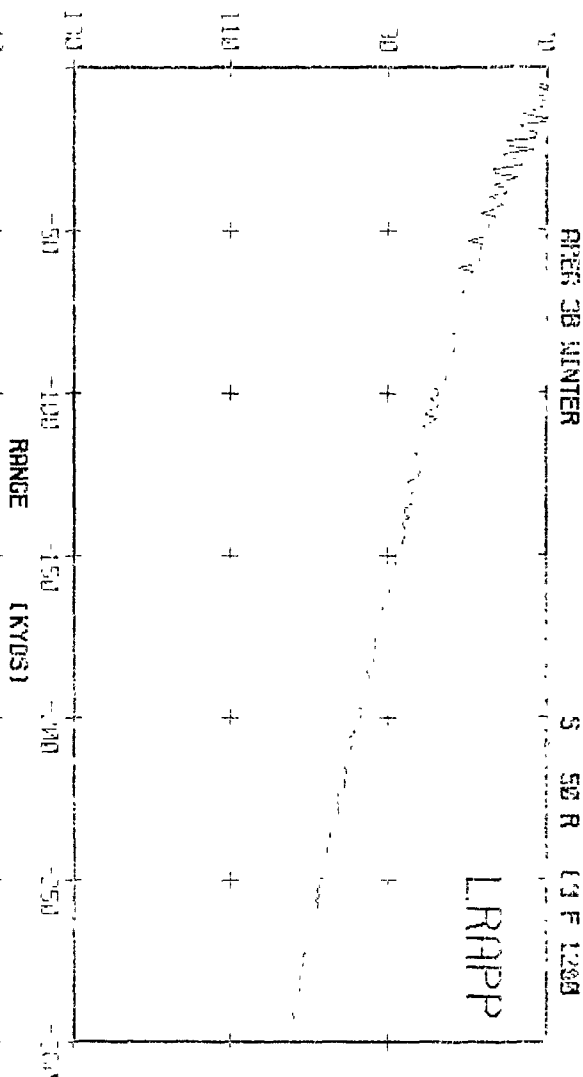




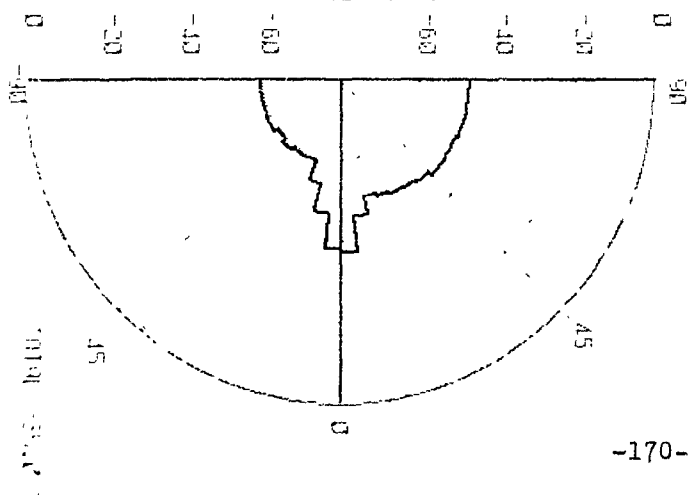
ARRIVAL ANGLE



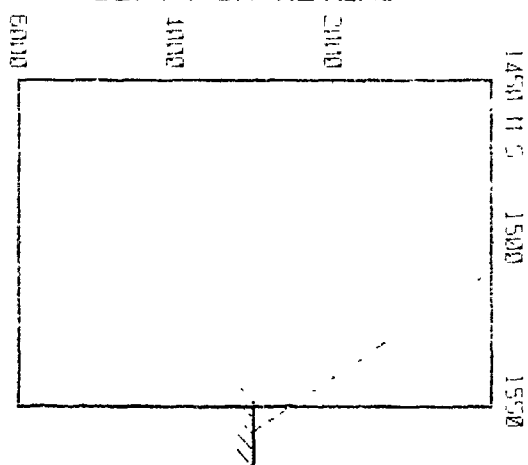
DB LOSS



NOISE (DB)



DEPTH IN METERS

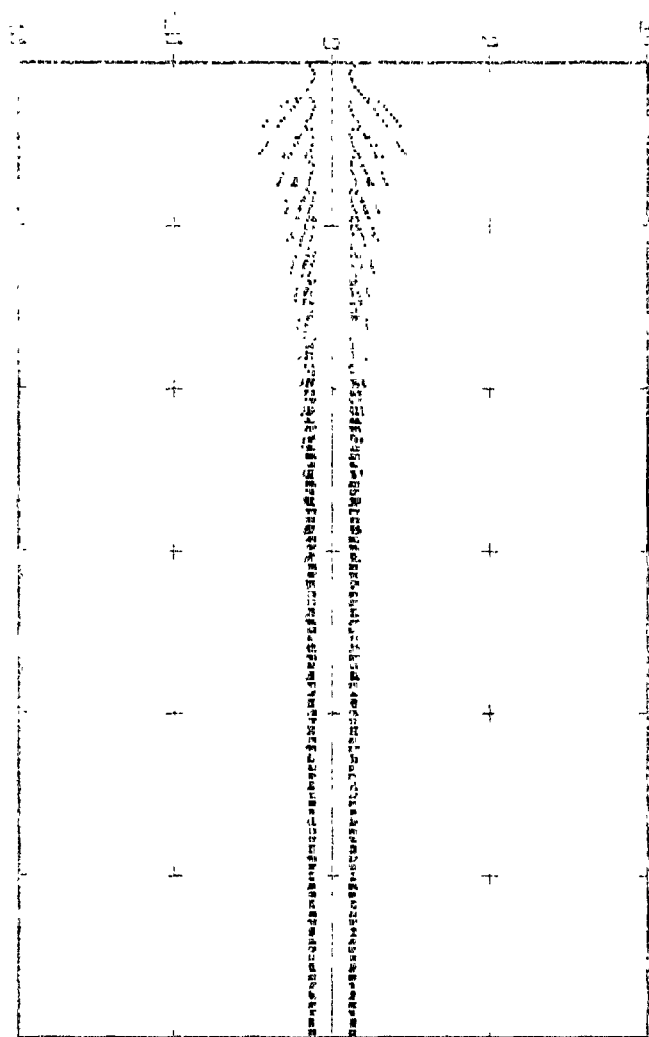


RRR 38 NINTER

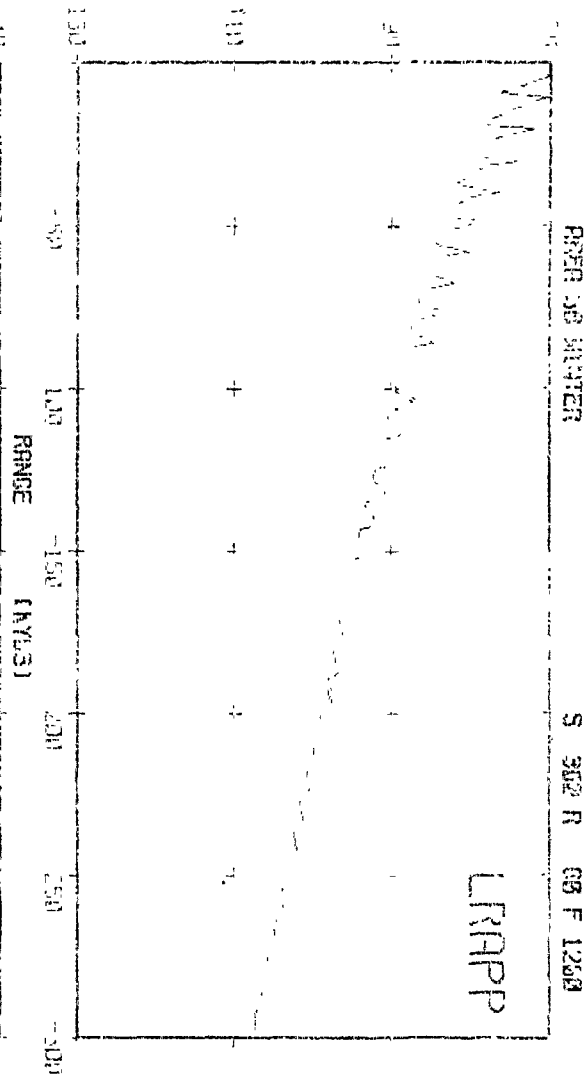
S 50 R 13 F 1200

1450 1500 1550

ARRIVAL ANGLE



DB LOSS

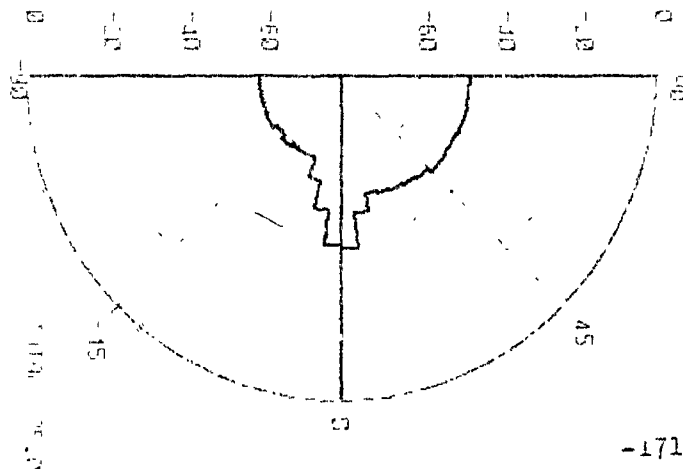


RRR DB METER

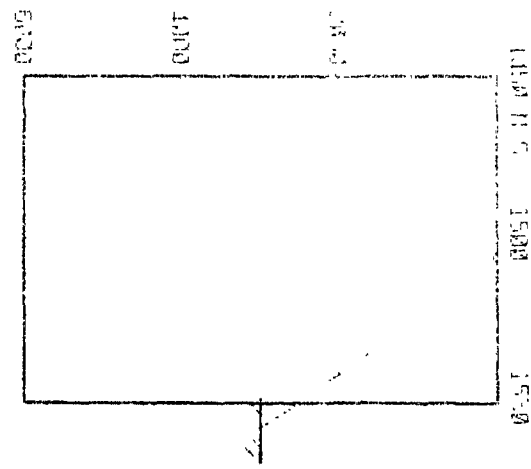
S 362 R 08 F 1250

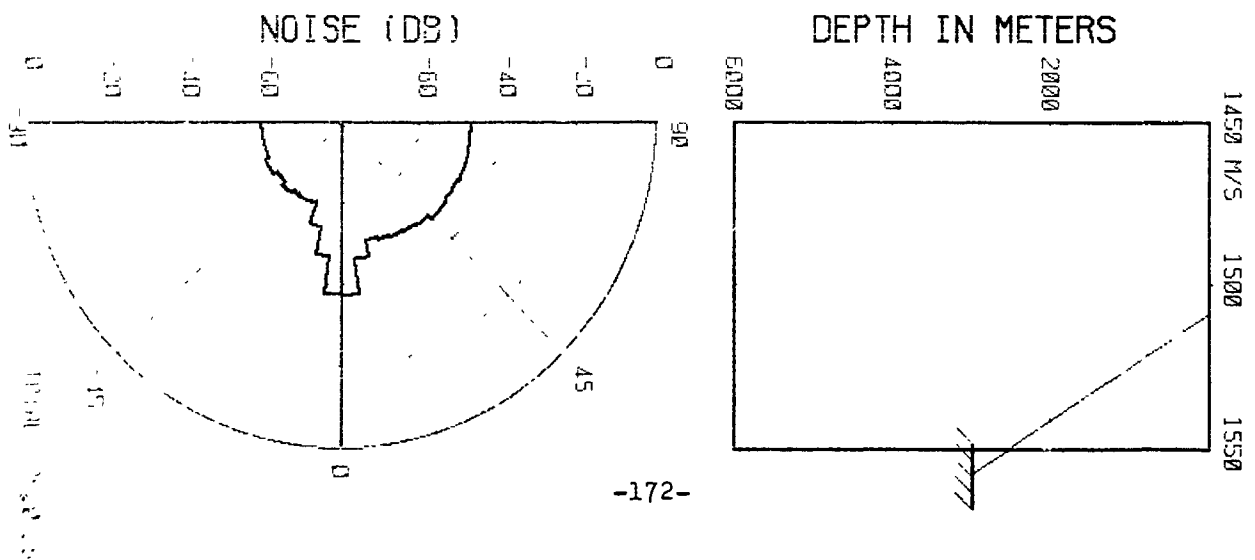
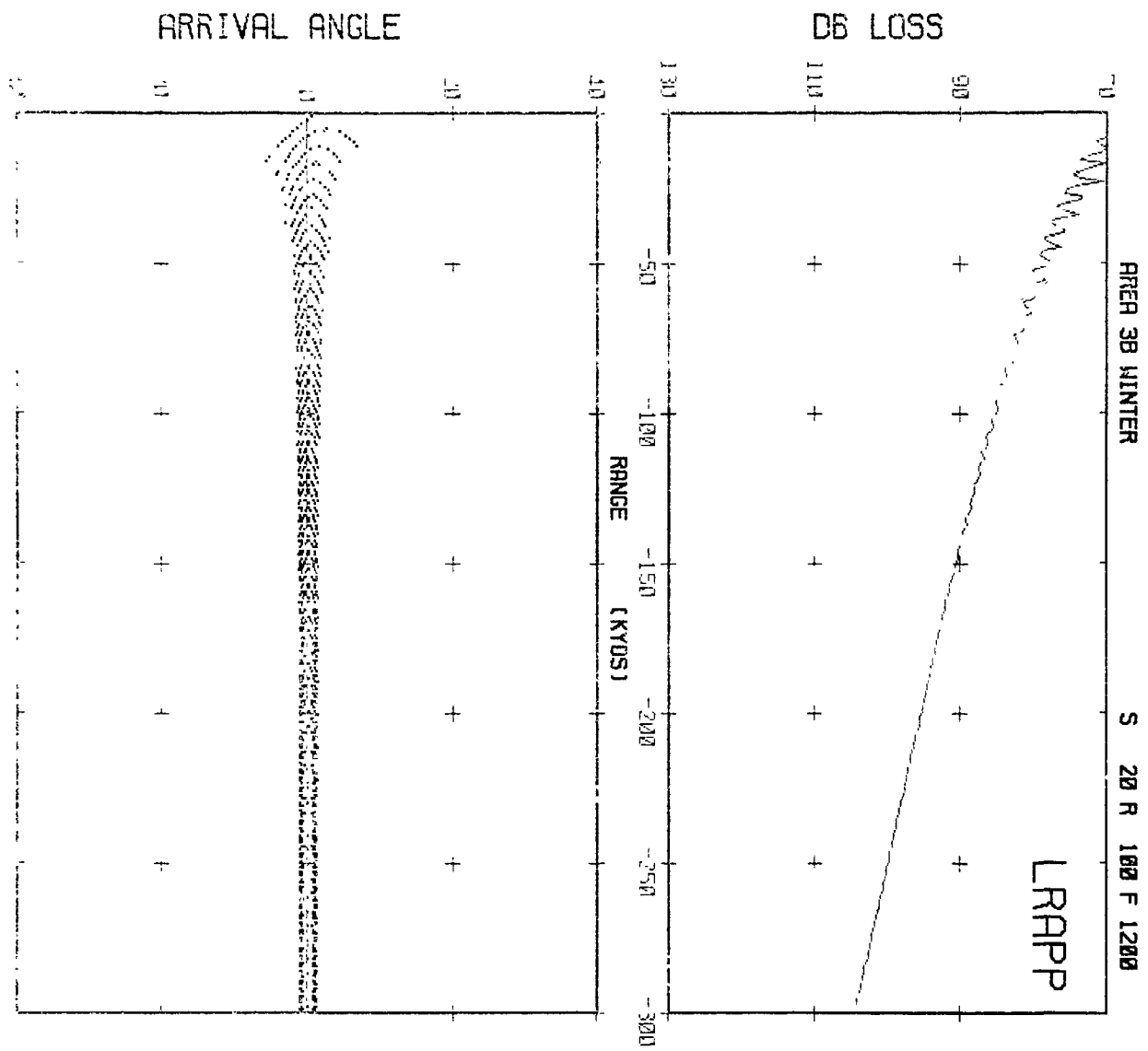
LRAPP

NOISE (DB)



DEPTH IN METERS



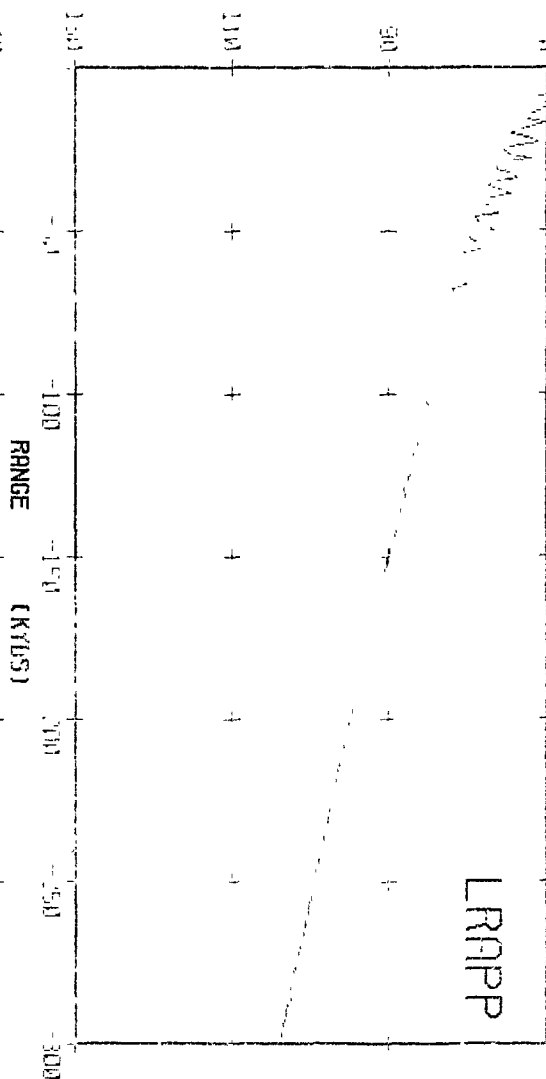


AFRER 28 WINTER

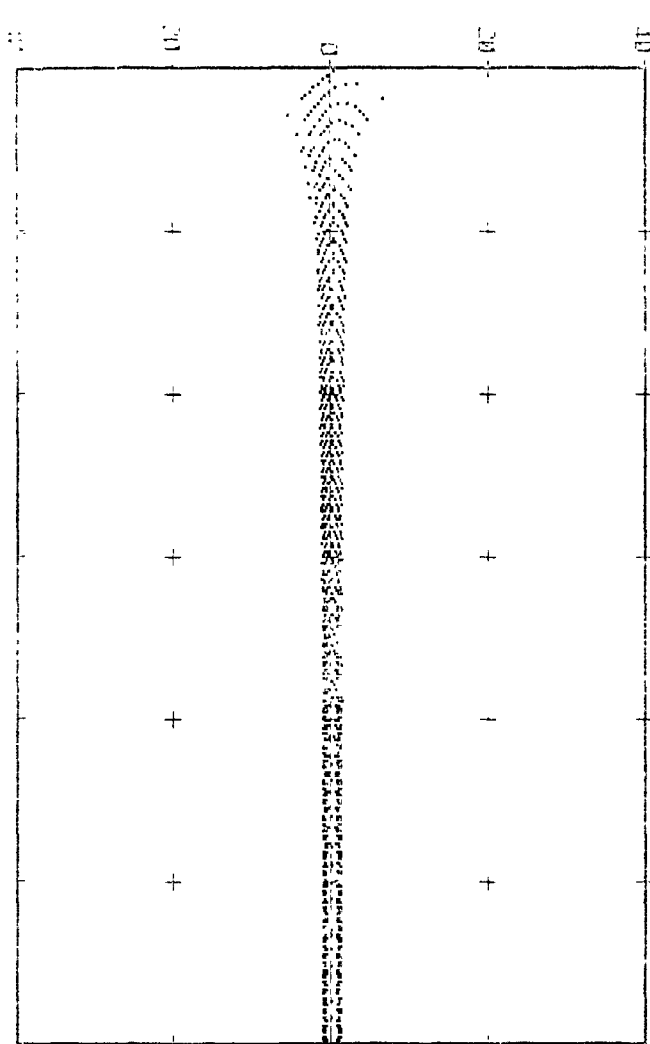
S 50 R 100 F 1250

1450 N-5 1500 1550

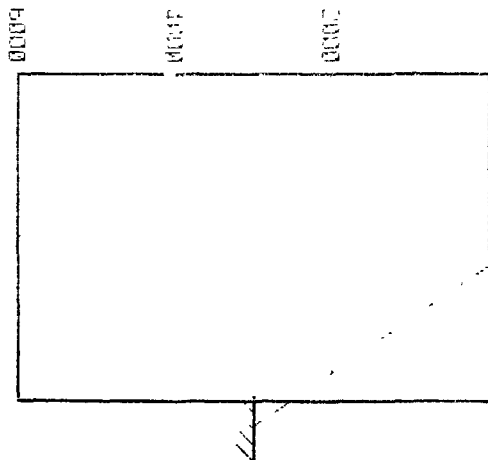
DB LOSS



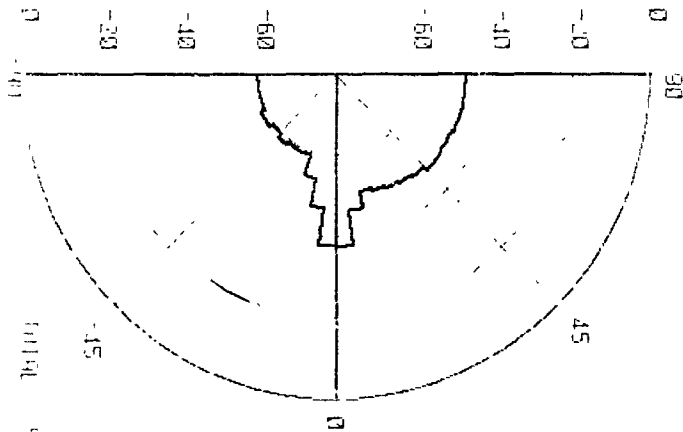
ARRIVAL ANGLE



DEPTH IN METERS

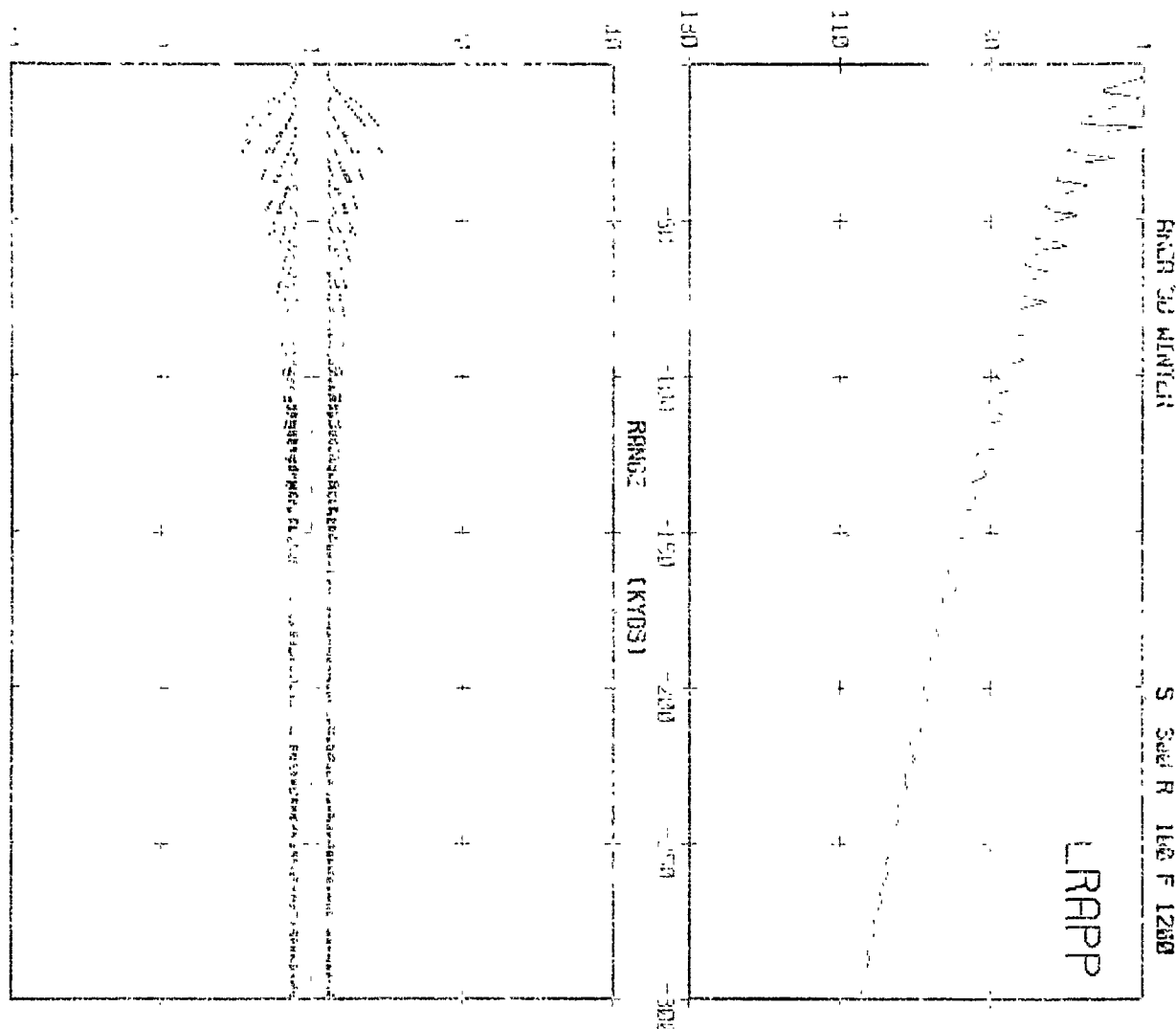


NOISE (DB)



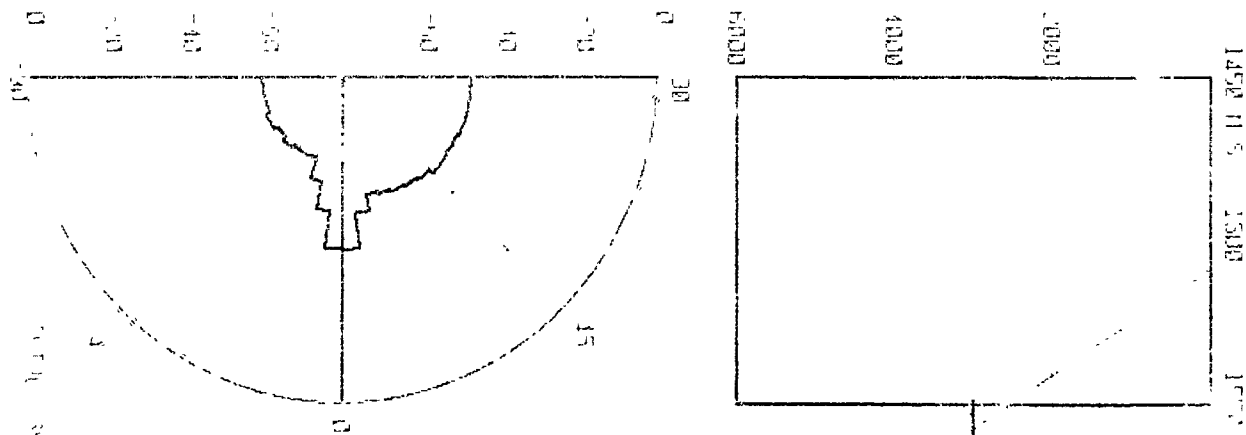
ARRIVAL ANGLE

DB LOSS



NOISE (DB)

DEPTH IN METERS

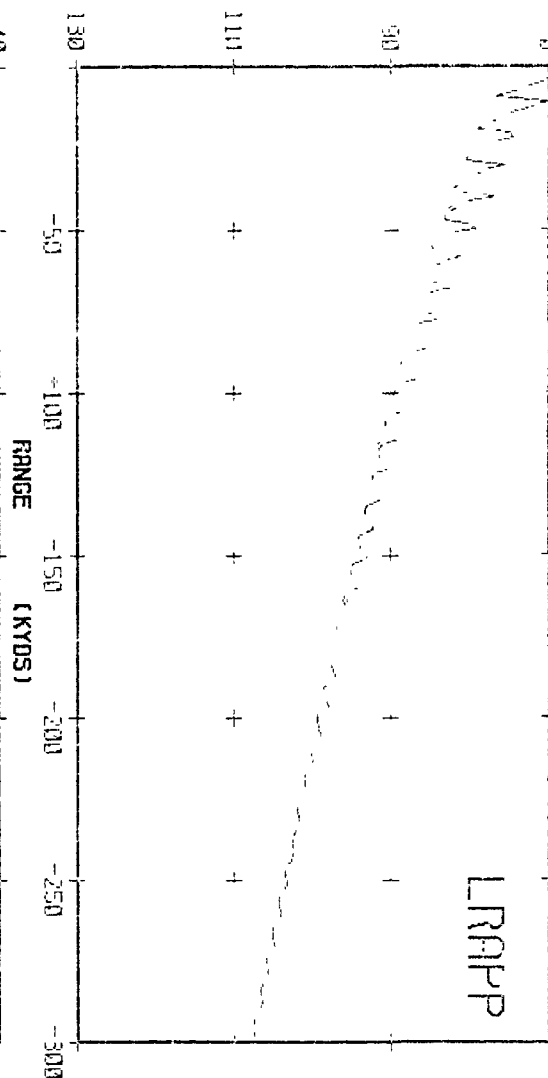


ARCH 33 MINUTE

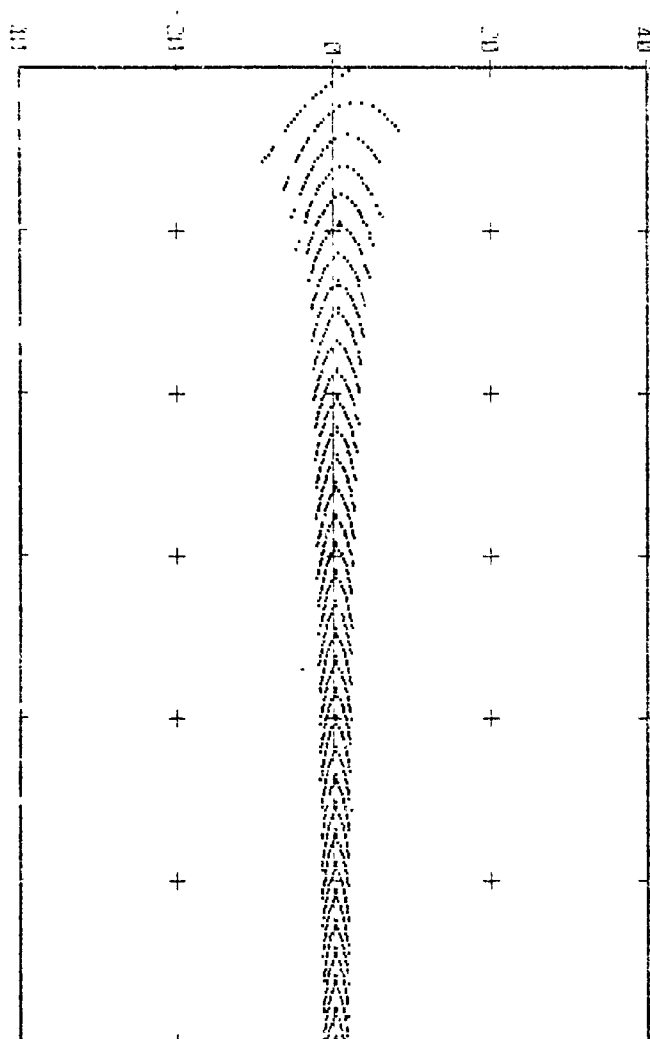
S 20 H 30 F 1200

1450 1455 1500 1550

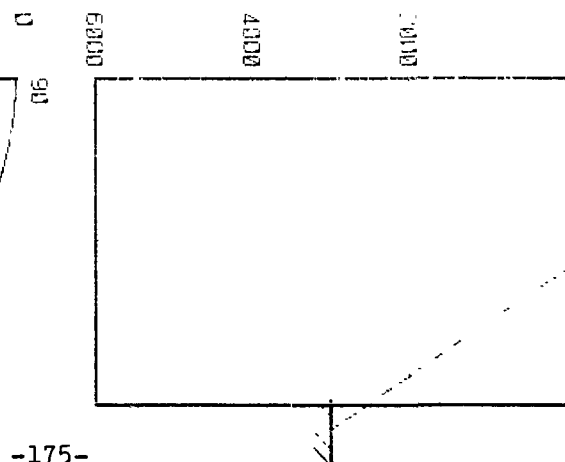
DB LOSS



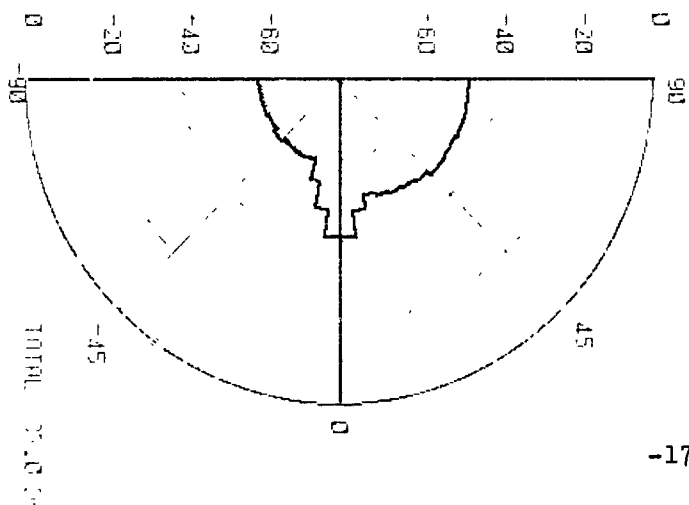
ARRIVAL ANGLE



DEPTH IN METERS

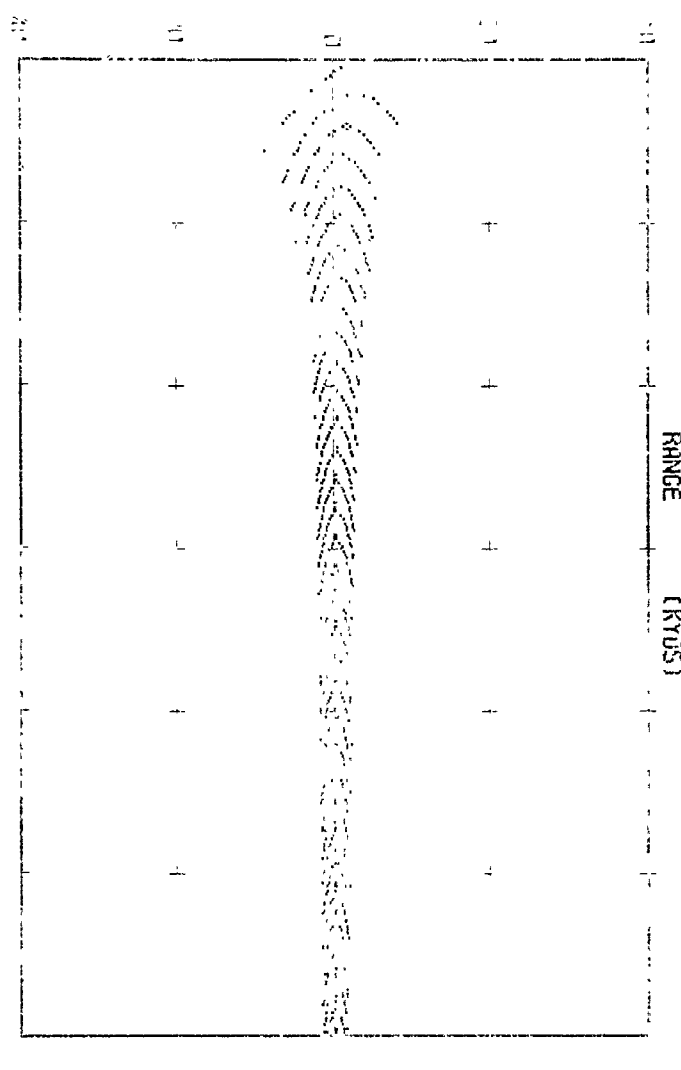


NOISE (DB)

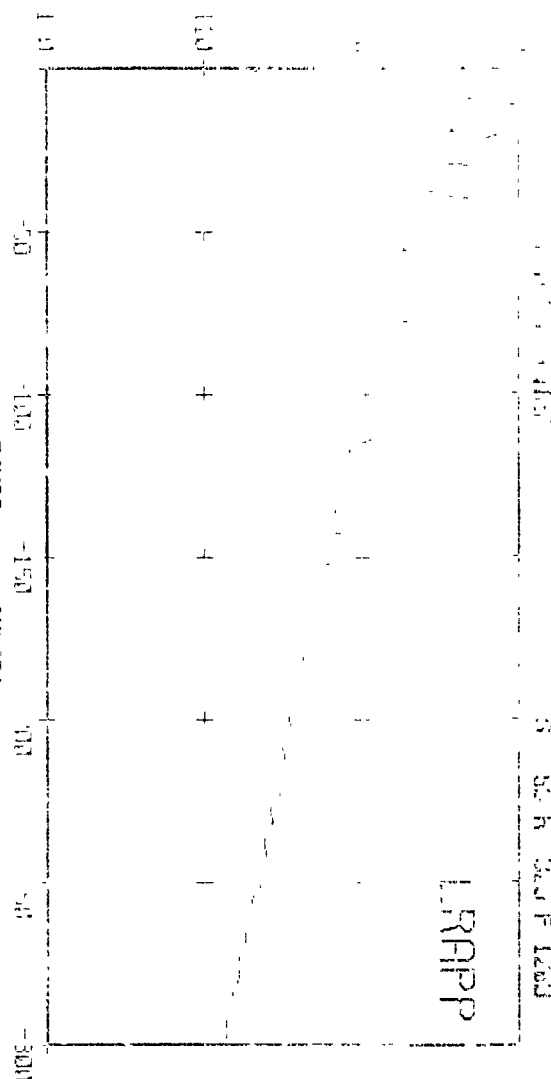


-175-

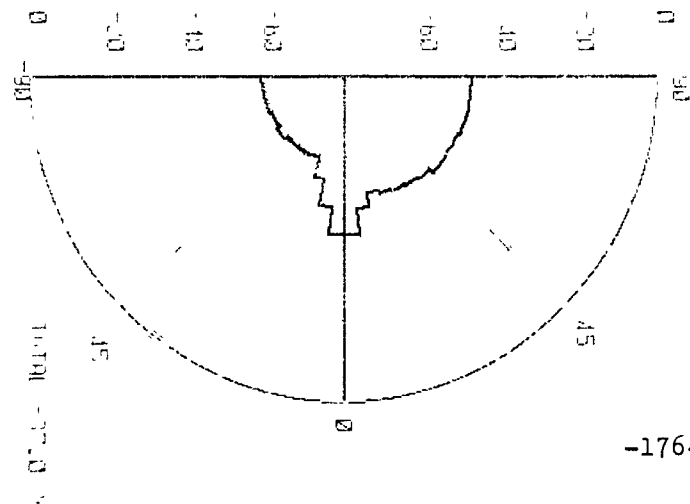
ARRIVAL ANGLE



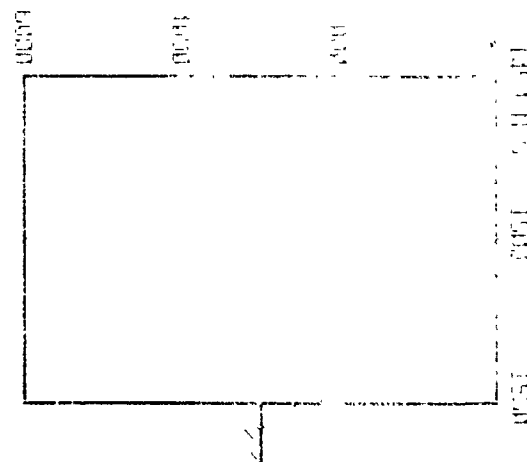
DB LOSS

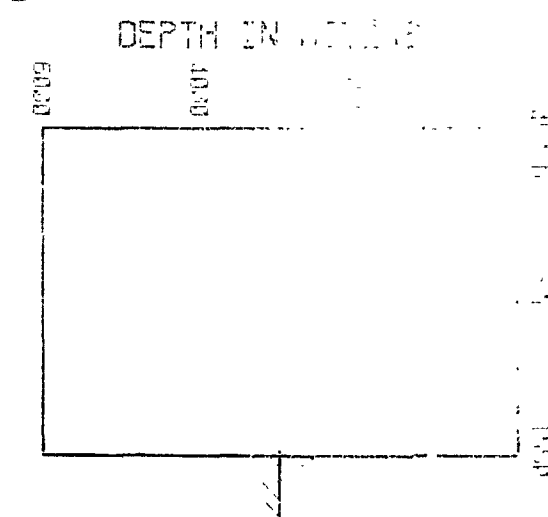
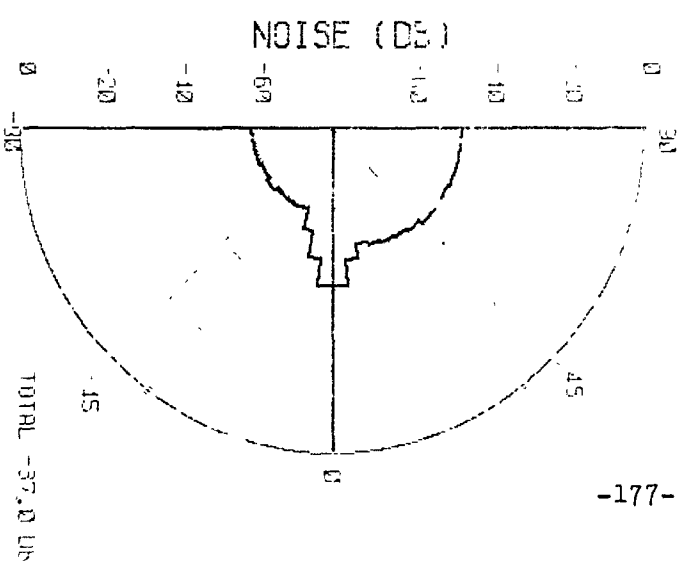
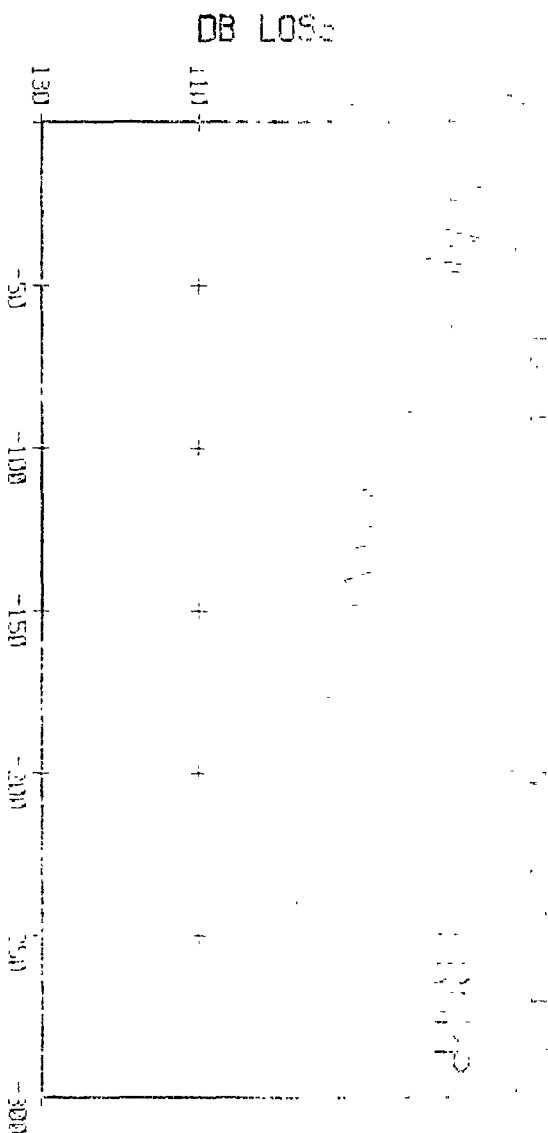
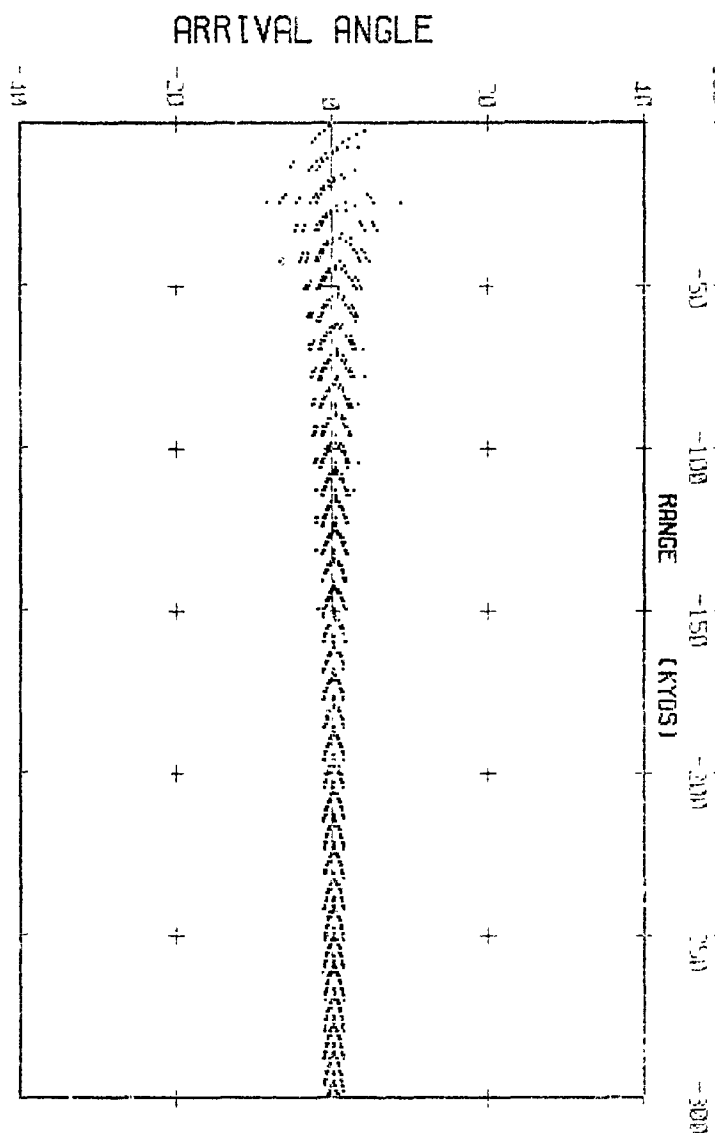


NOISE (DB)



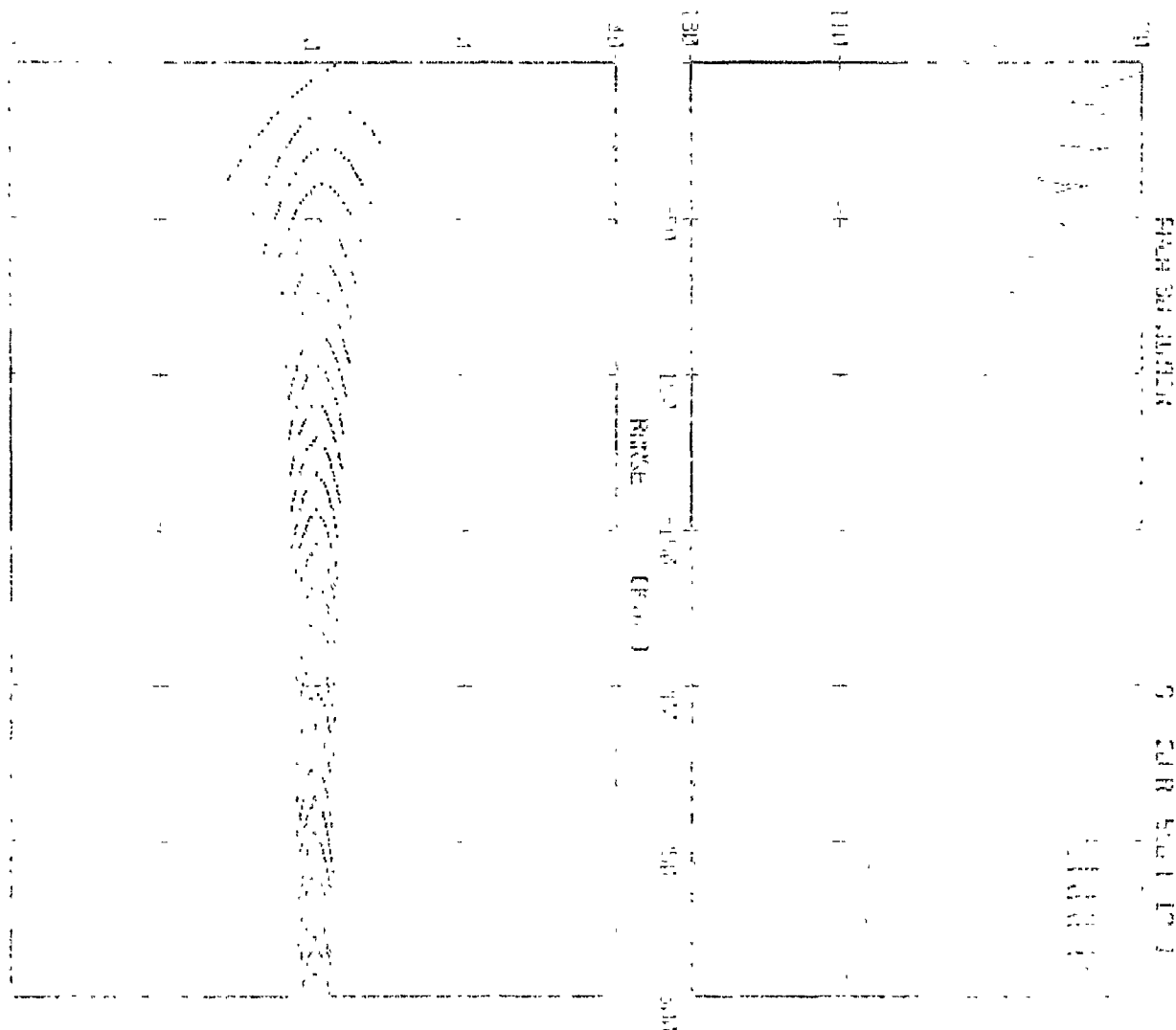
DEPTH IN METERS





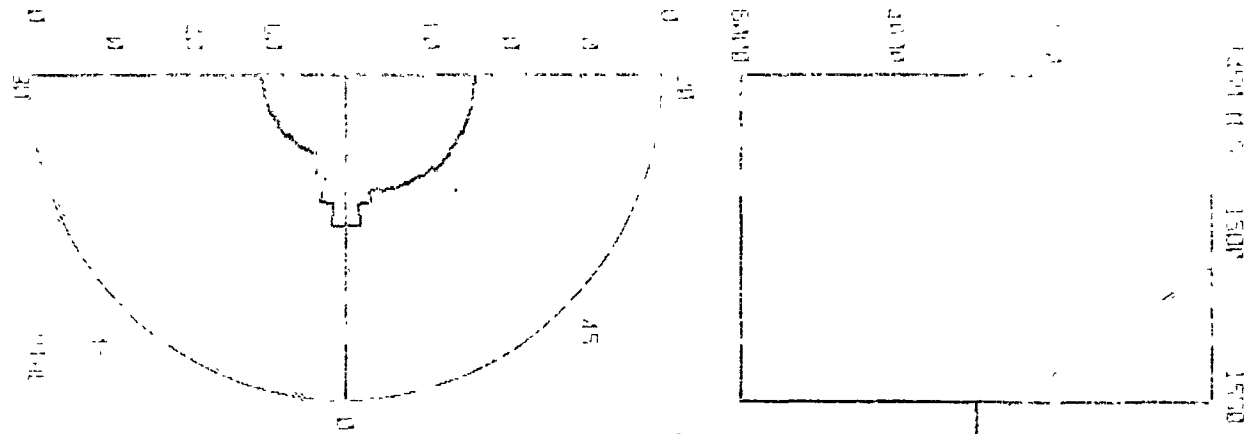
ABOVE THE HOLE

DE LOSS



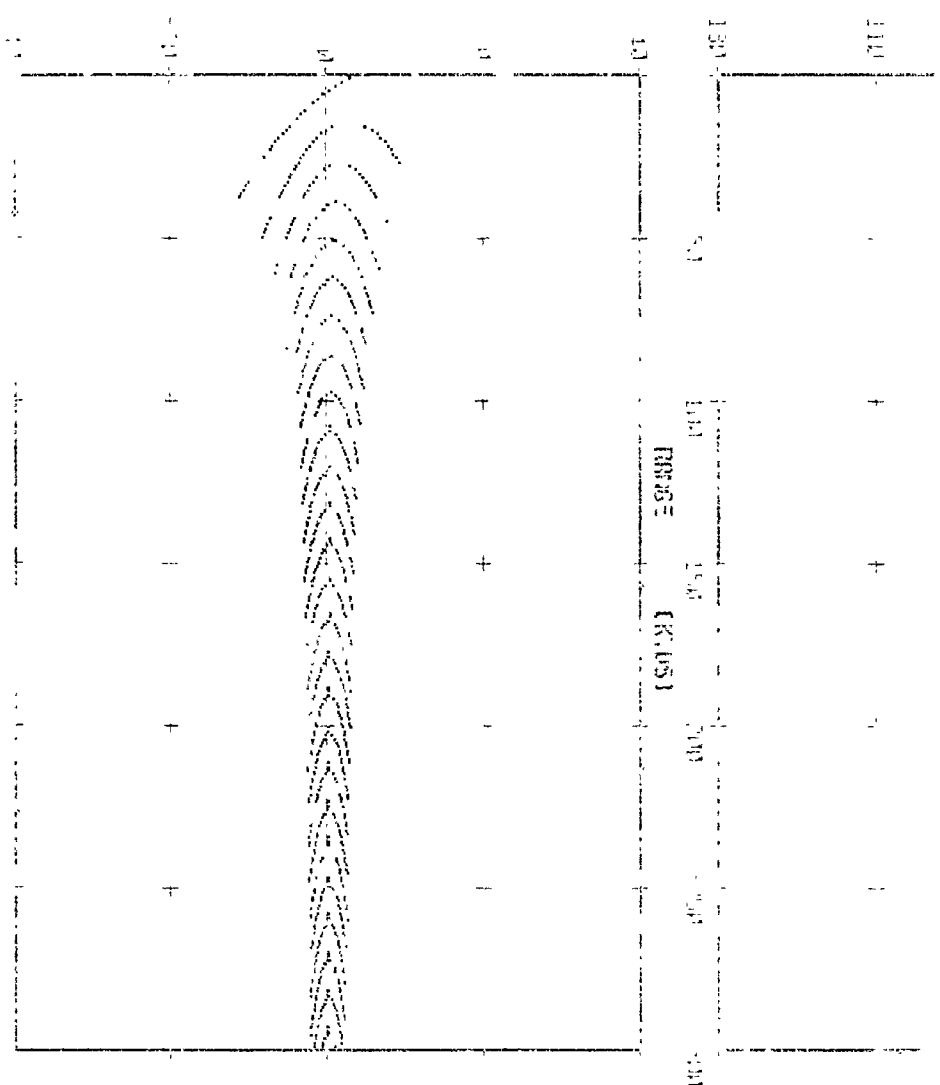
DEPTH (Ft)

DEPTH (Ft)



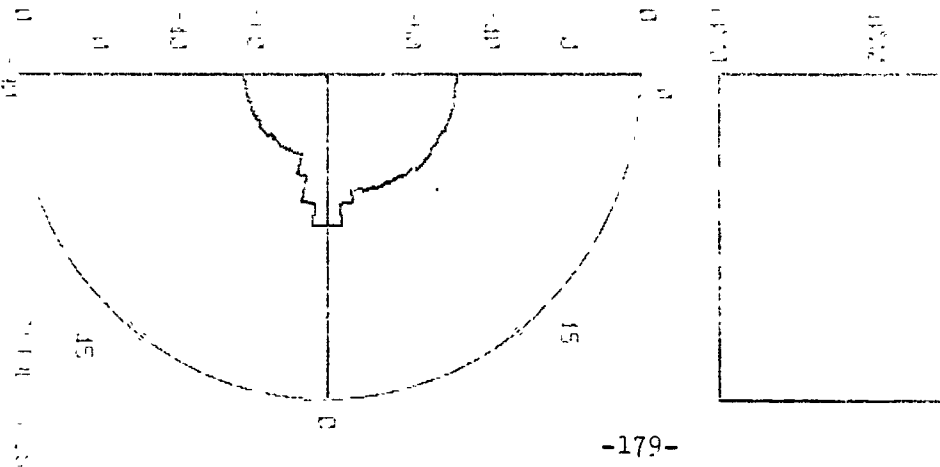
ARRIVAL ANGLE

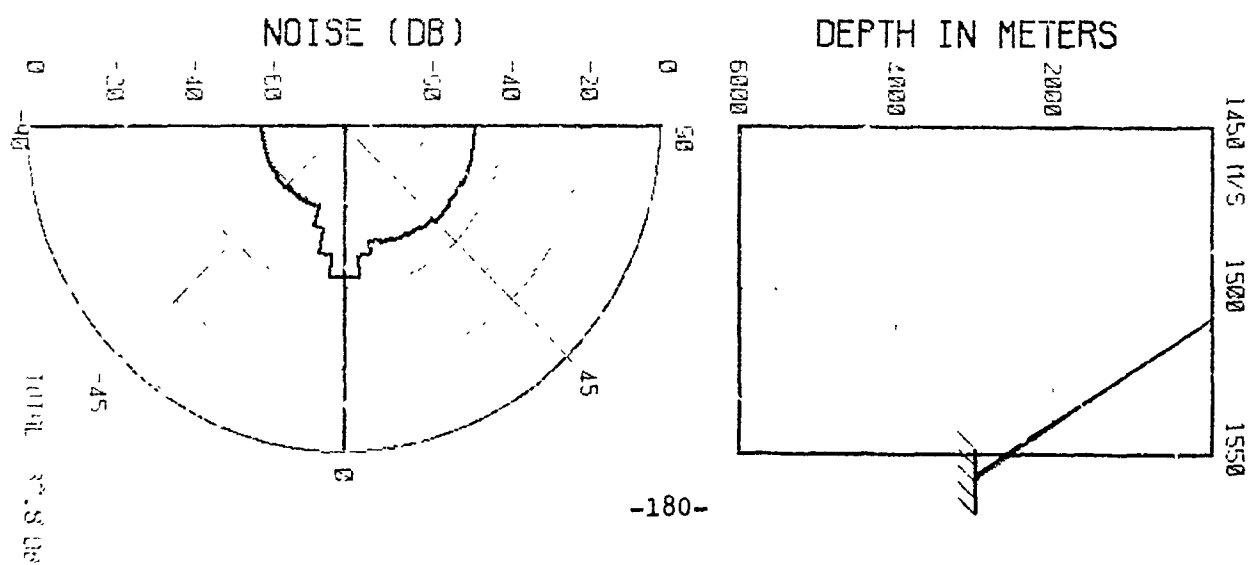
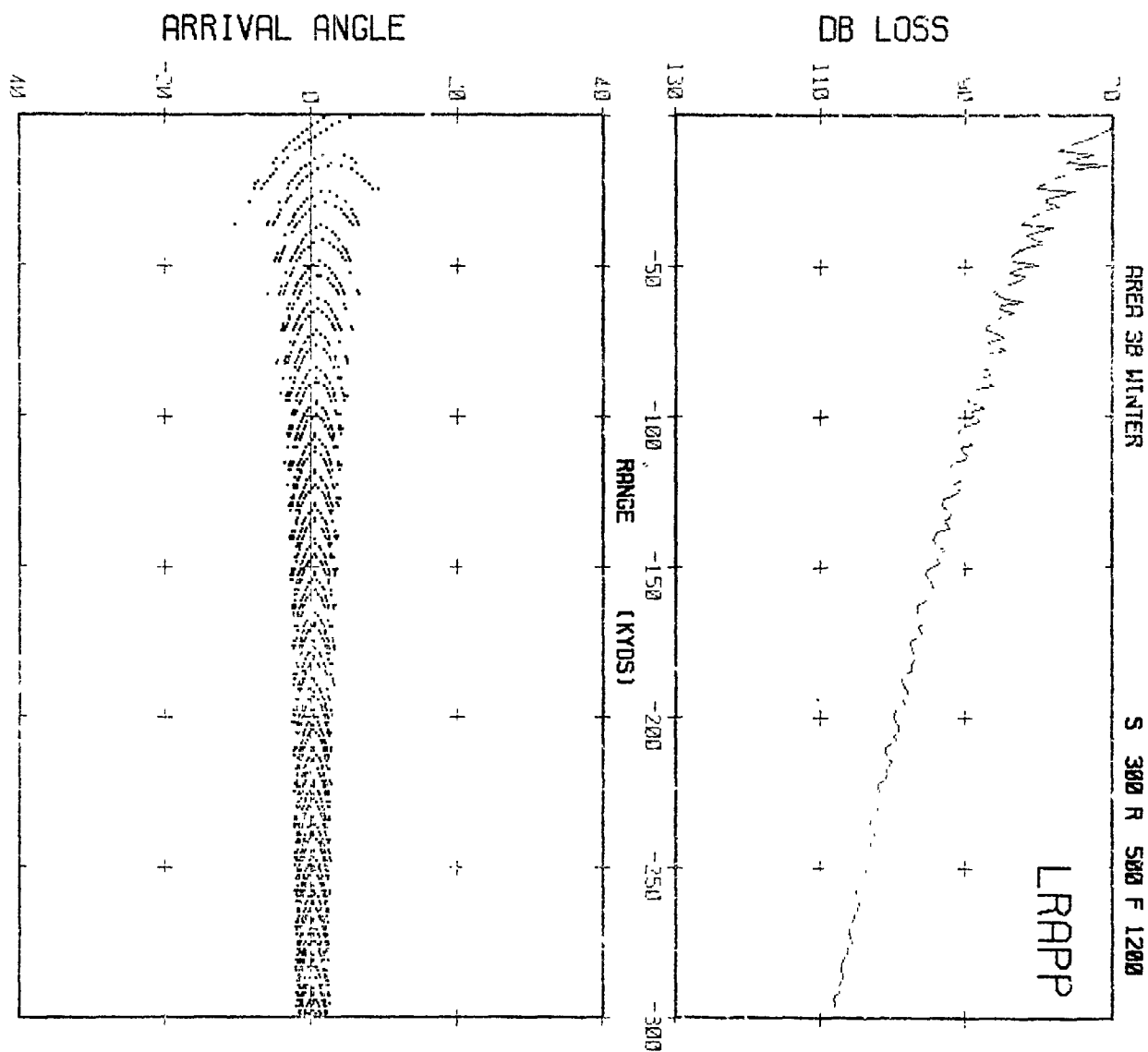
DB LOSS



NOISE (DB)

DEPTH



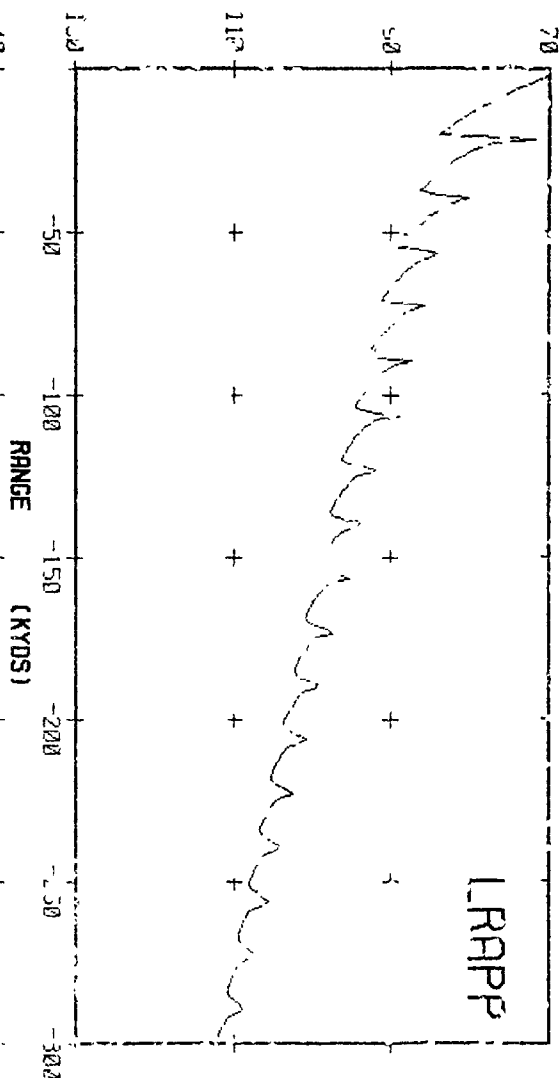


PRER 38 WINTER

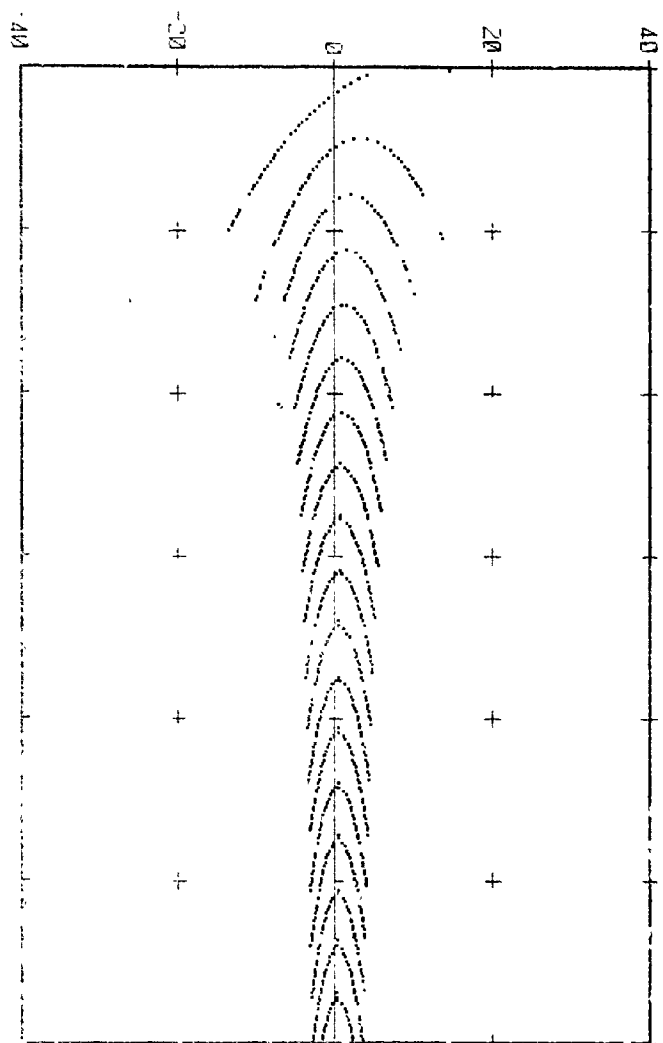
S 20 R 1000 F 1200

1430 M/S 1500 1550

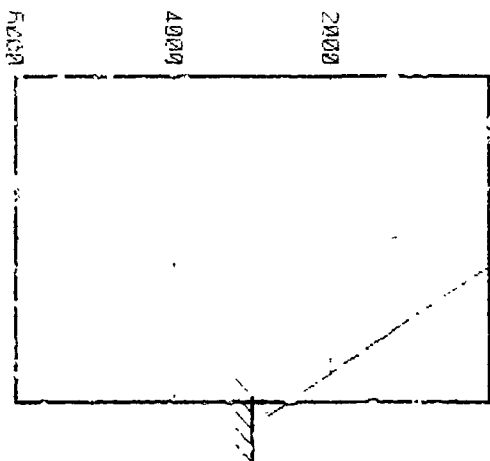
DB LOSS



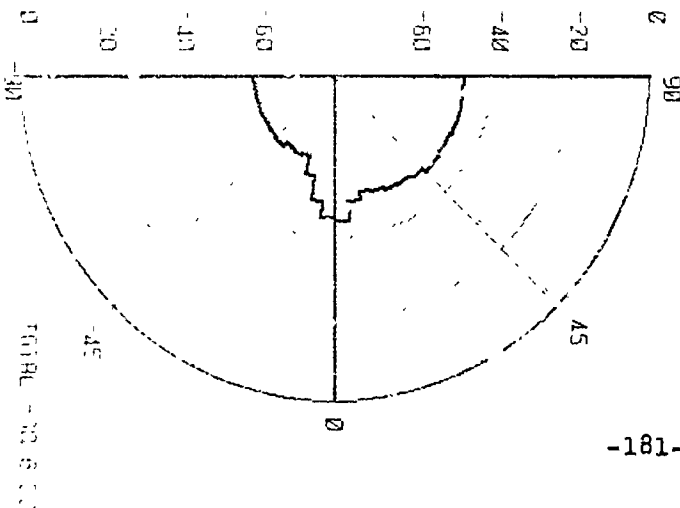
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



110

150

RANGE (Kilos)

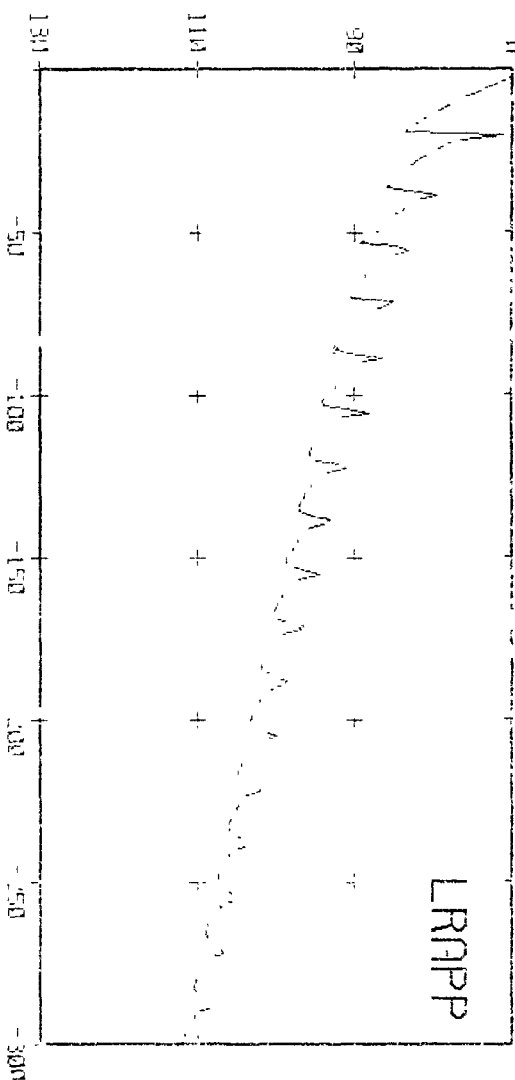
50 R 1000 1200

FINER 38 HUNTER

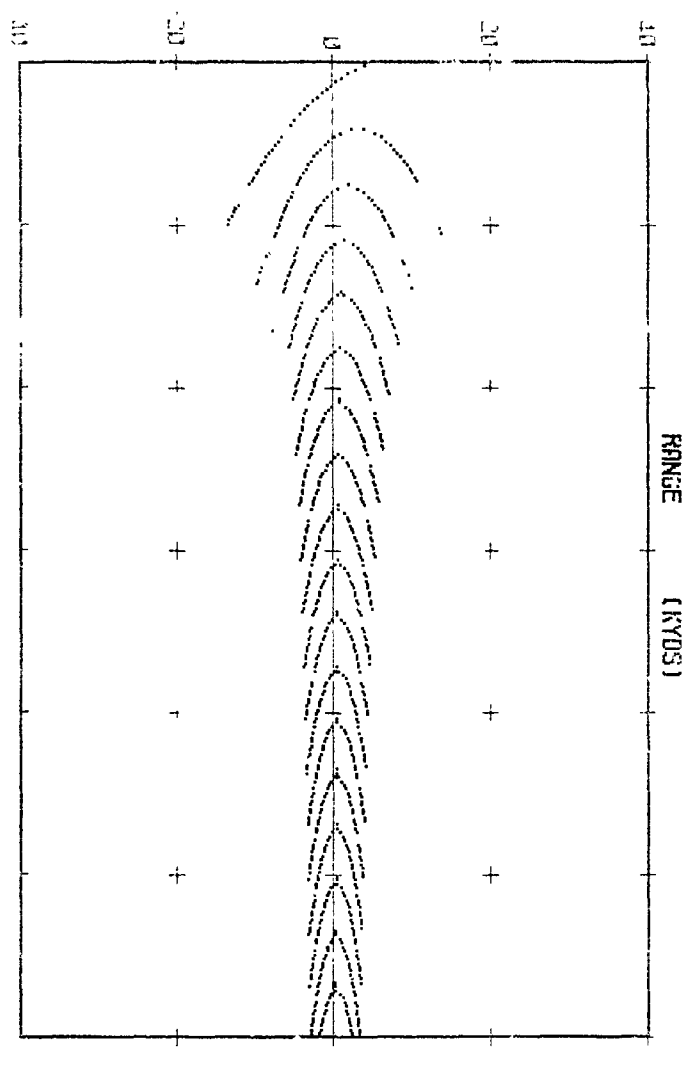
S 330 R 101M F 1200

LRNPP

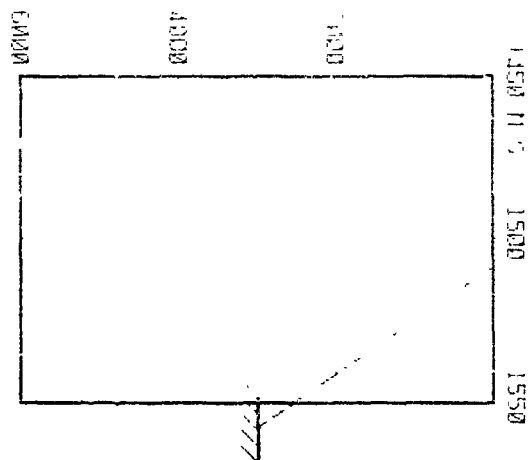
DB LOSS



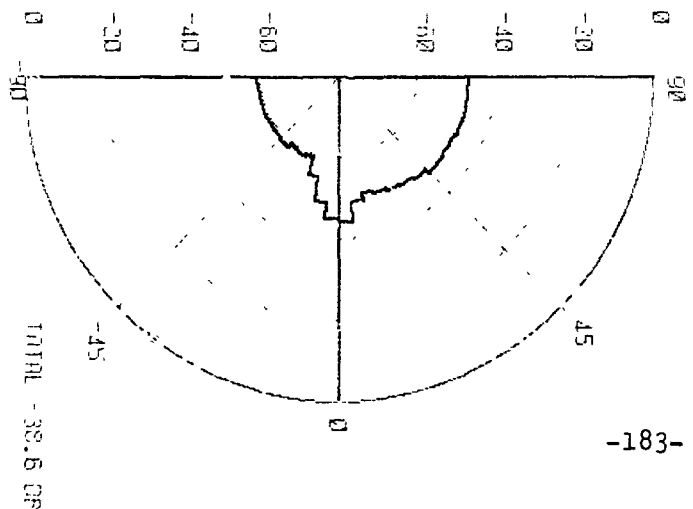
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

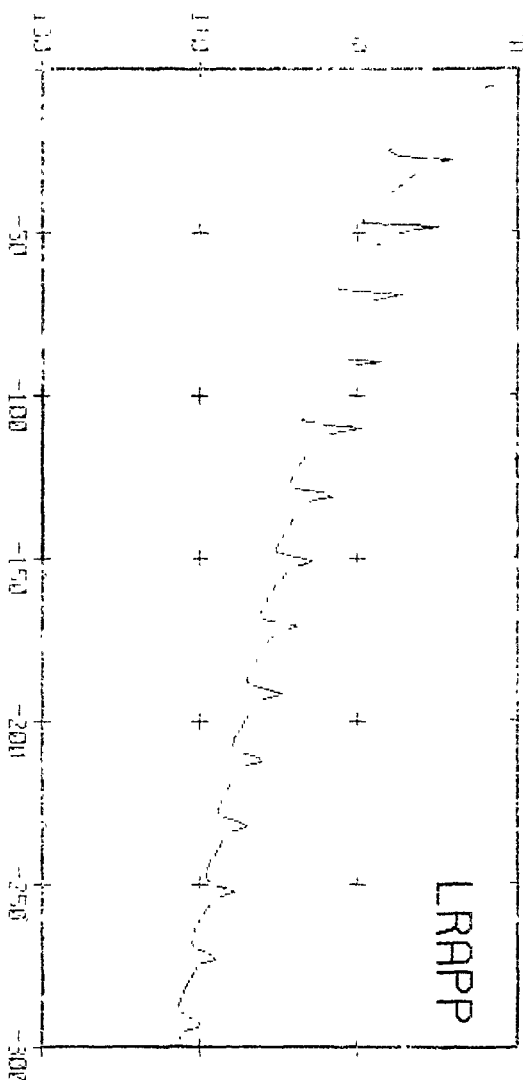


FREQ 38 KHZ

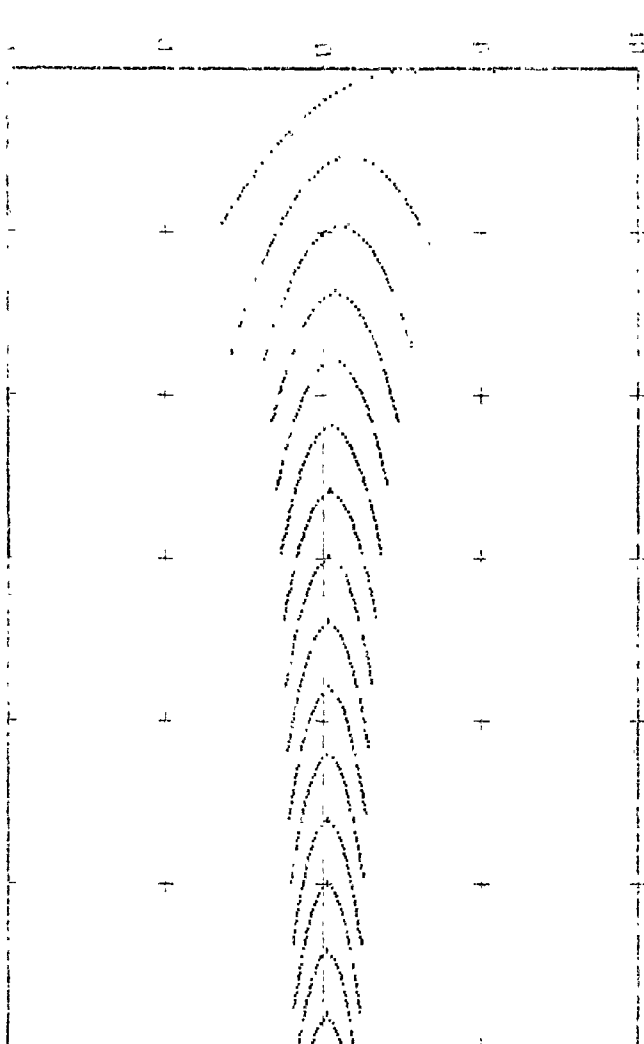
S 20 R 1500 F 1200

14°N 11°S 1500 1550

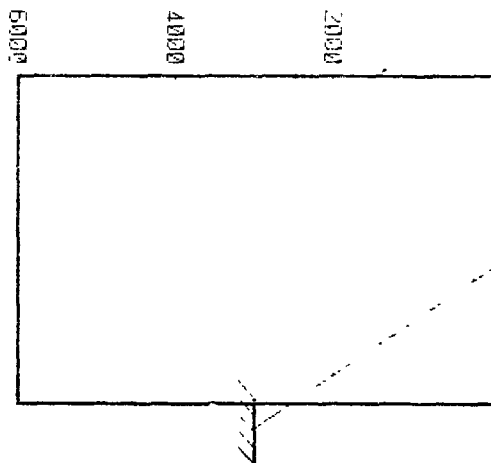
DB LOSS



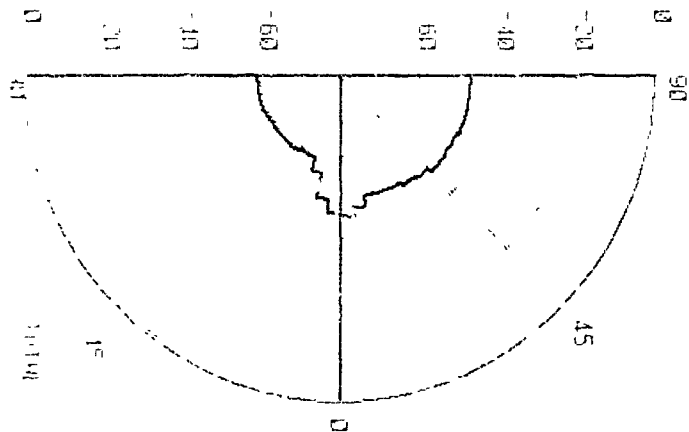
ARRIVAL ANGLE



DEPTH IN METERS

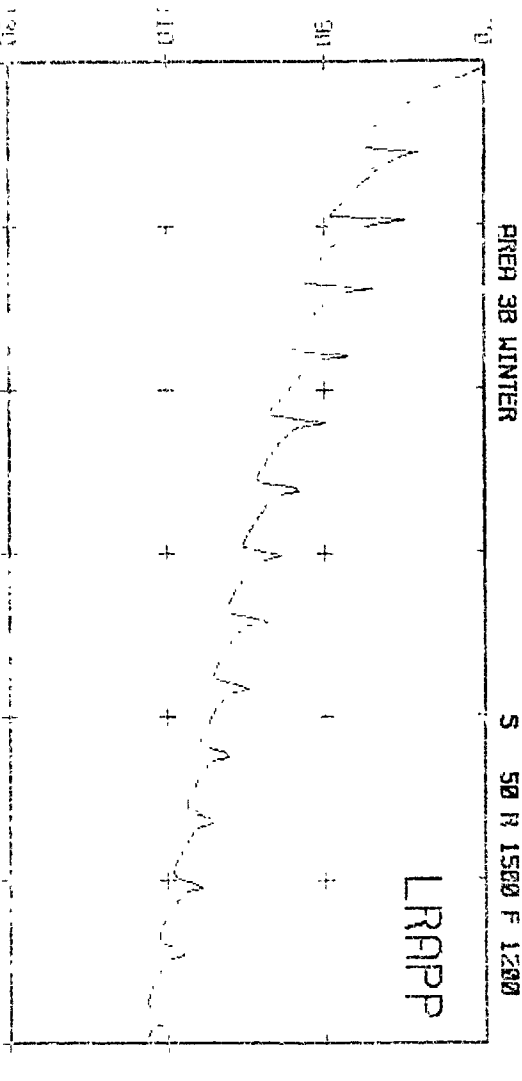
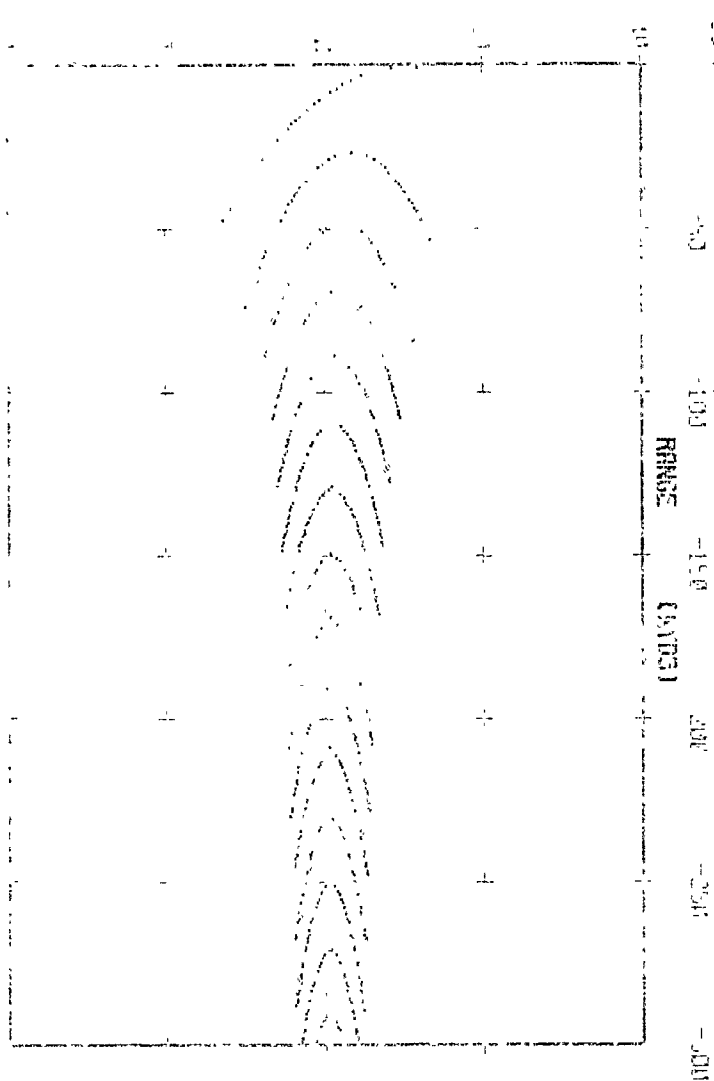


NOISE (DB)



ARRIVAL ANGLE

DB LOSS

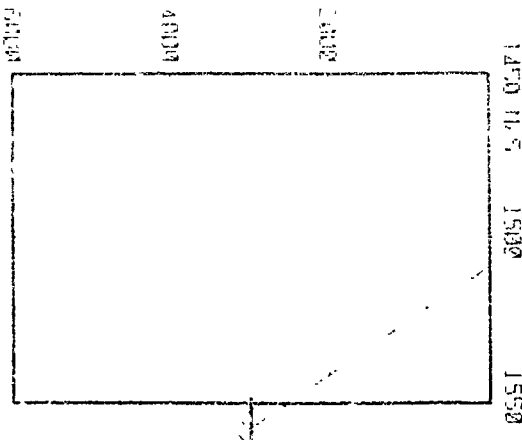
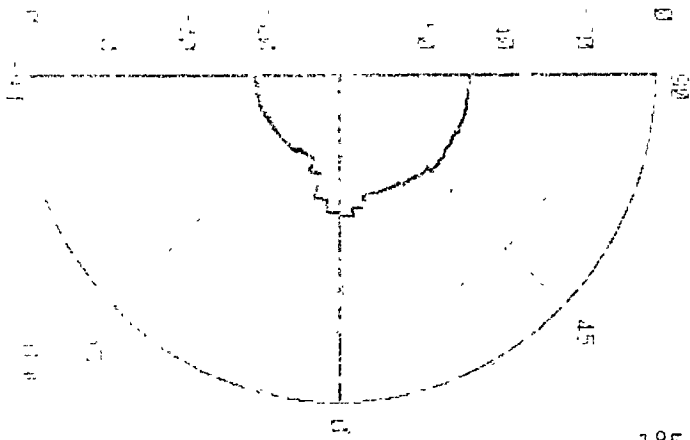


AREA 3B WINTER

S 50 N 1500 F 1200

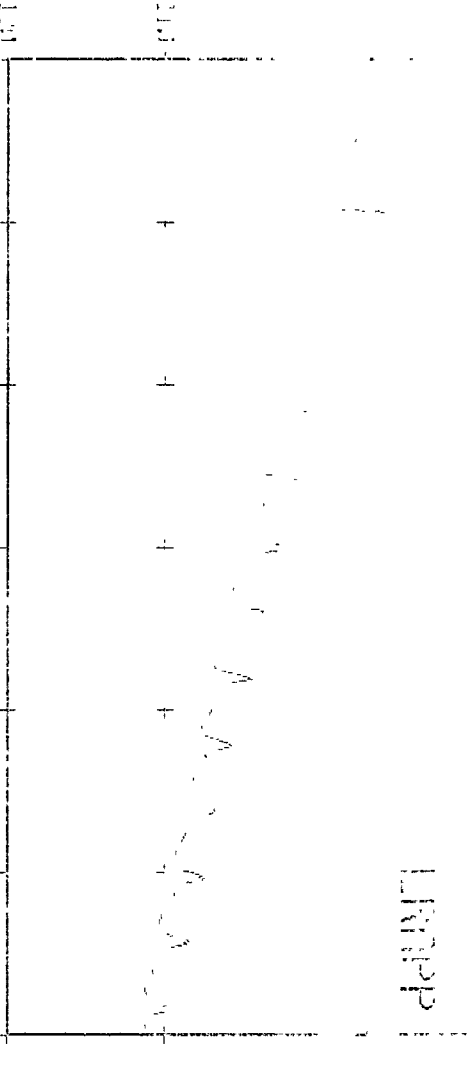
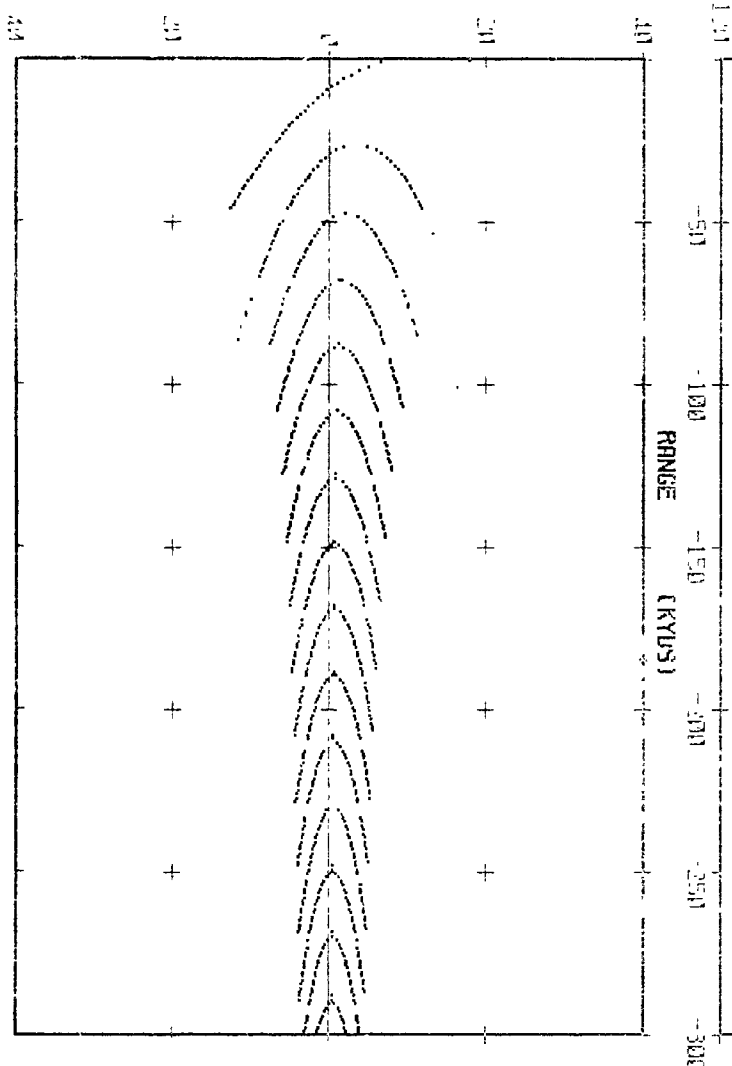
COSE (DB)

DEPTH IN METERS



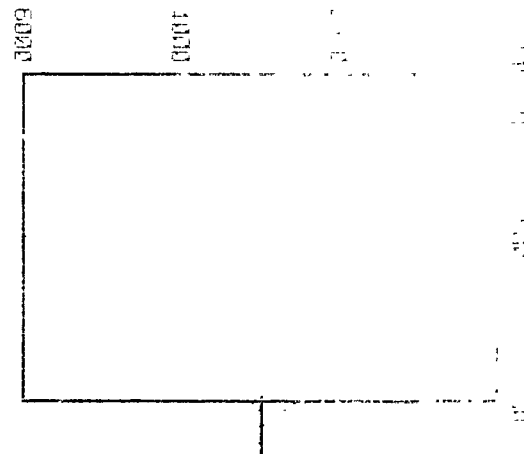
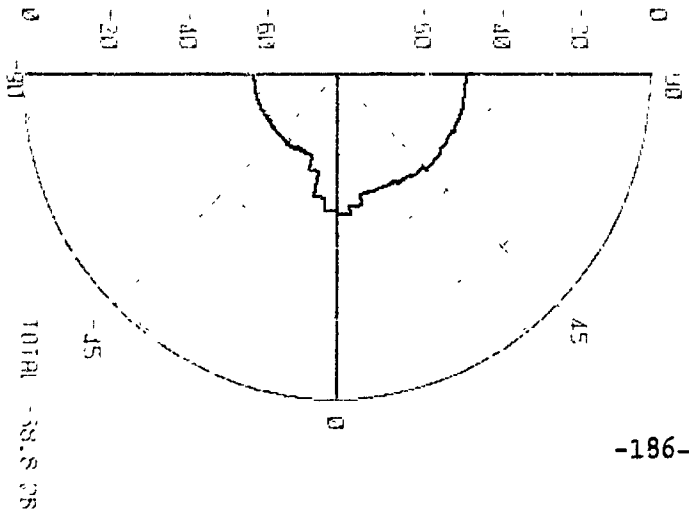
ARRIVAL ANGLE

DB LOSS



NOISE (DB)

DEPTH IN METERS

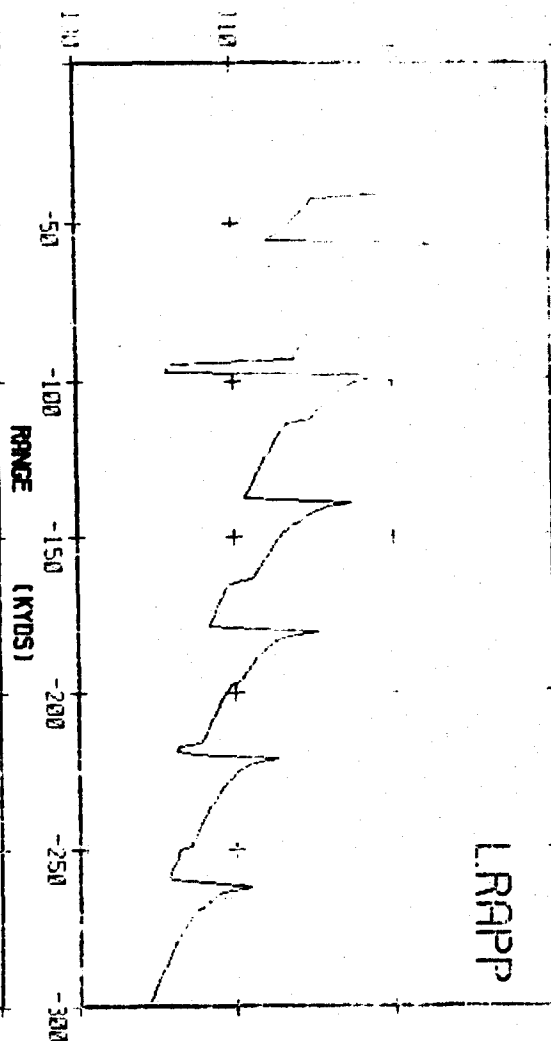


FROM 50 HINTER

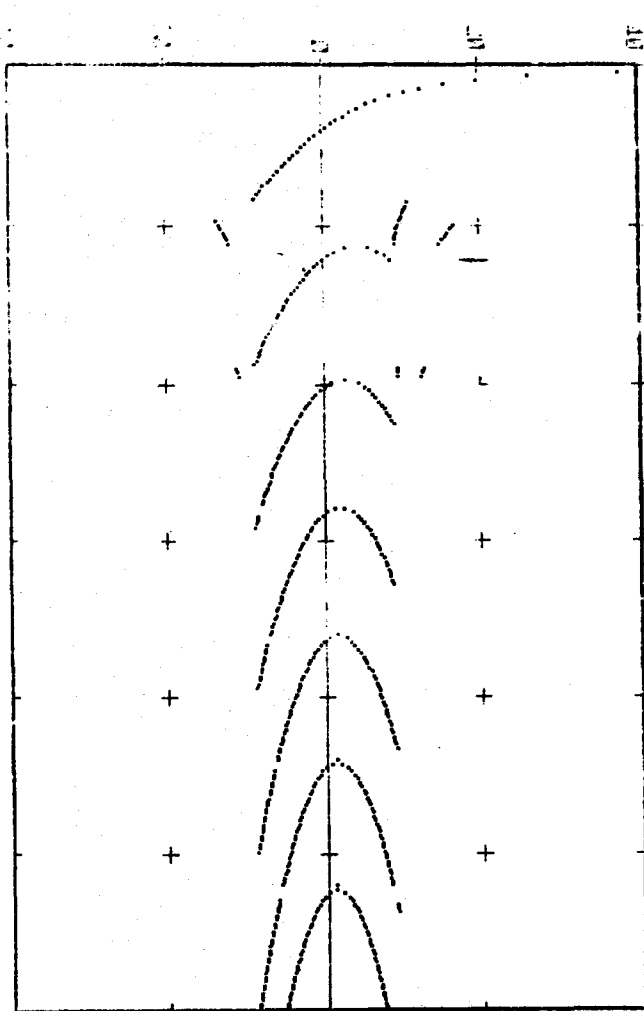
S 20 R 60.9 F 1230

L.RAPP

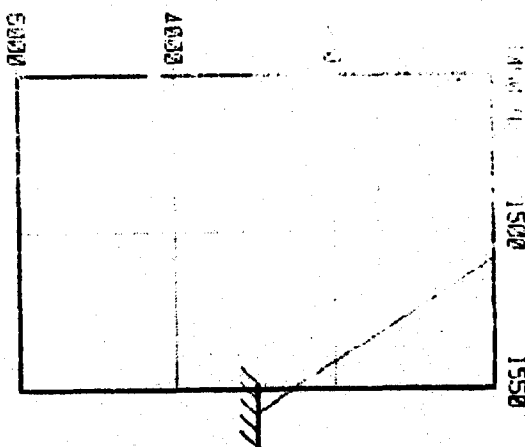
DB LOSS



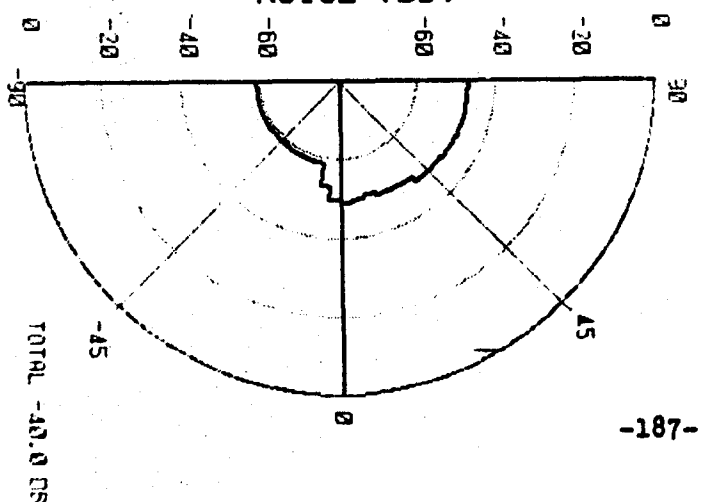
ARRIVAL ANGLE



DEPTH IN FEET



NOISE (DB)



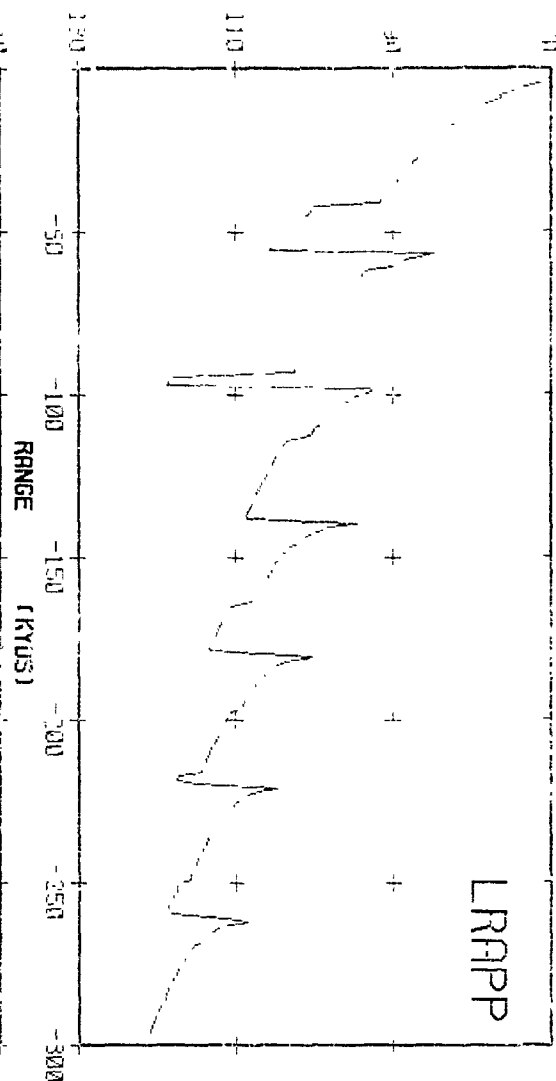
-187-

PRCH 38 WINTER

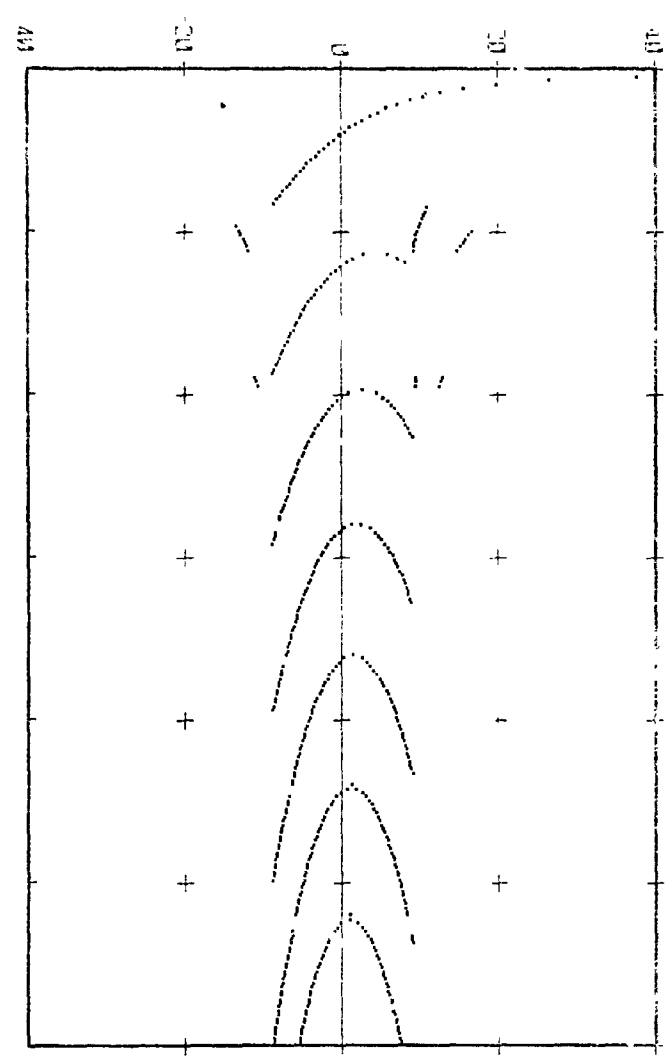
S 50 R 6000 F 1280

LRAPP

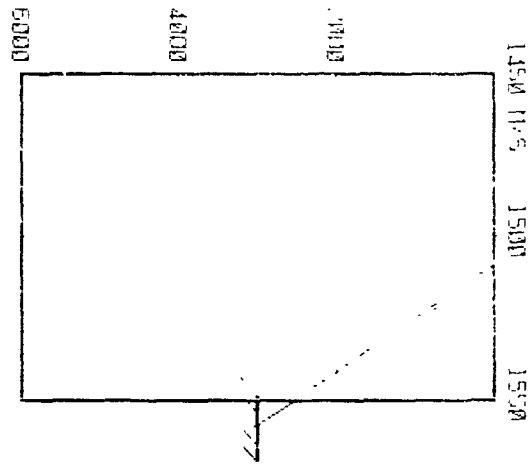
DB LOSS



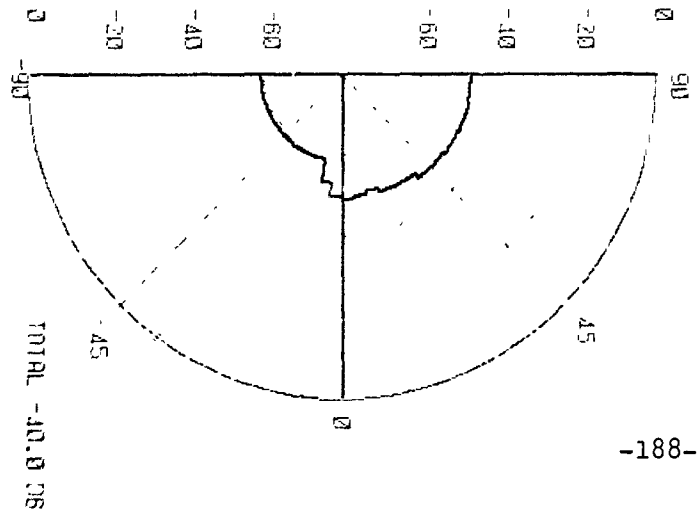
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

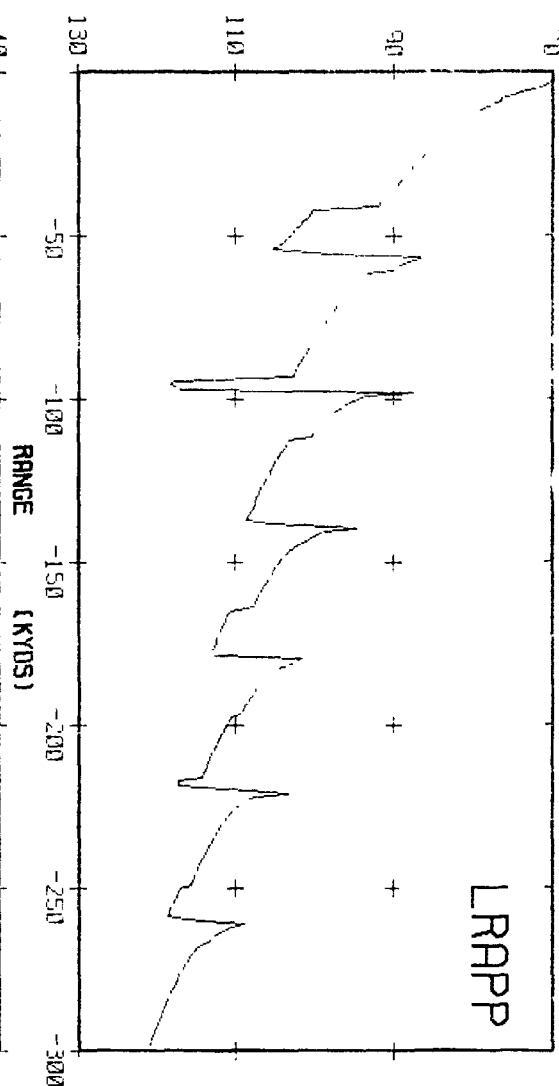


AREA 3B WINTER

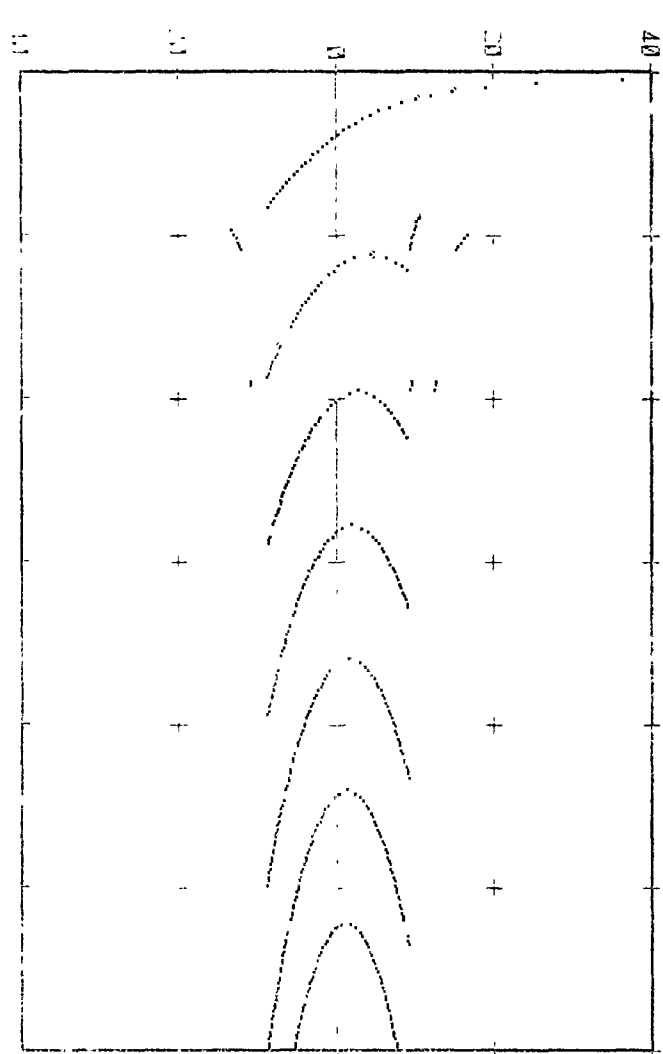
S 300 R 6000 F 1200

1450 M/S 1500 1550

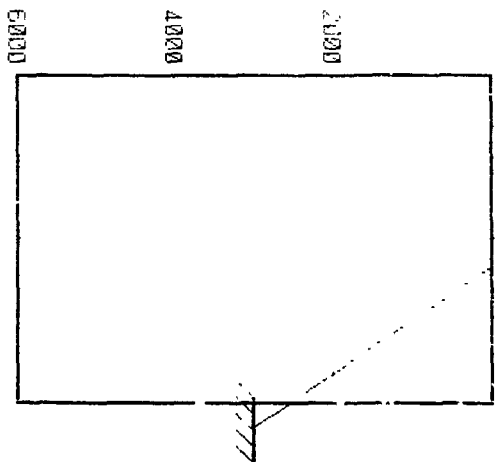
DB LOSS



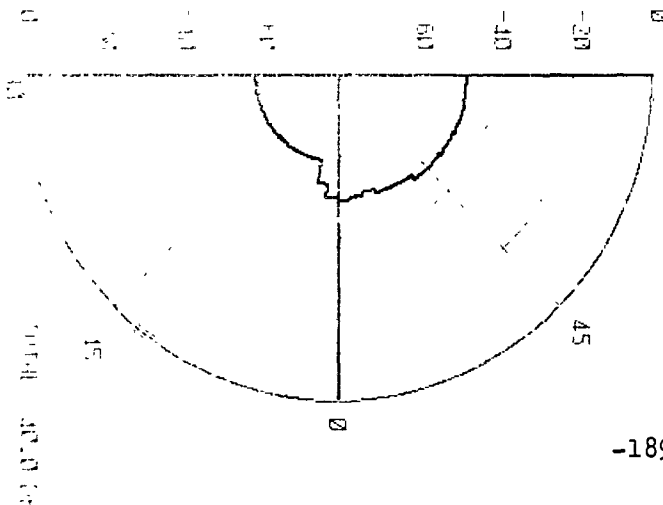
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

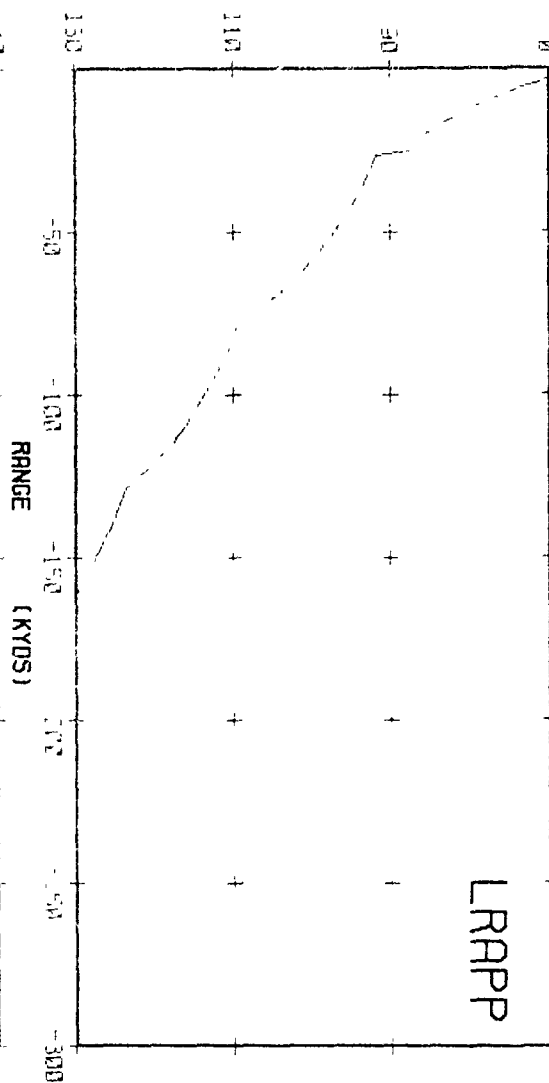


ARRR 38 WINTER

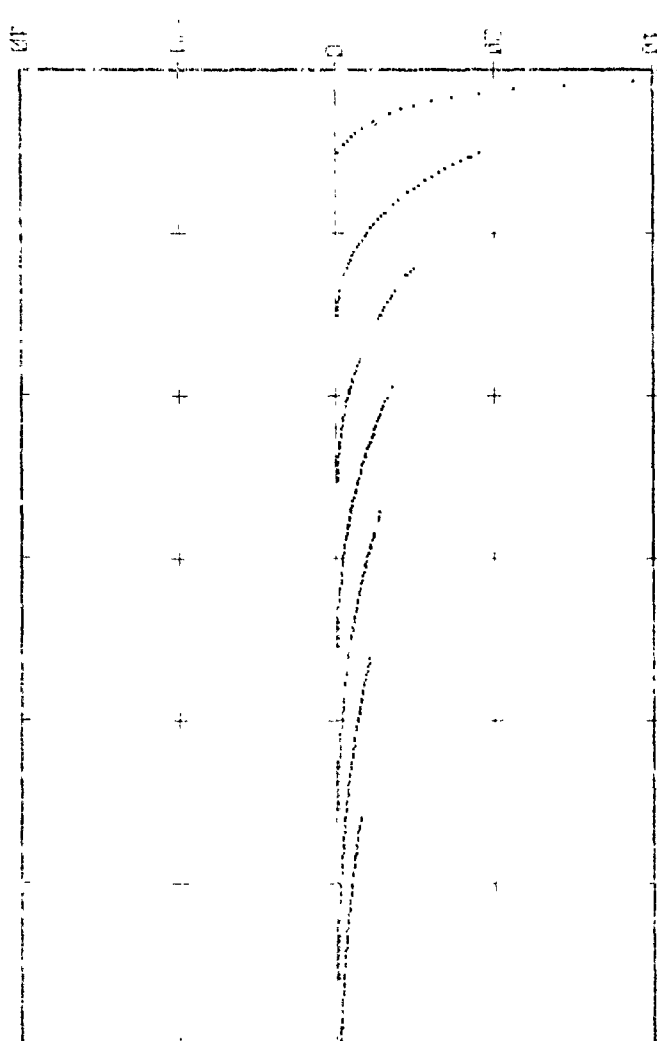
S 20 R 9842 F 1200

LRAPP

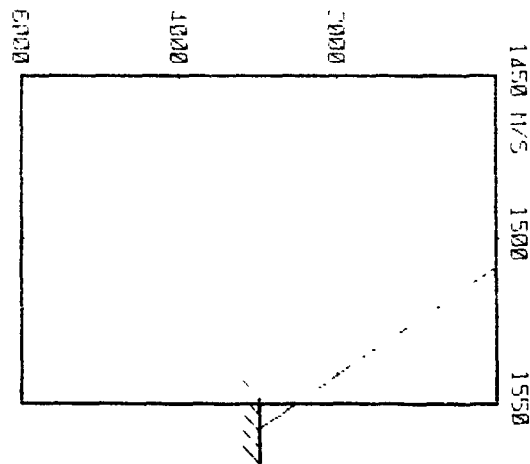
DB LOSS



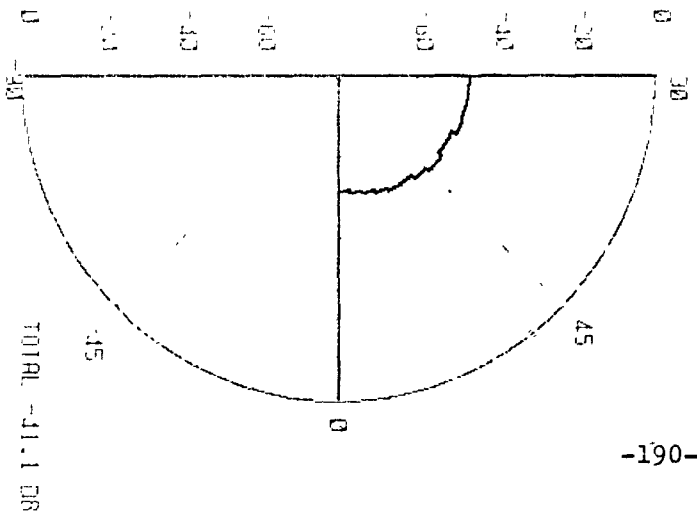
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



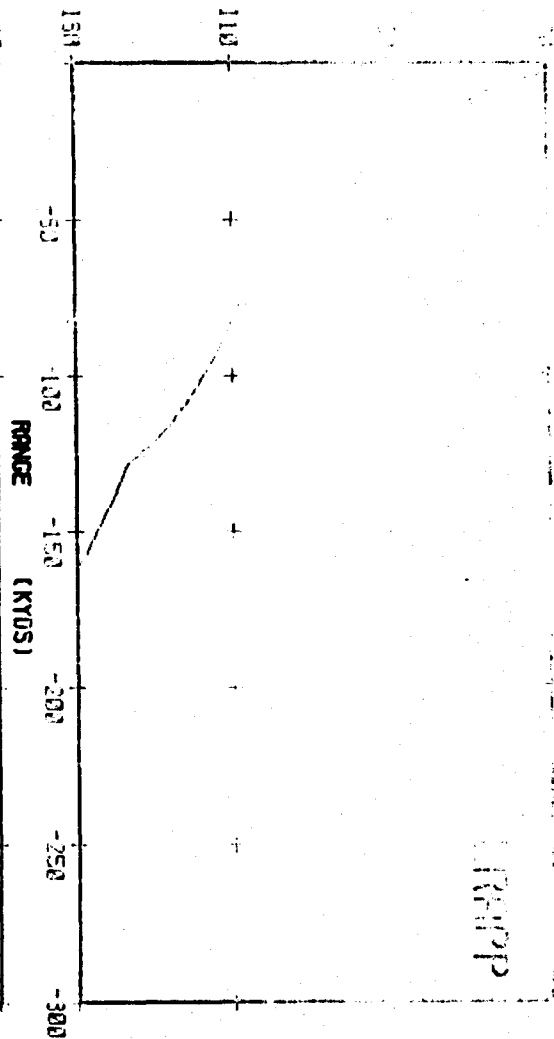
-190-

Acoustic Data

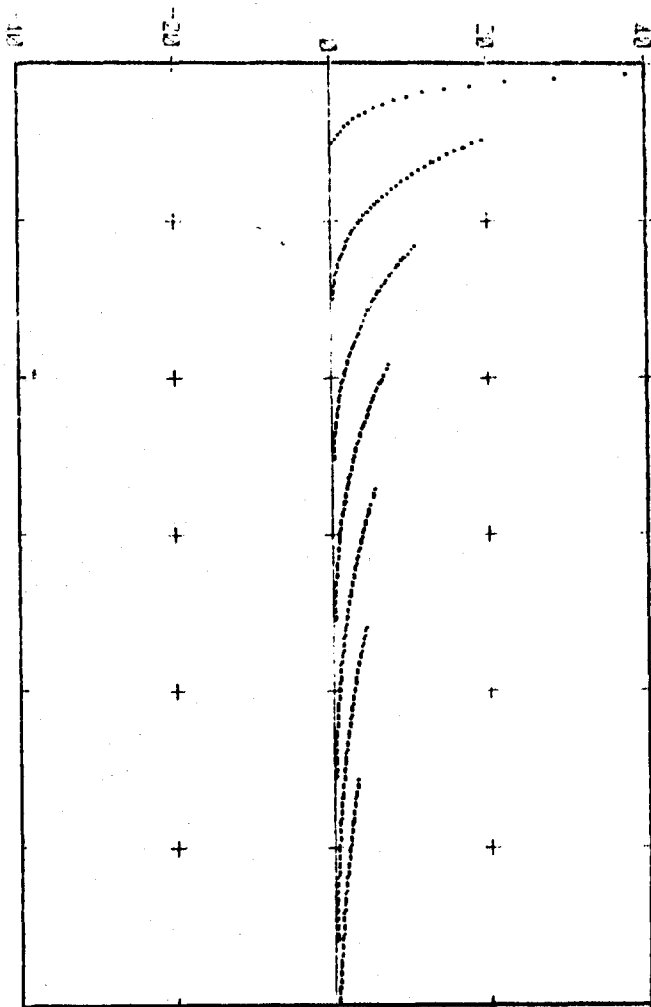
S 50 H 900 F 1000

1400 1450 1500 1550

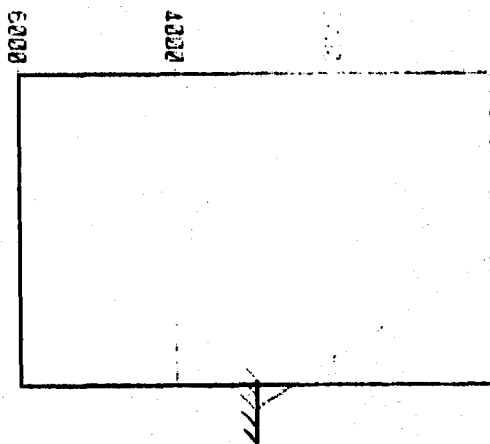
DB LOSS



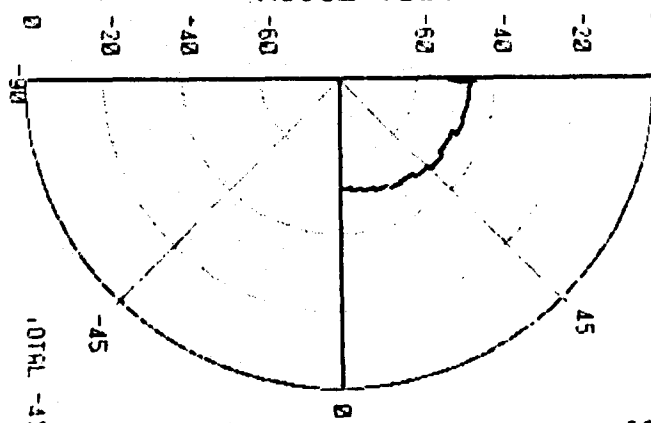
ARRIVAL ANGLE

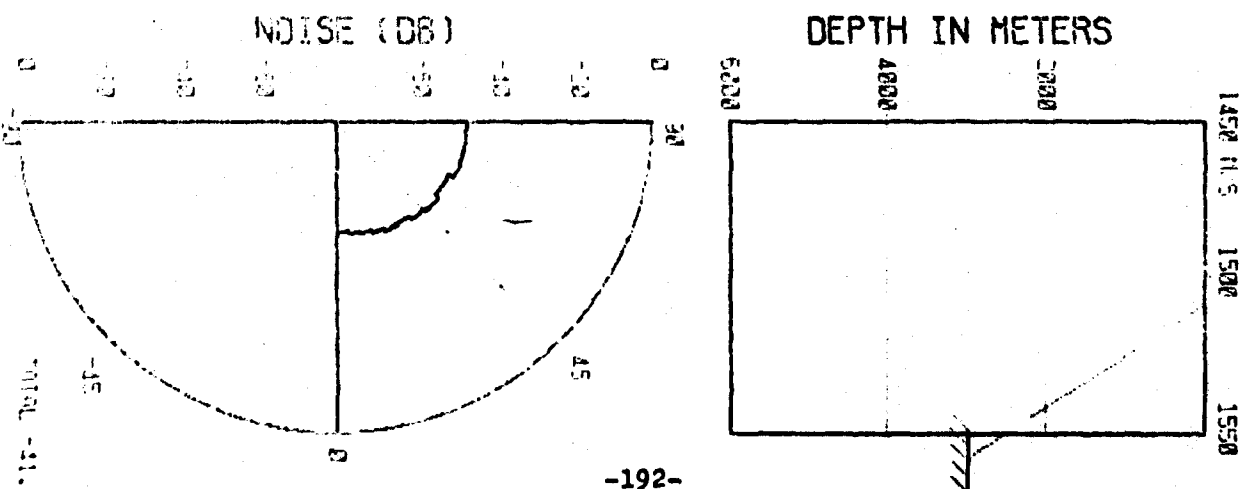
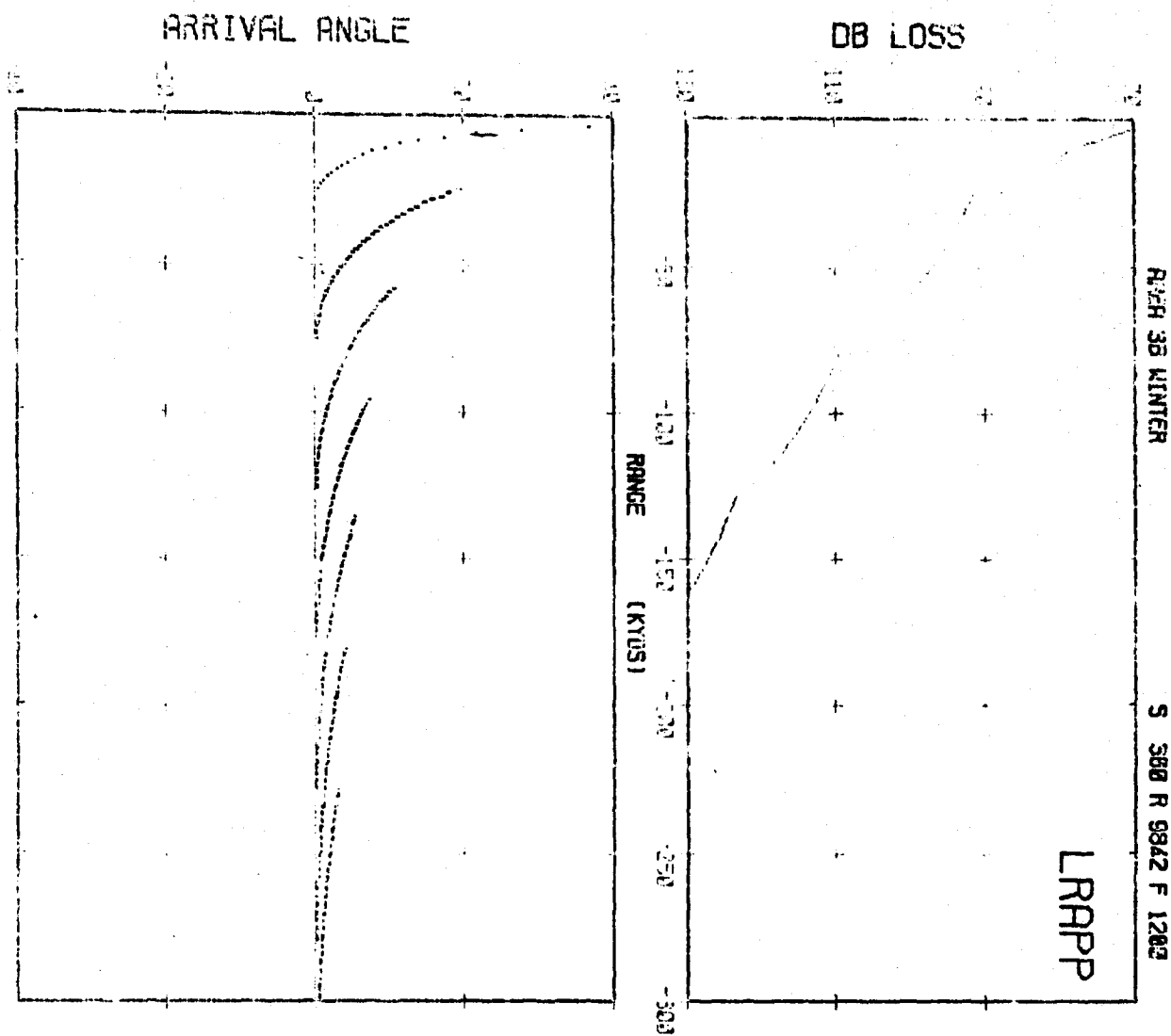


DEPTH IN METERS



NOISE (DB)



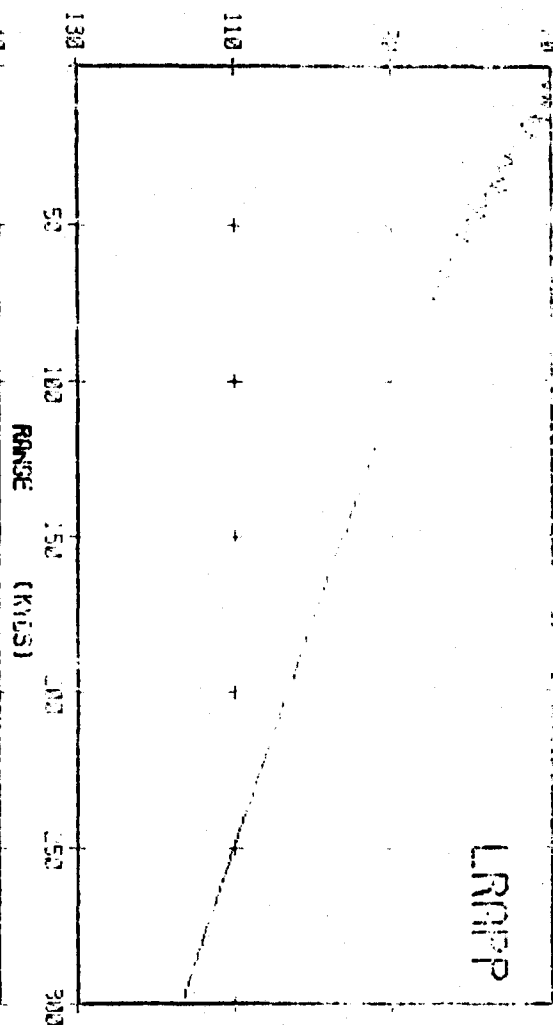


Range 50 miles

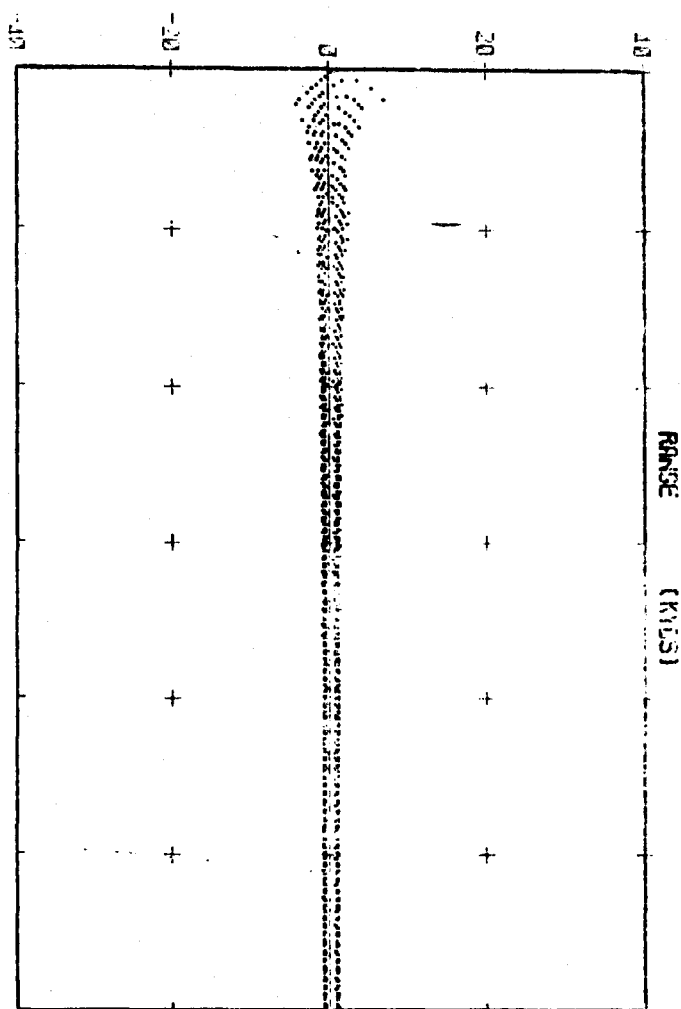
3 29 N 60 W 2023

1400 to 3 150N 1550

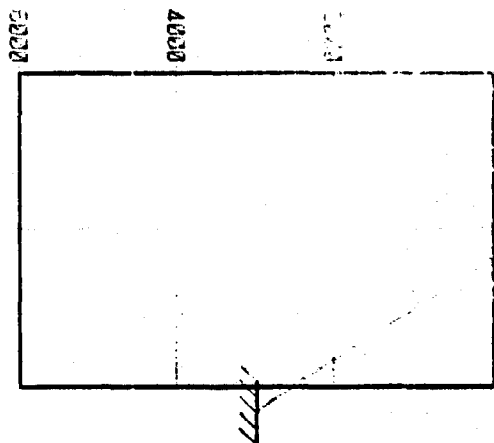
DB LOSS



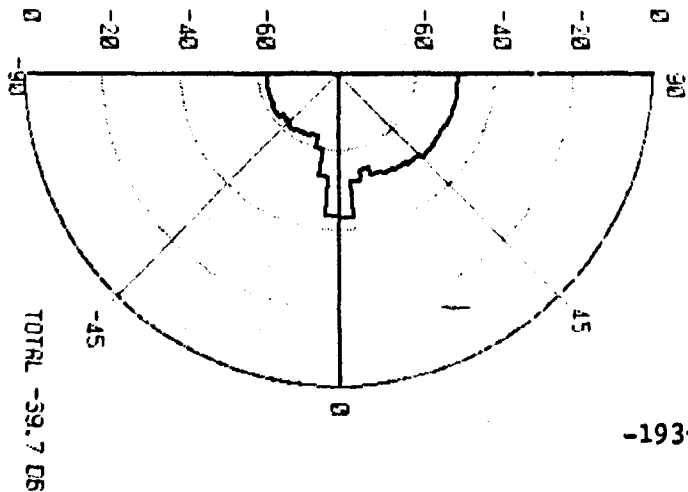
ARRIVAL ANGLE

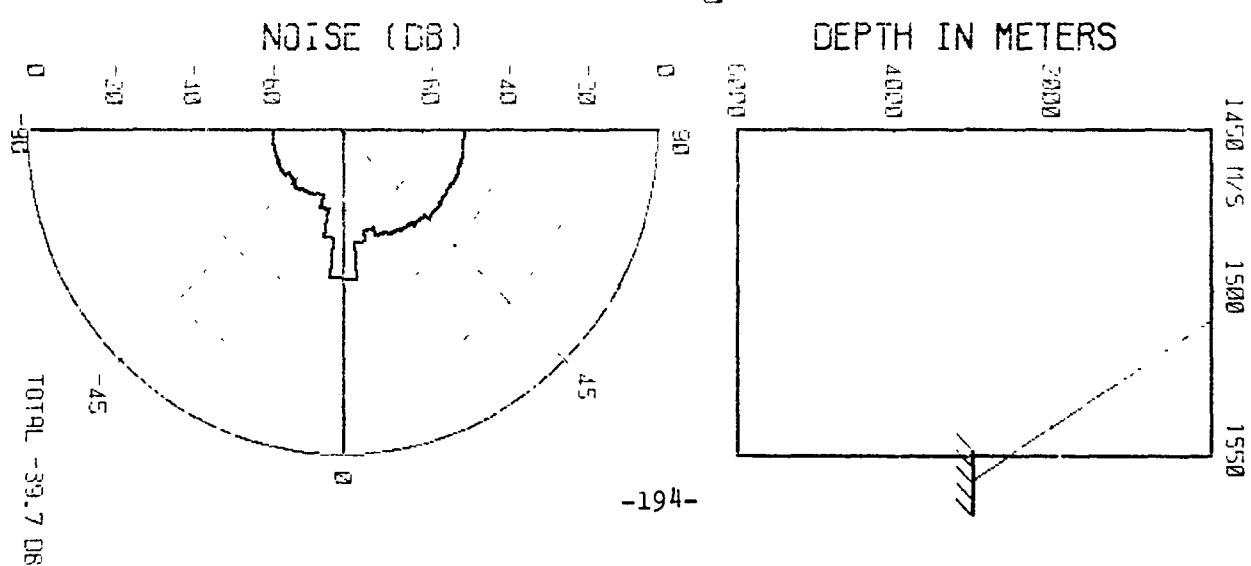
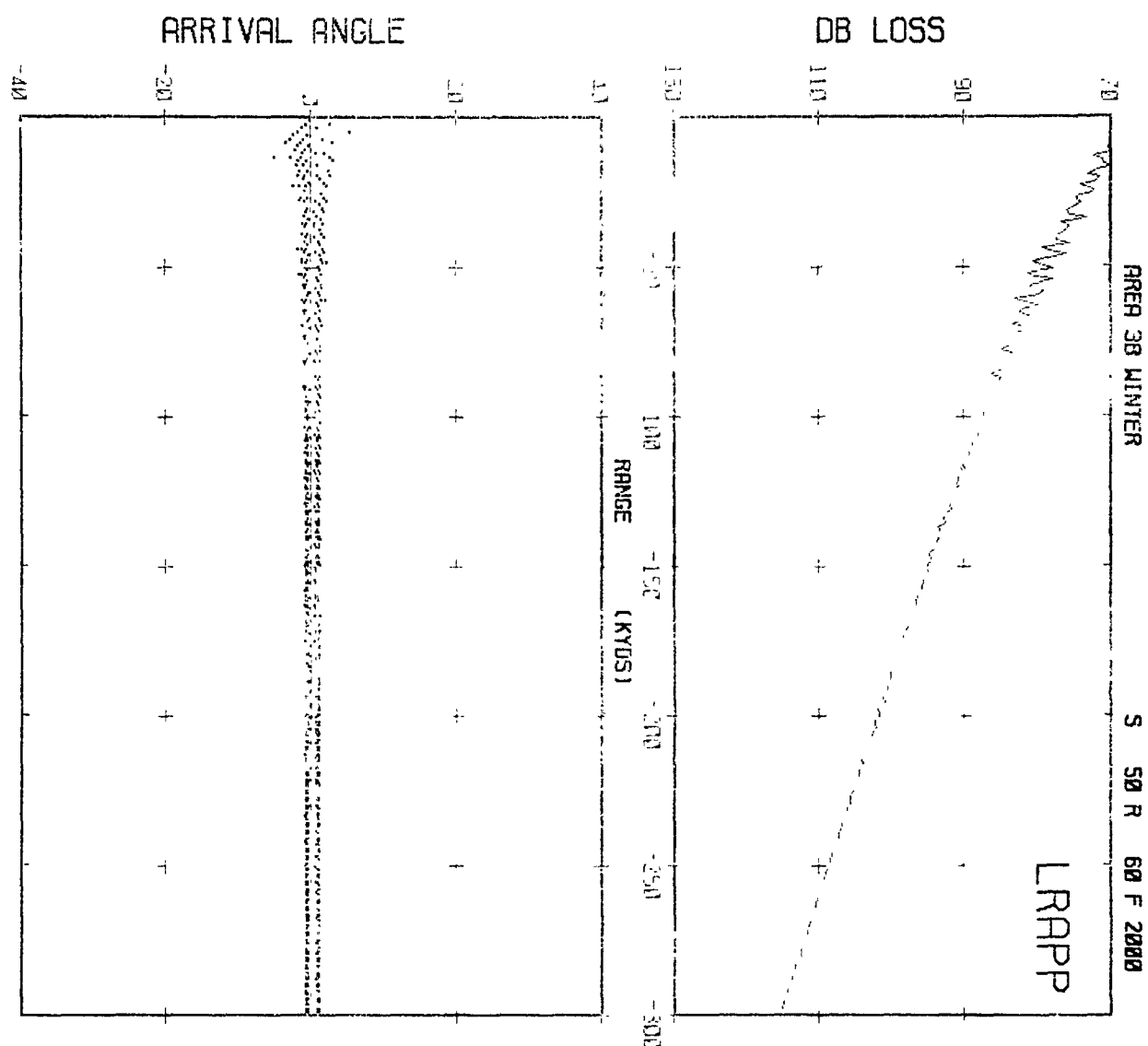


DEPTH IN METERS



NOISE (DB)



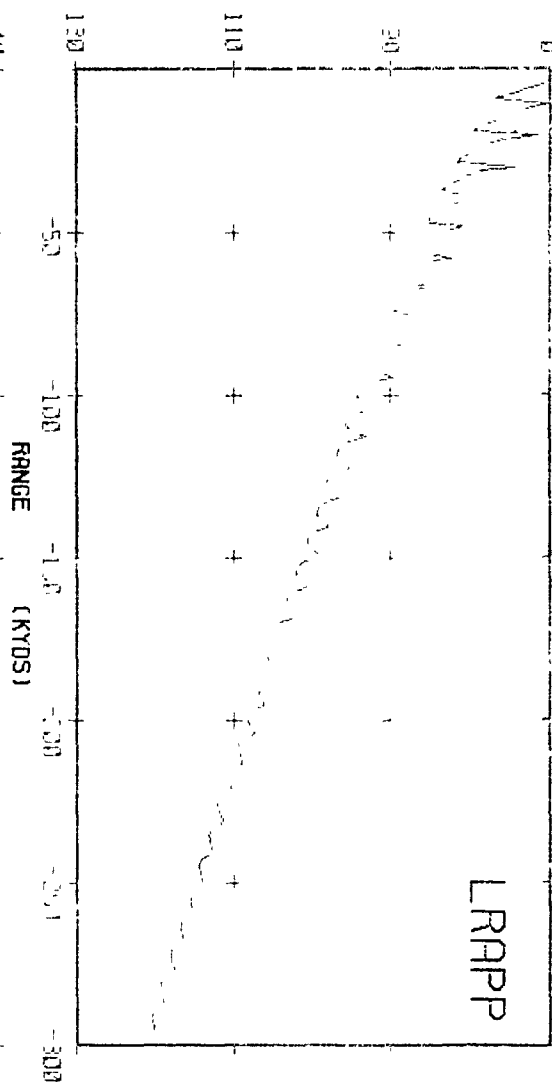


PRER 3B WINTER

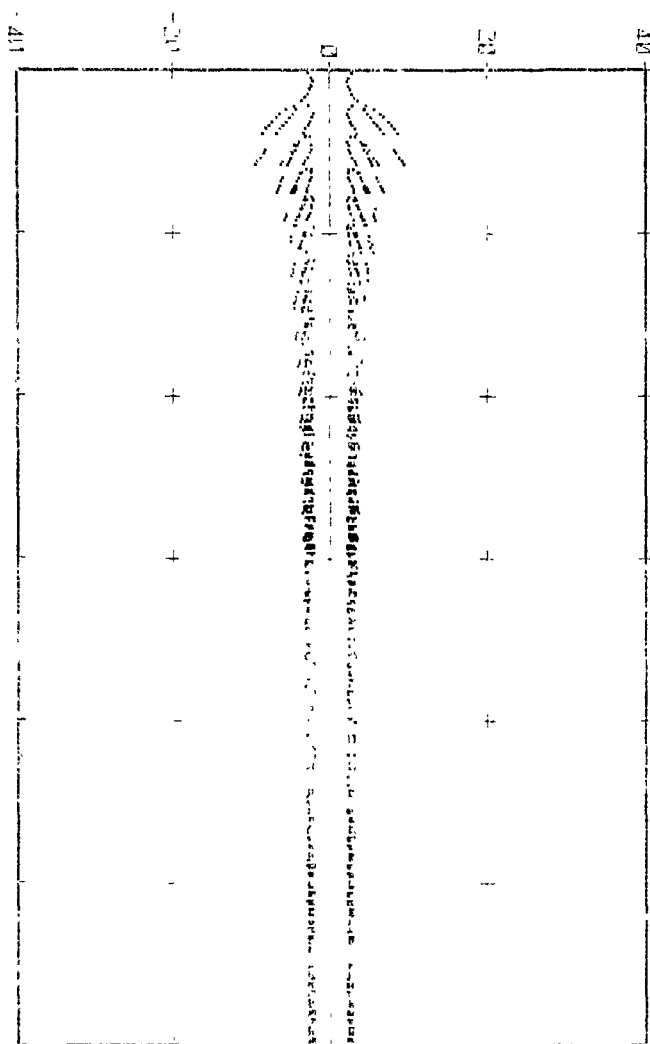
S 300 R 60 F 2000

1450 11/5 1500 1550

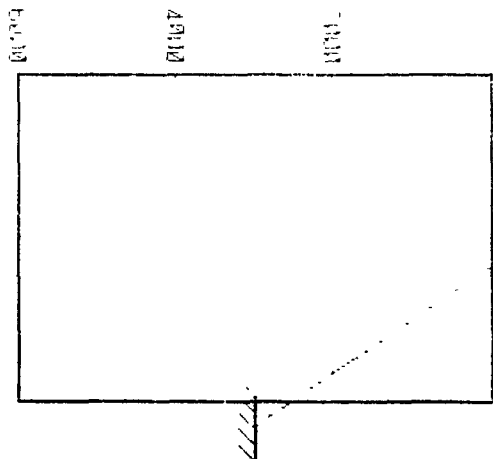
DB LOSS



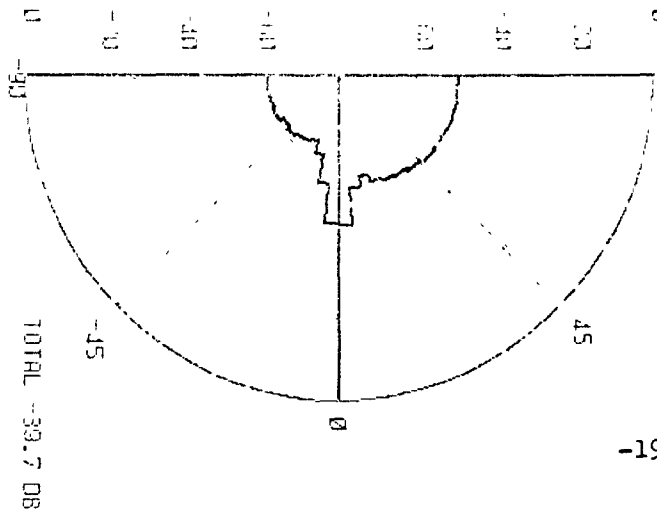
ARRIVAL ANGLE

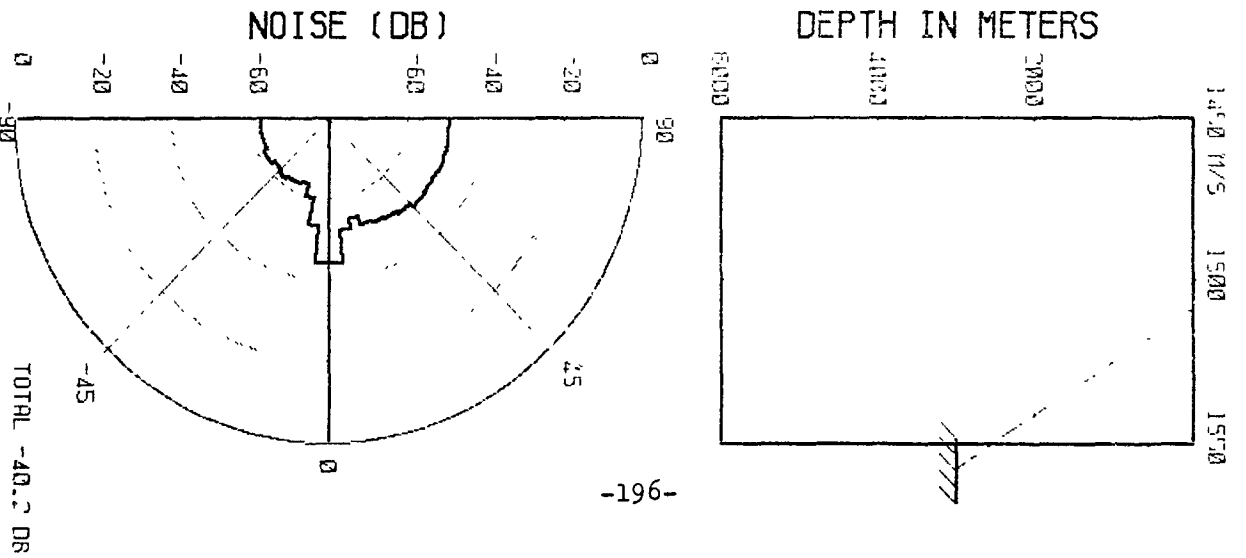
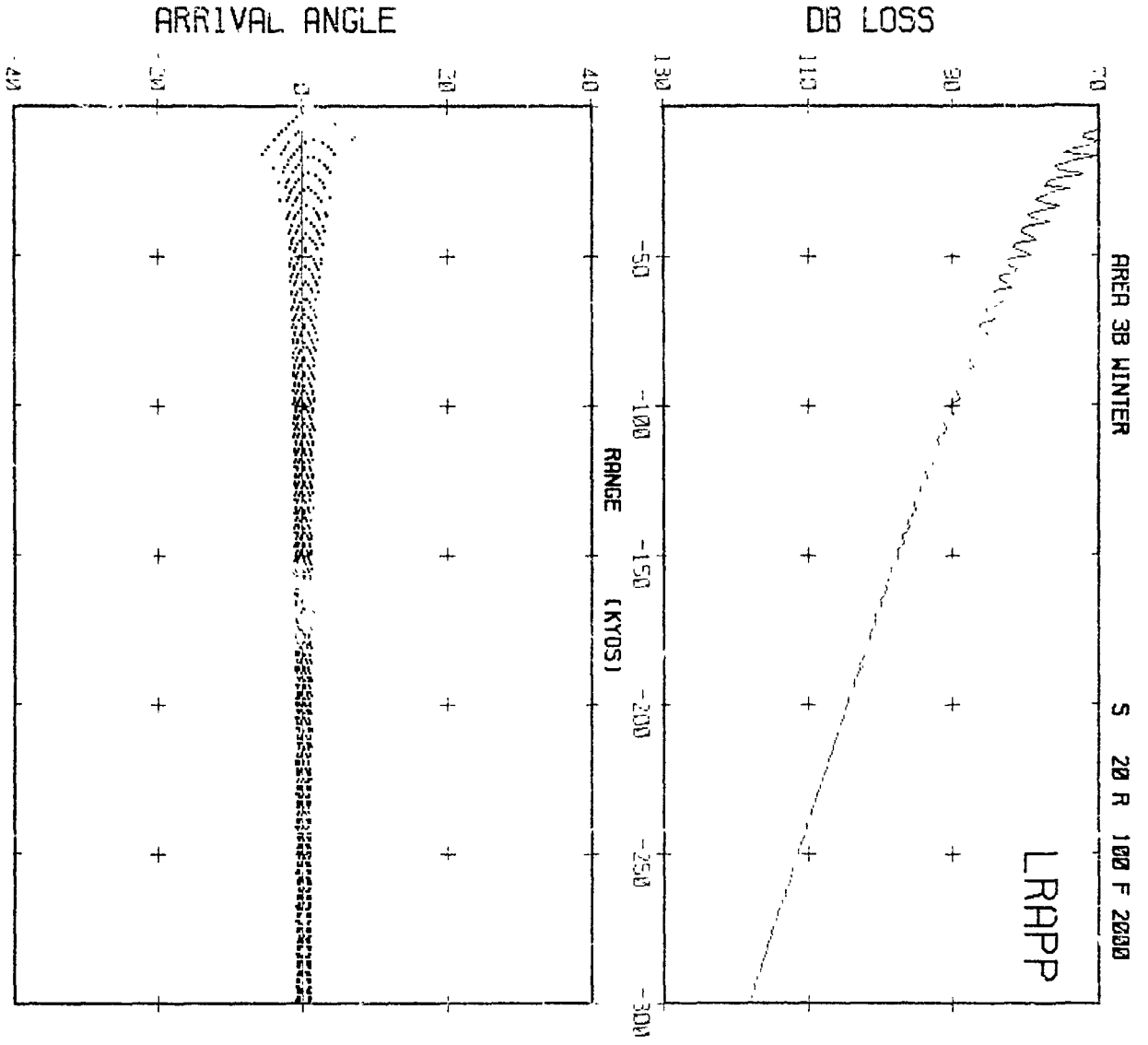


DEPTH IN METERS



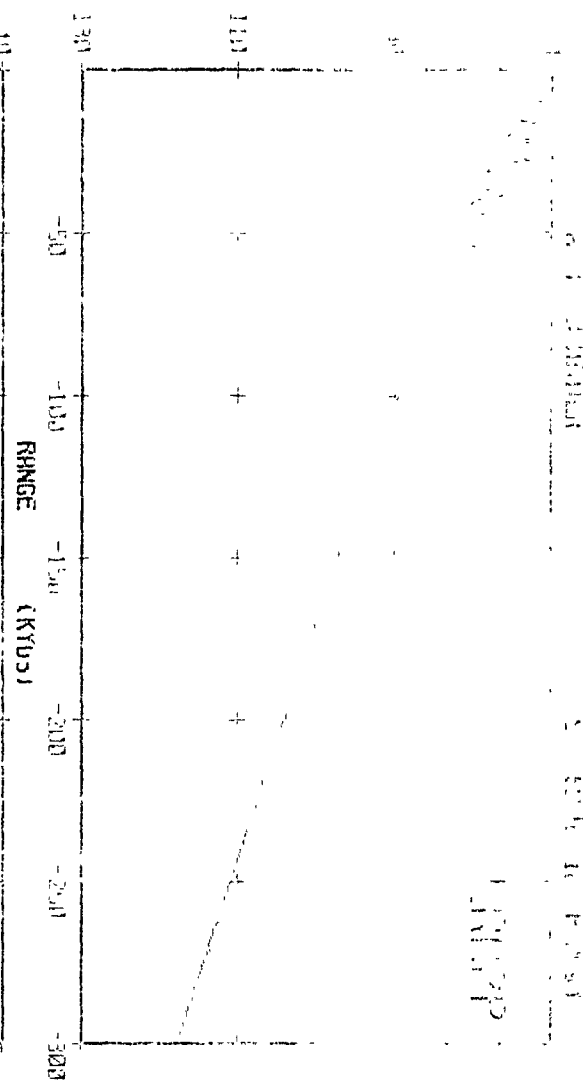
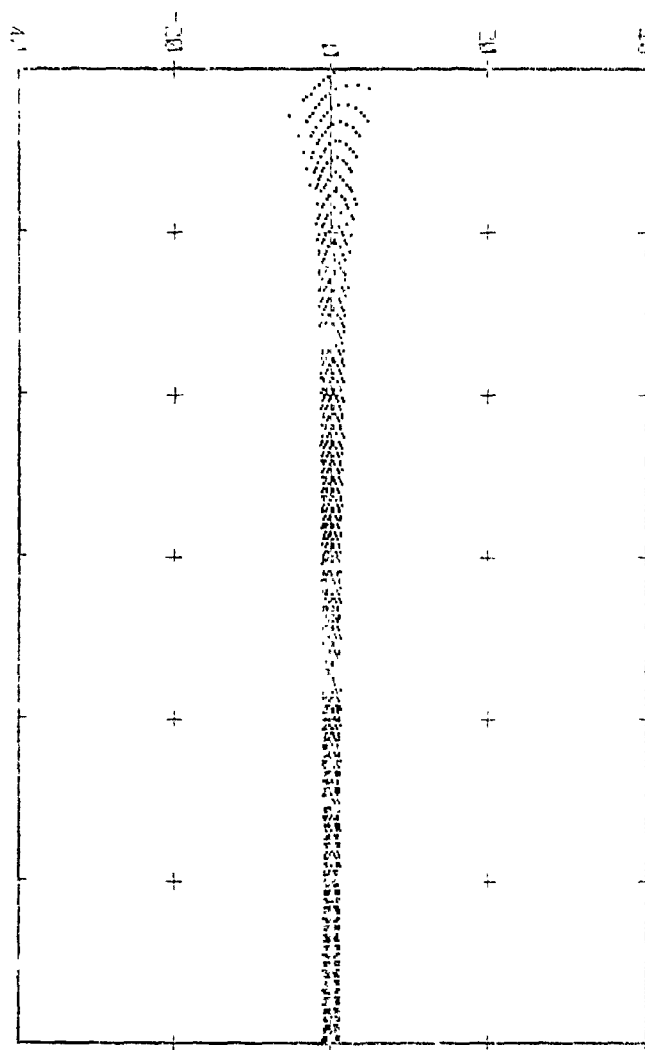
NOISE (??)





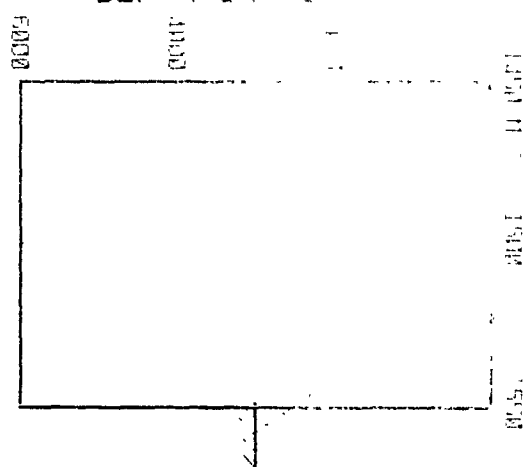
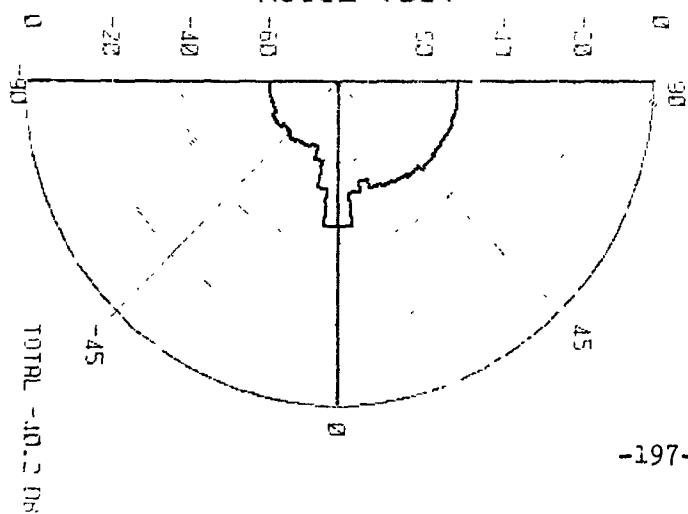
ARRIVAL ANGLE

DB LOSS



NOISE (DB)

DEPTH IN FEET

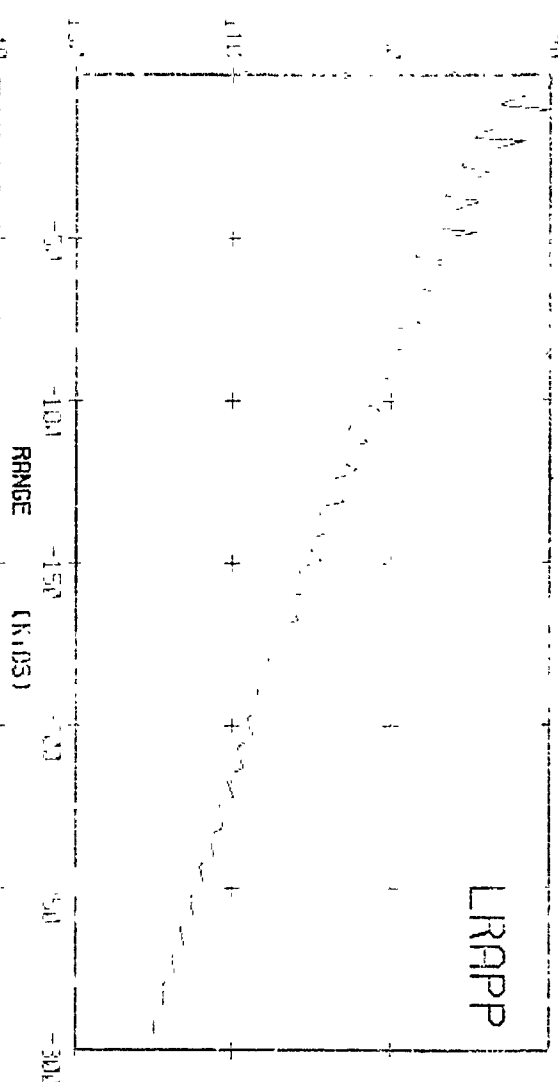


RICHIE SW. ALTHIER

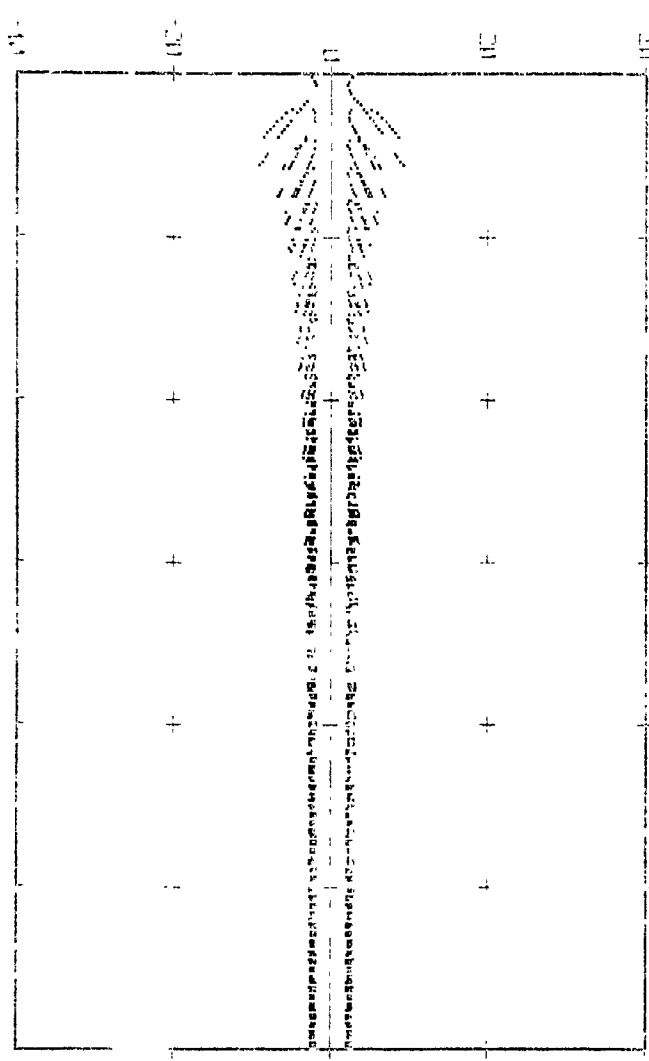
S 360 R 100 F 2020

1450 H. S. 1500 1550

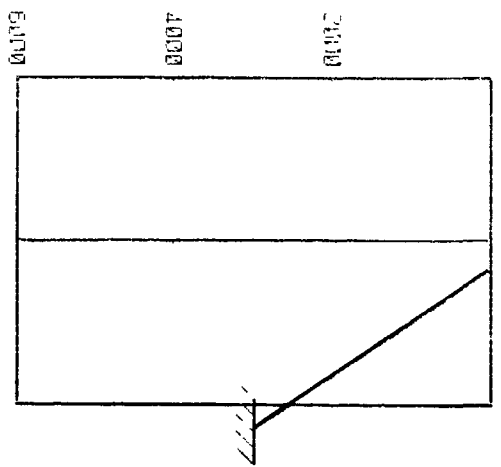
DB LOSS



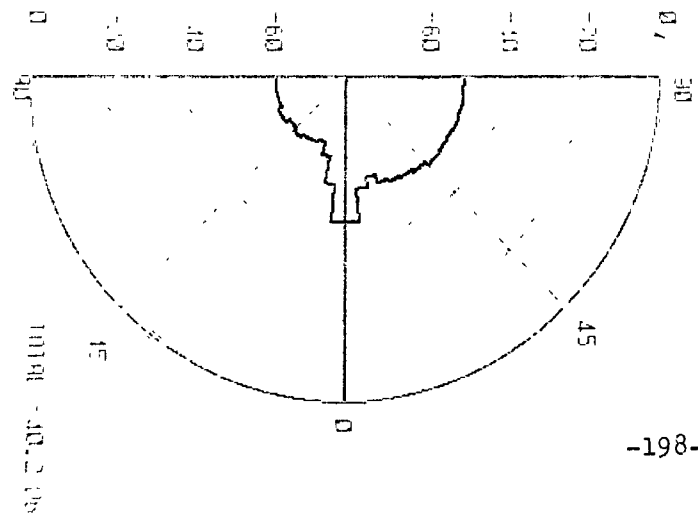
ARRIVAL ANGLE

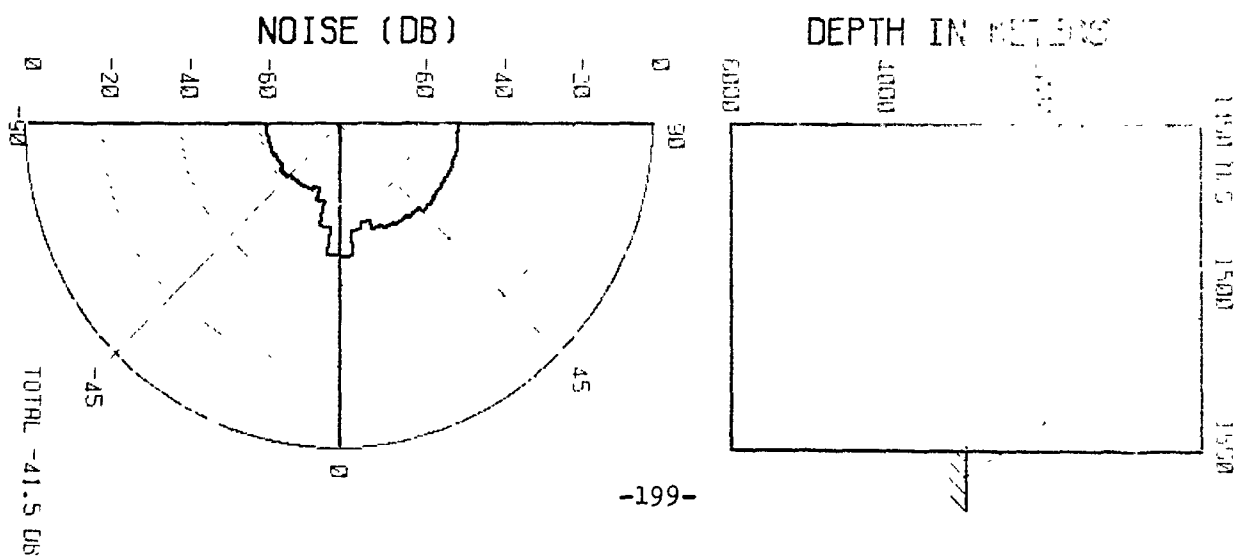
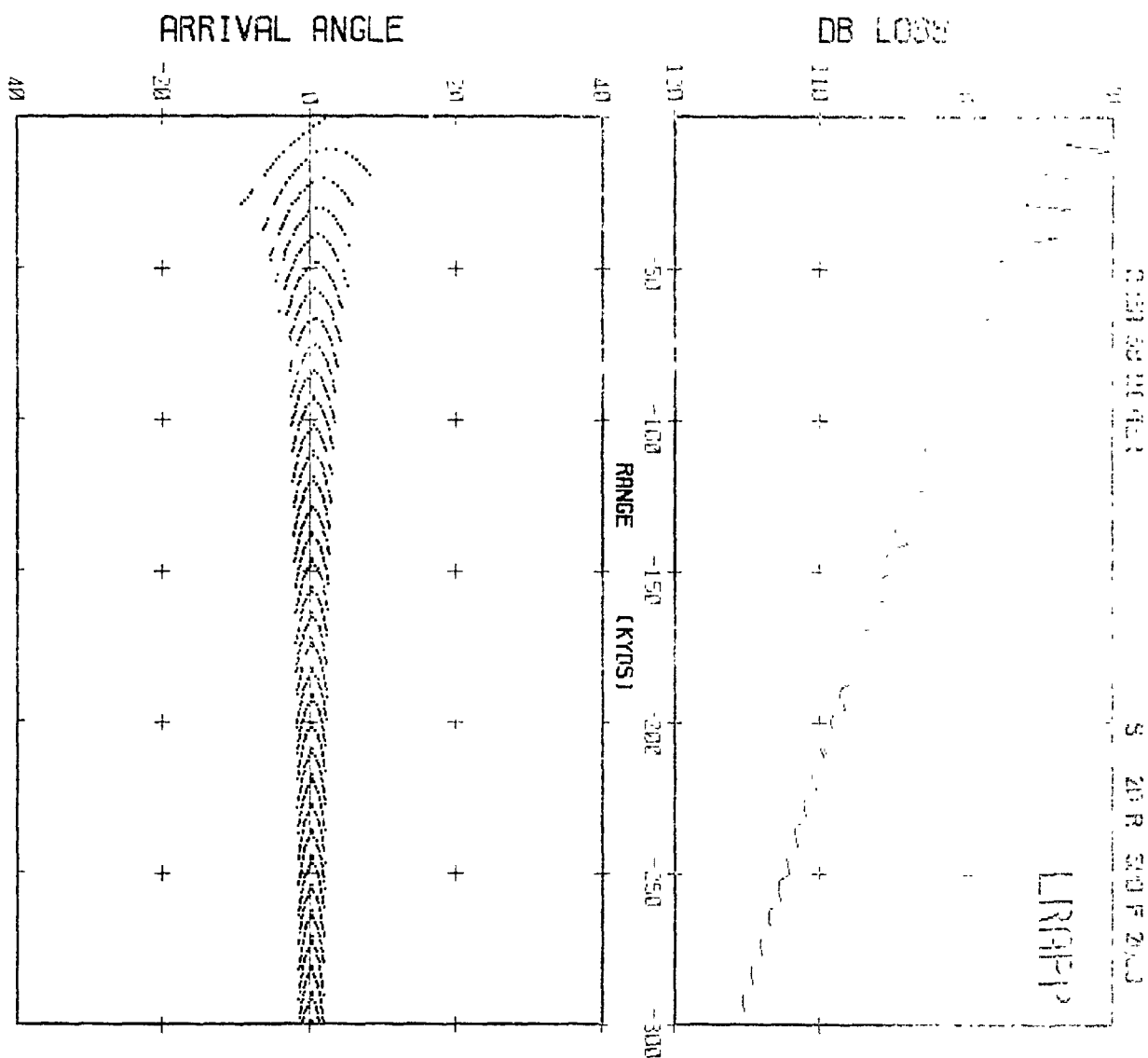


DEPTH IN METERS



NOISE (DB)



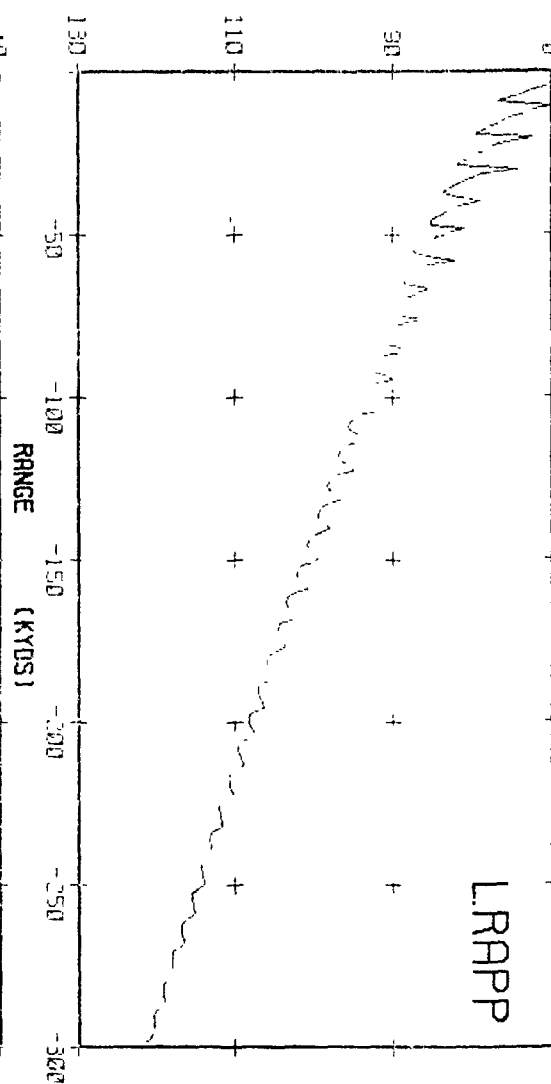


AREA 3B WINTER

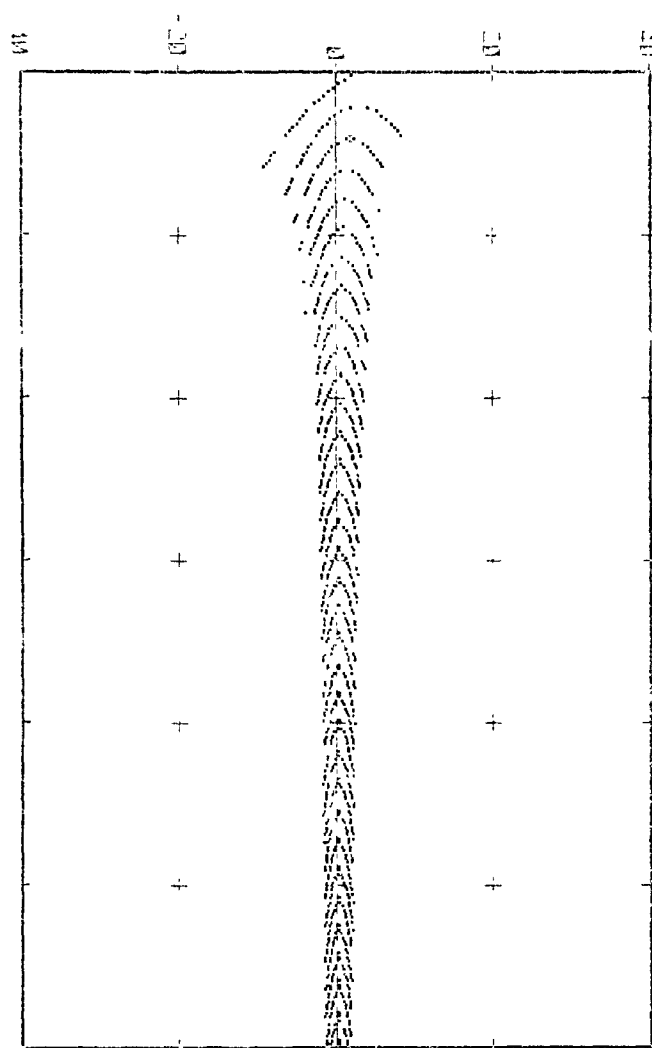
S 50 R 300 F 2000

1450 H/S 1500 1550

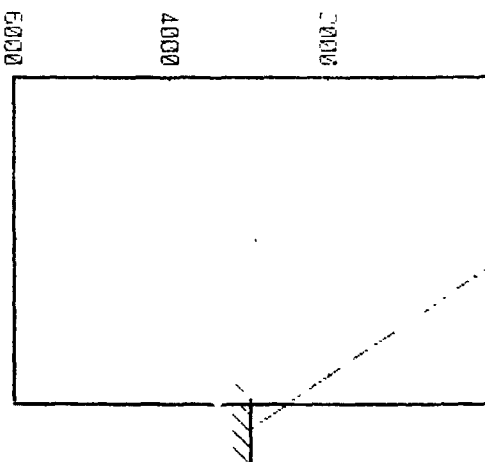
DB LOSS



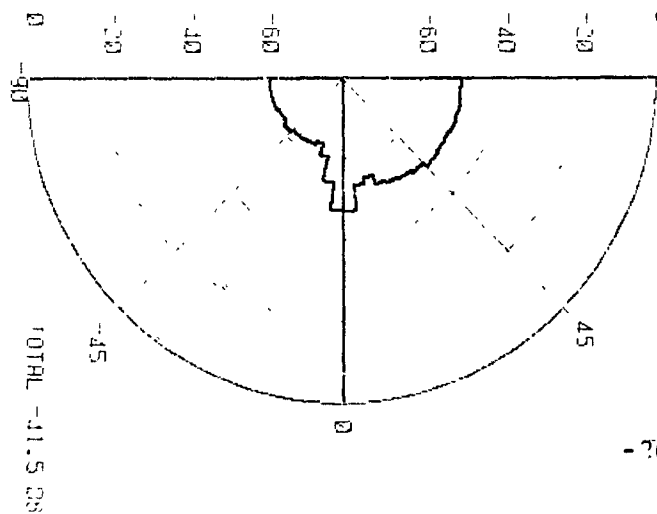
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



2025 RELEASE UNDER E.O. 14176

536 201 7243

56

1550 1540 1531

DB LOSS

DEPTH IN FEET

RANGE
[KIDS]

NOISE (DB)

ARRIVAL ANGLE

-201-

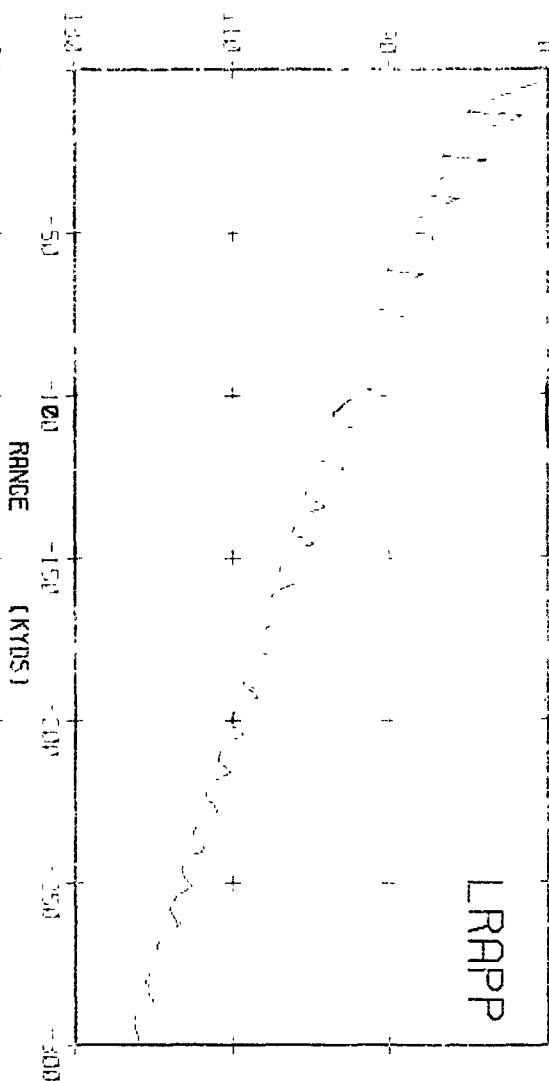
TOTAL -11.5 OF

R/CB 33 MINTER

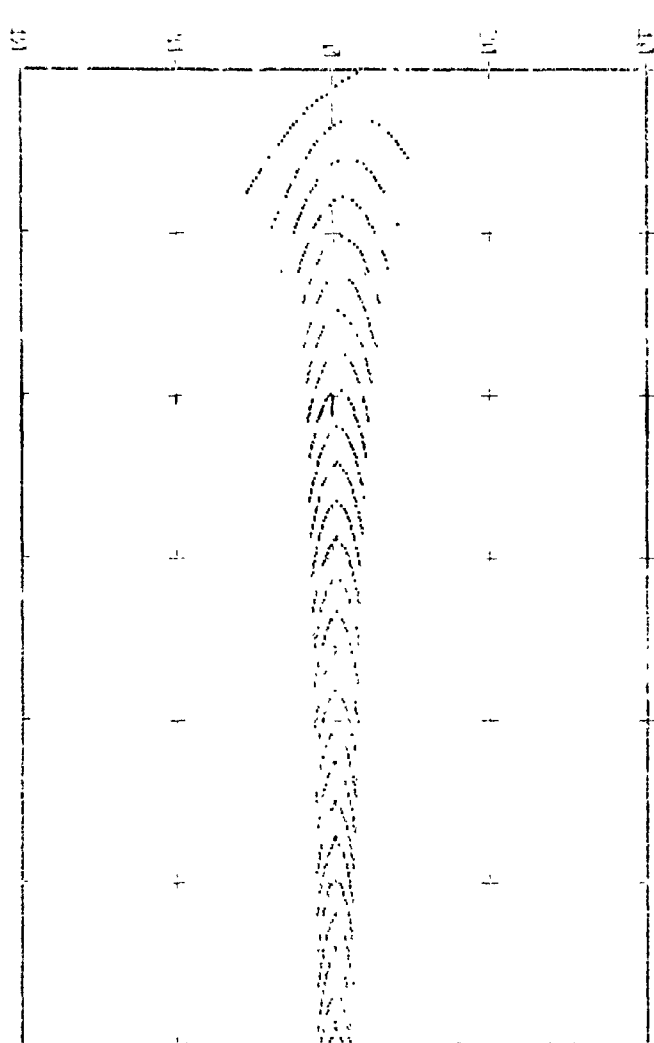
S 28 R 500 F 2000

1450 11.5 1500 1550

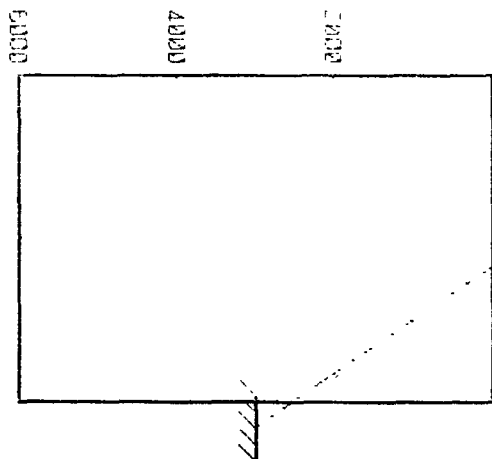
DB LOSS



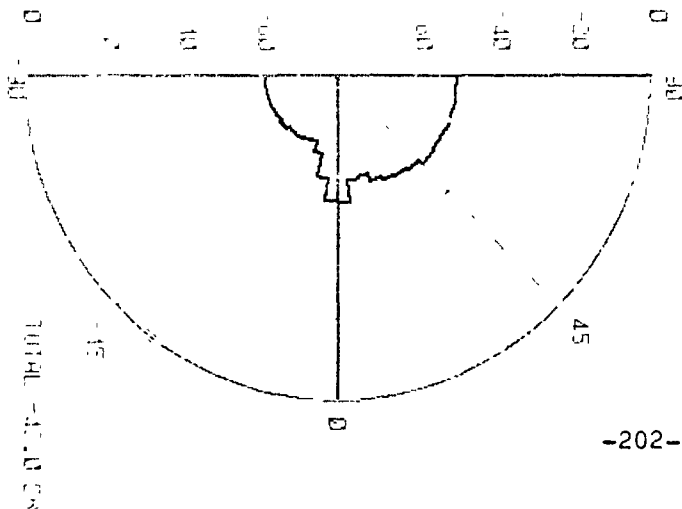
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

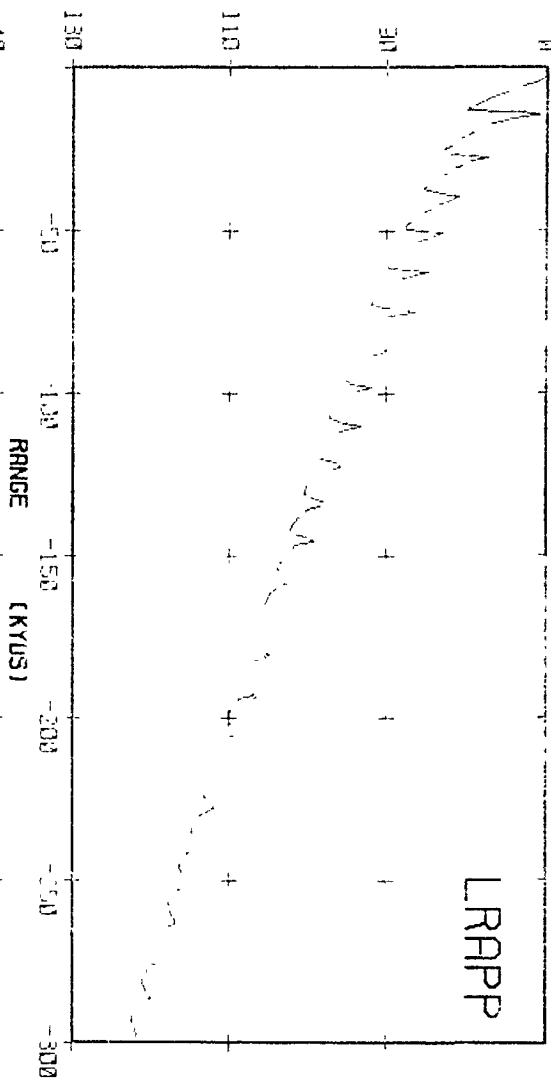


AREA 38 MINTER

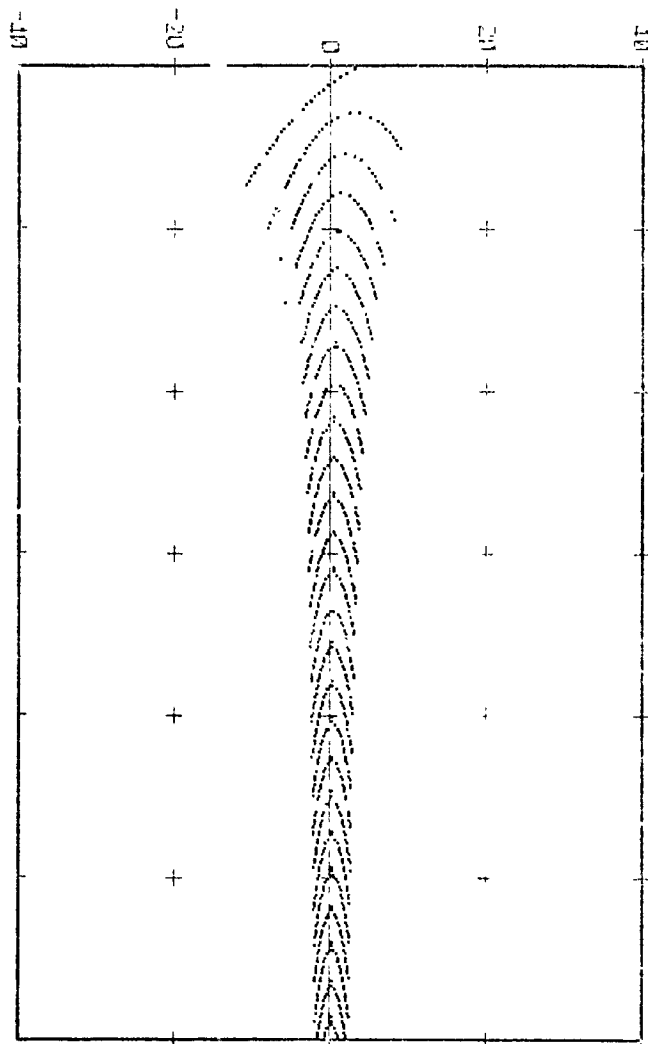
S 50 R 500 F 2000

LRAPP

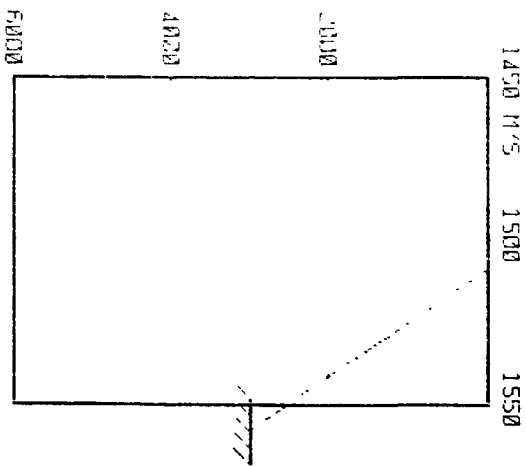
DB LOSS



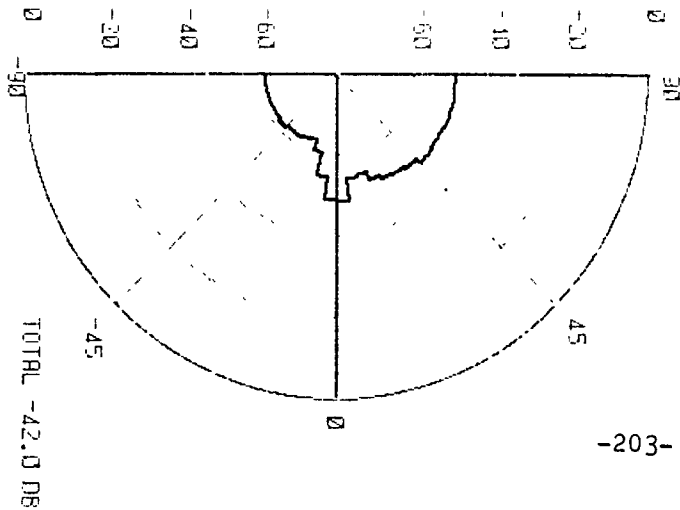
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

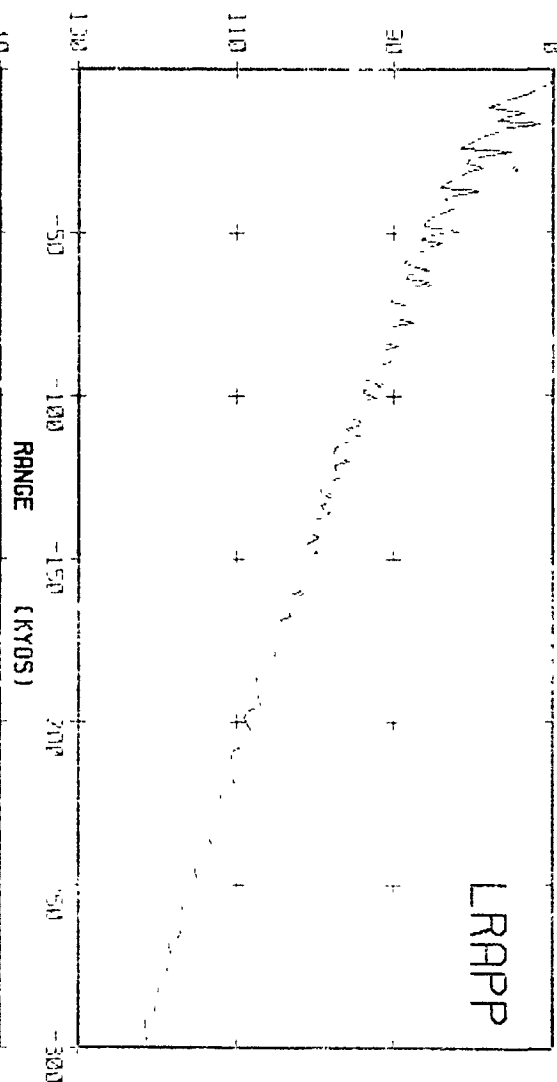


AKER 38 WINTER

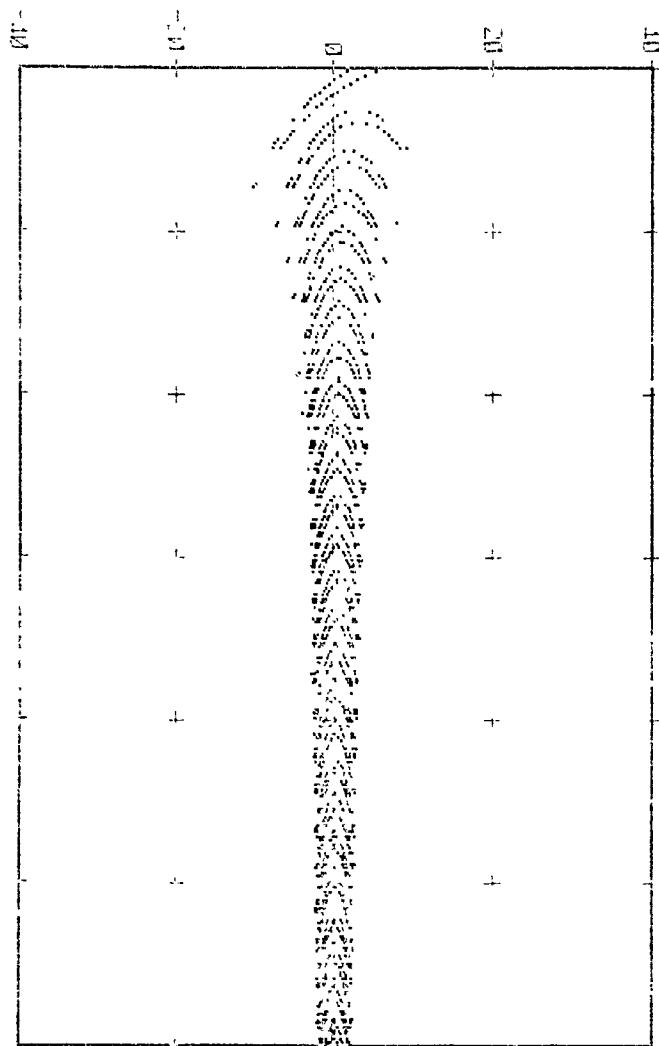
S 300 R 500 F 2000

1450 H 5 1500 1510

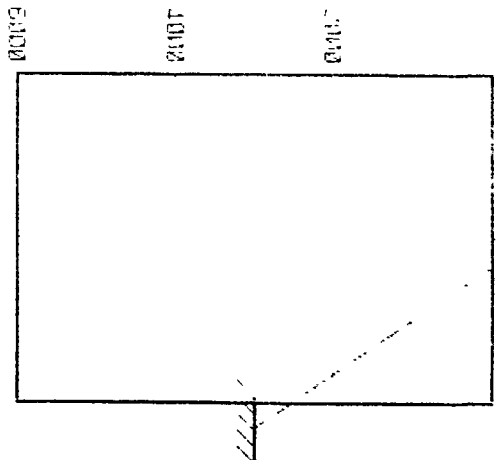
DB LOSS



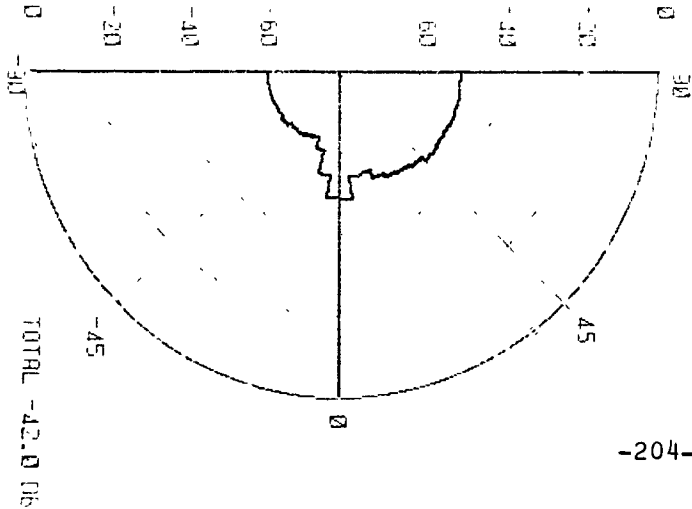
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

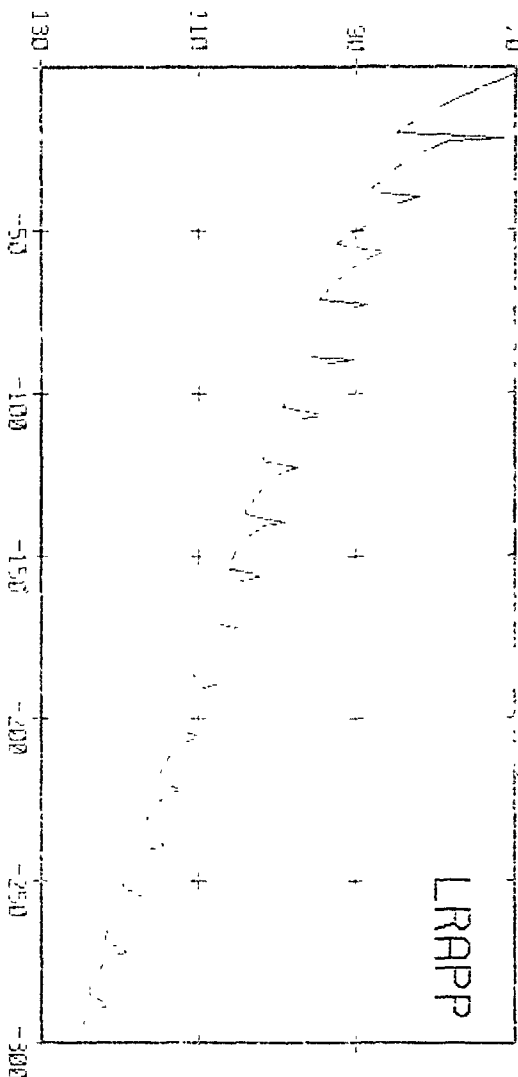


FINER 30 MINUTER

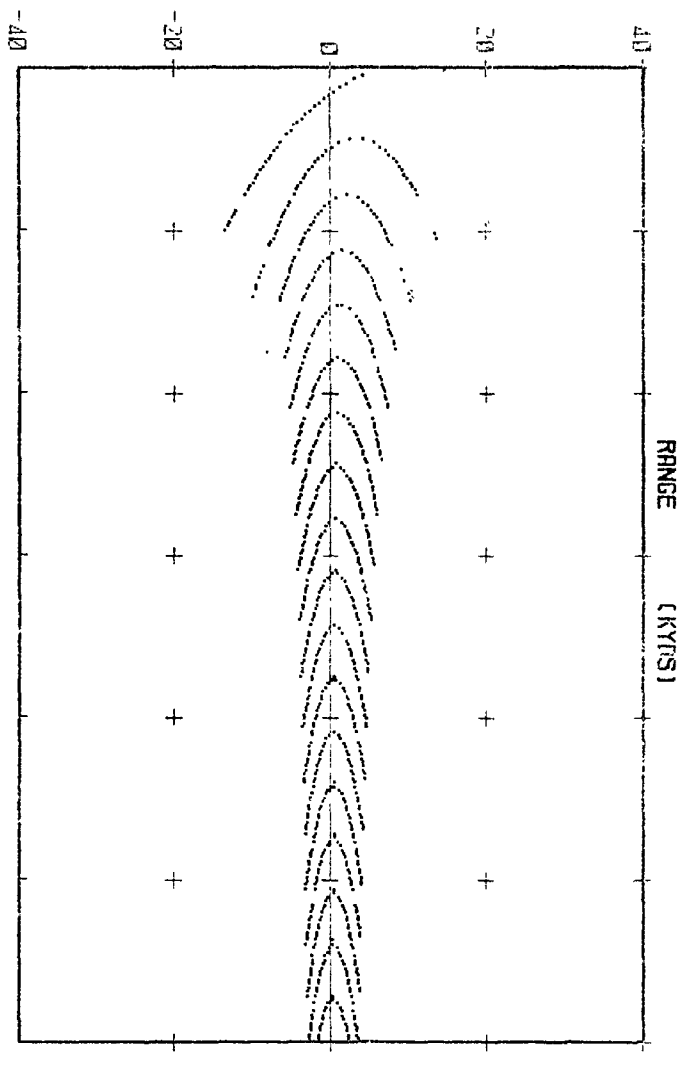
S 20 R 1600 F 2000

14° 10' N / S 1500 1550

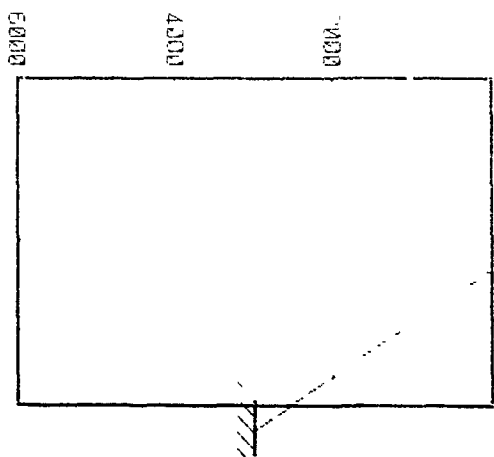
DB LOSS



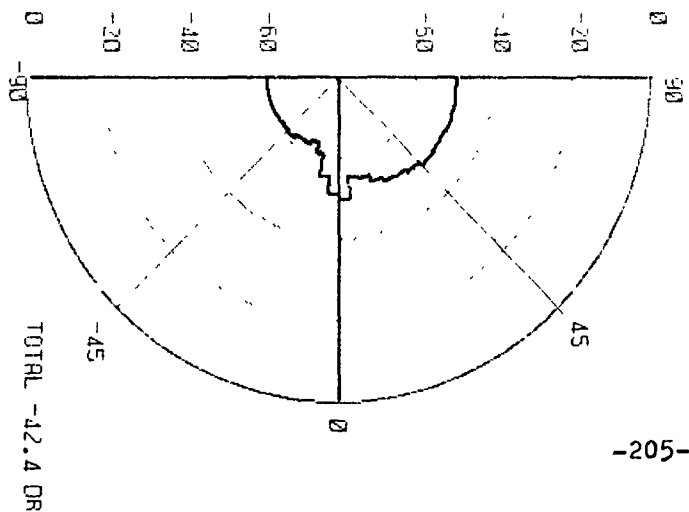
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

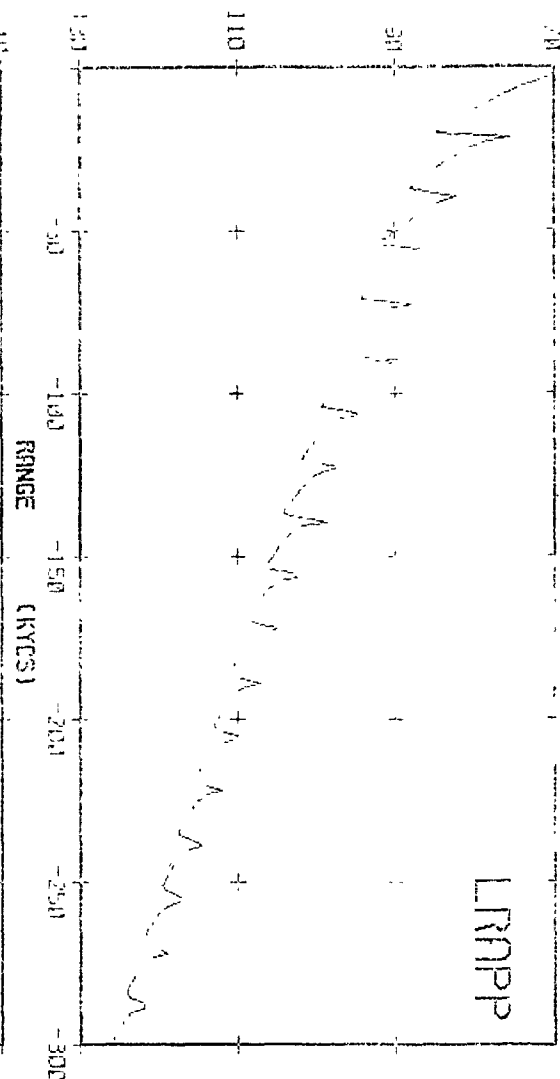


PREP 38 UNITER

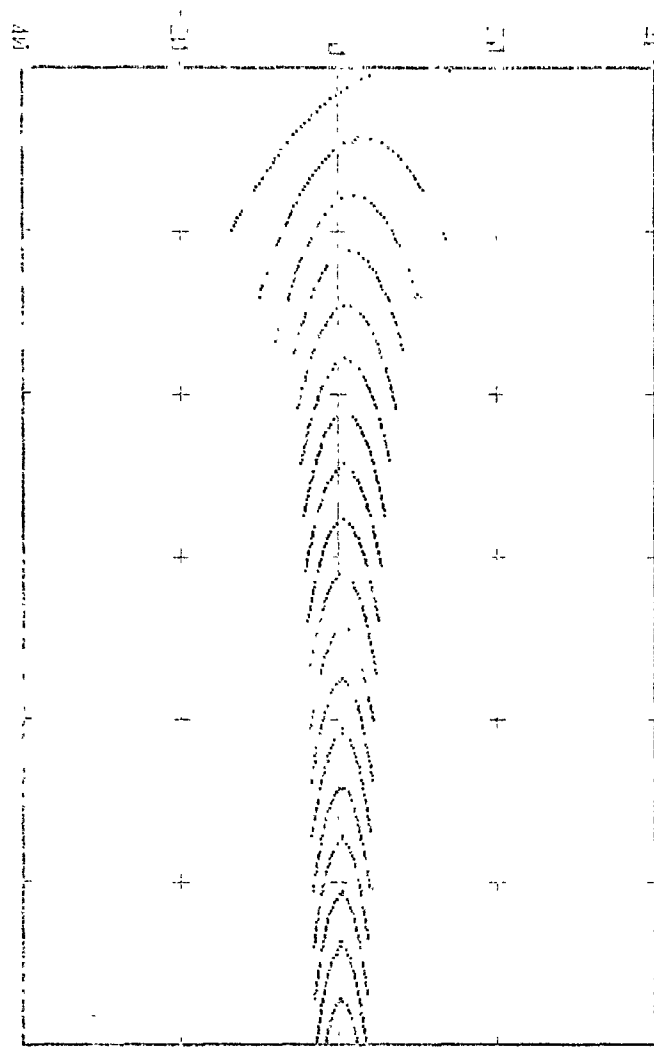
S 59 R 1000 F 2030

1450 1455 1500 1550

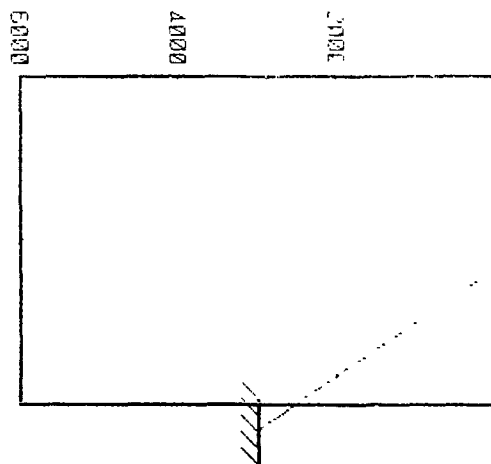
DB LOSS



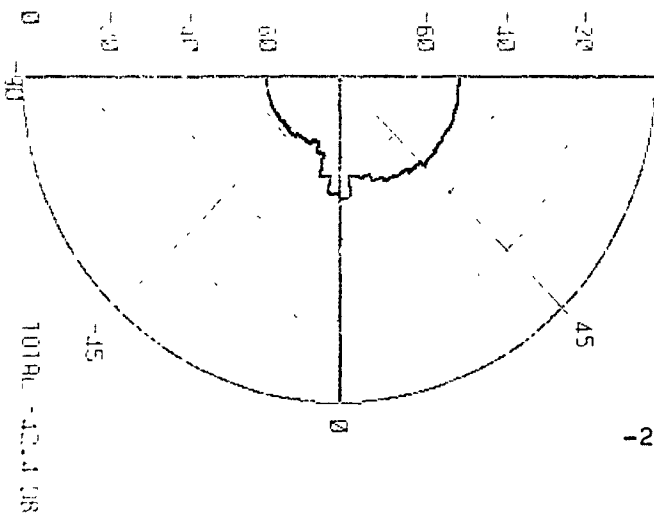
ARRIVAL ANGLE

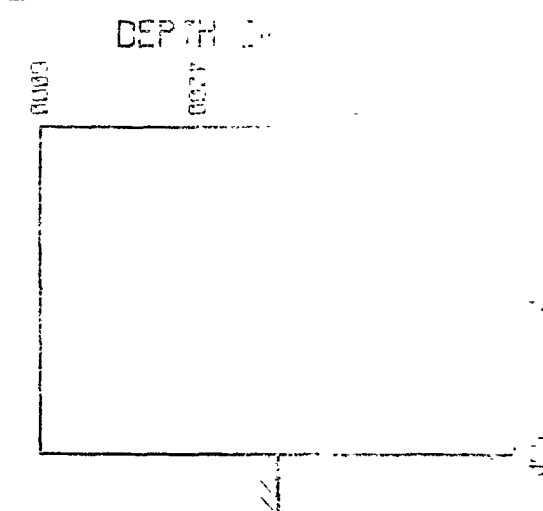
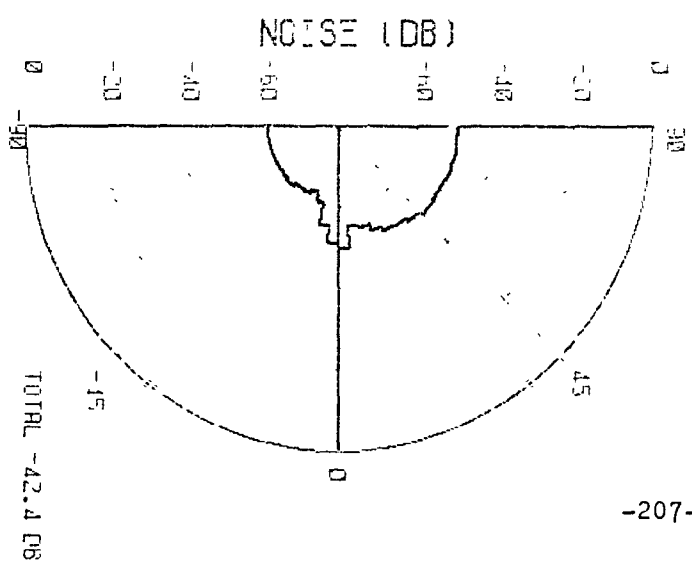
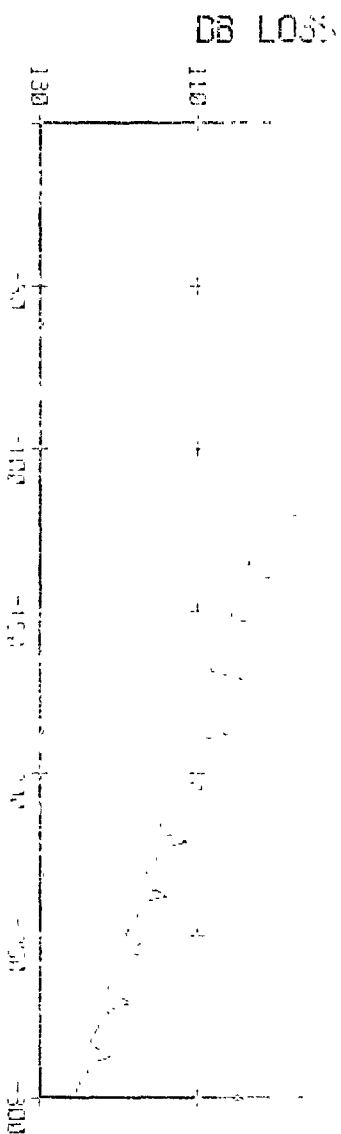
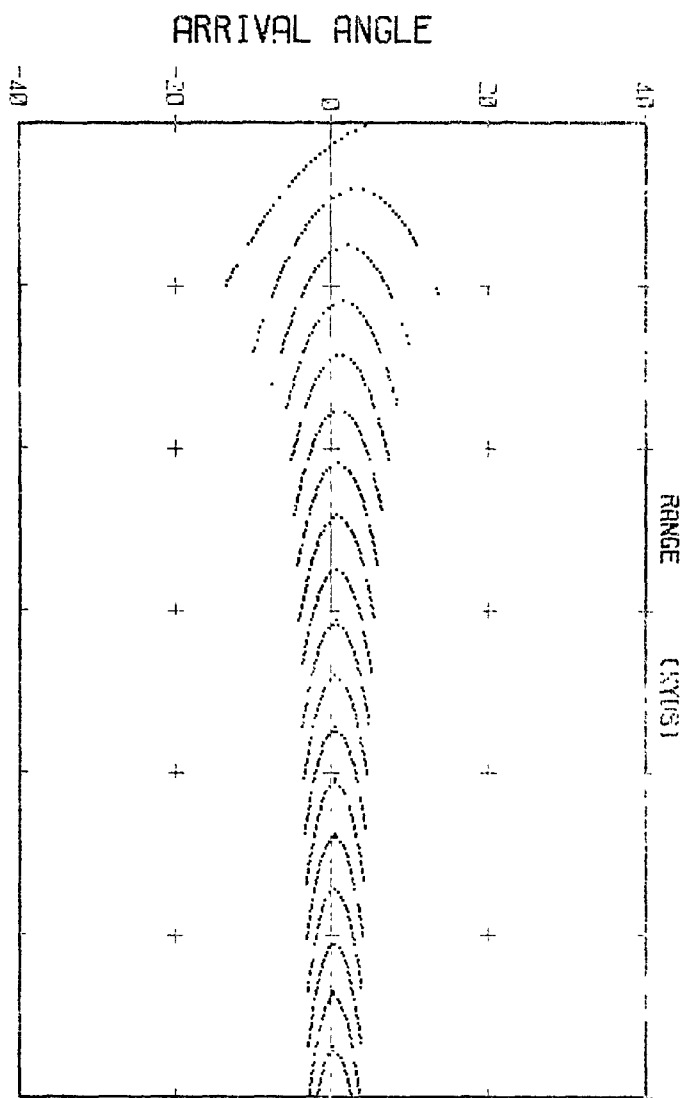


DEPTH IN METERS



NOISE (DB)





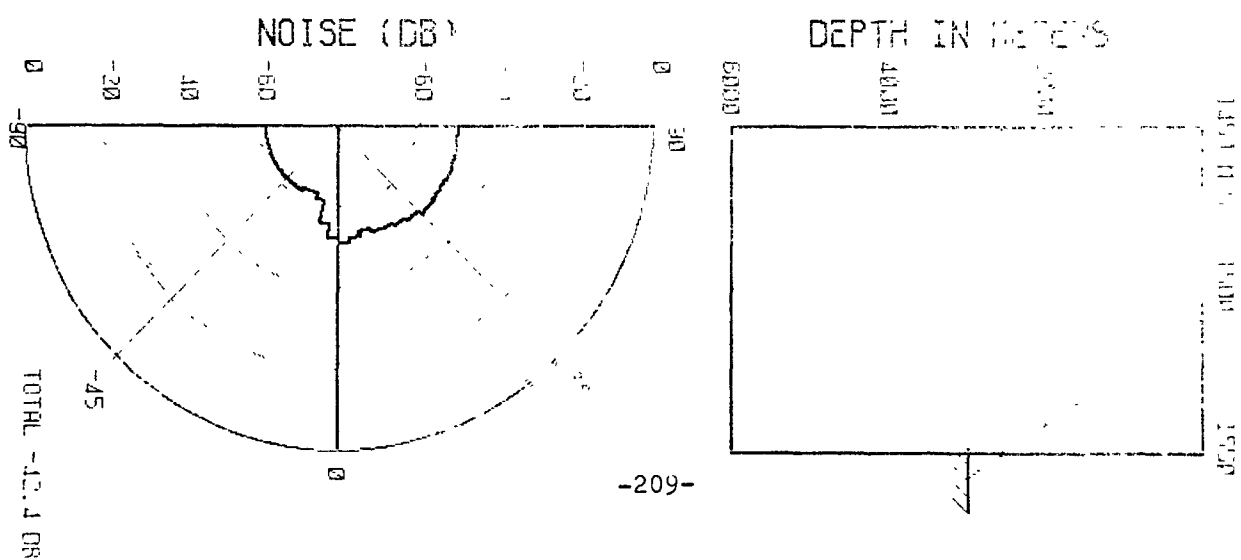
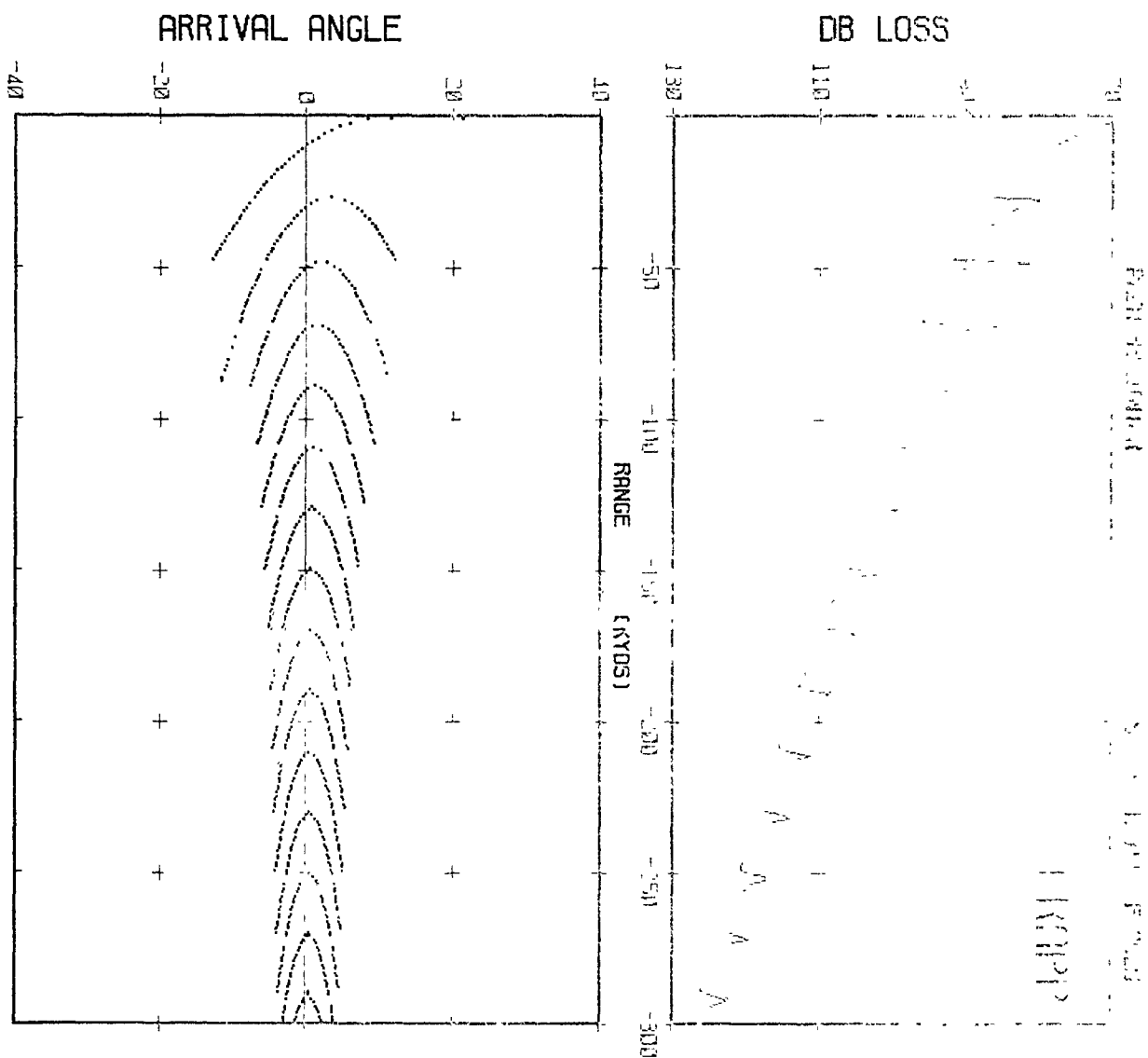
The image is a high-contrast, black-and-white scan of a document page. It appears to be a ledger or a form with a grid structure. The grid consists of several columns and rows. The text within the grid is extremely faint and illegible, appearing as a series of dark, noisy lines against a light background. The overall quality is poor, with significant noise and artifacts throughout the image.

AREA 38 HINTER

20 R 1500 F 2000

LRAPP

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AREA 3B WINTER

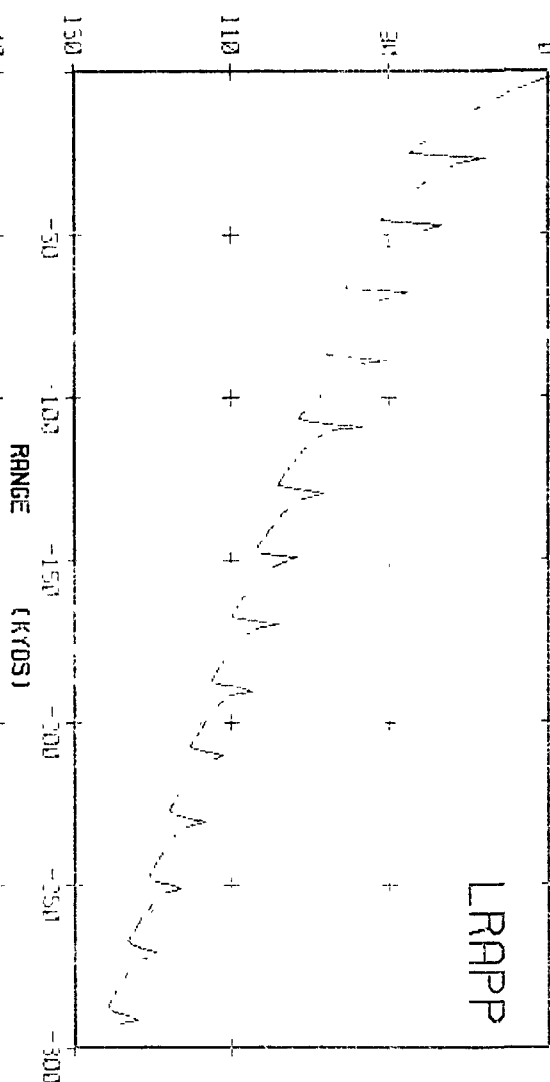
S 300 R 1500 F 2000

1450 11/5

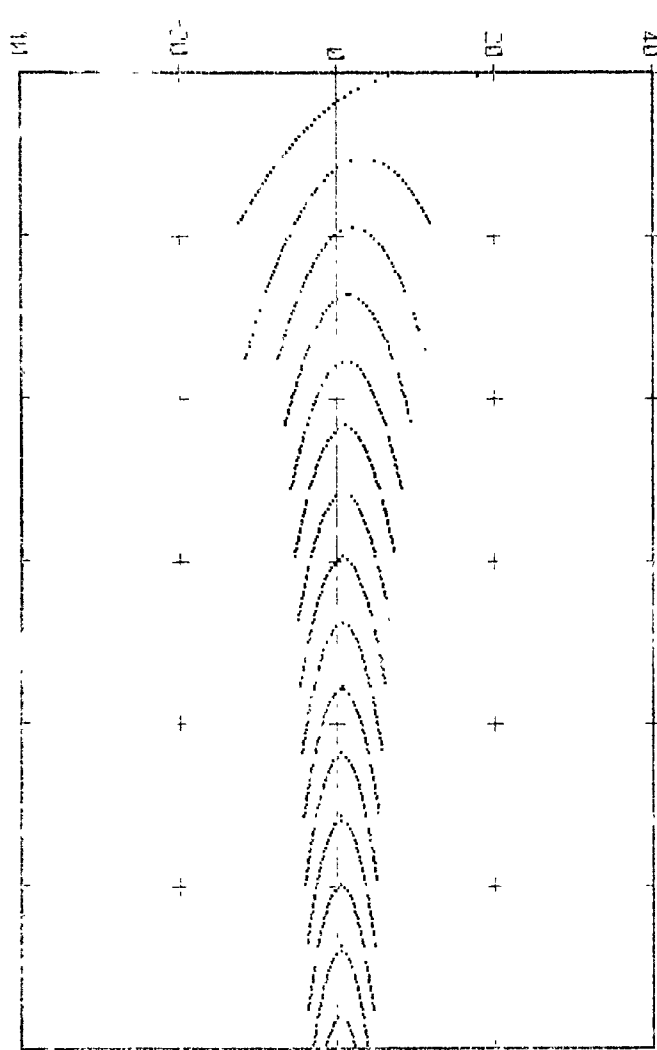
1500

1550

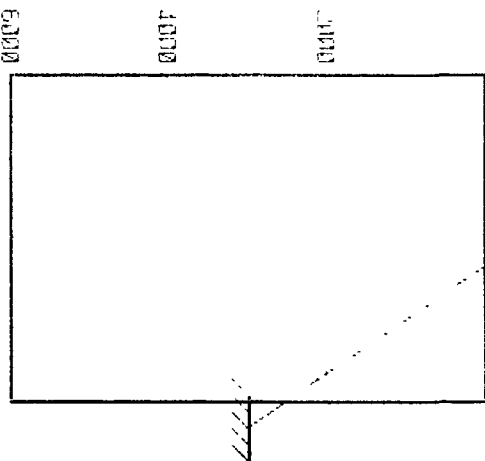
DB LOSS



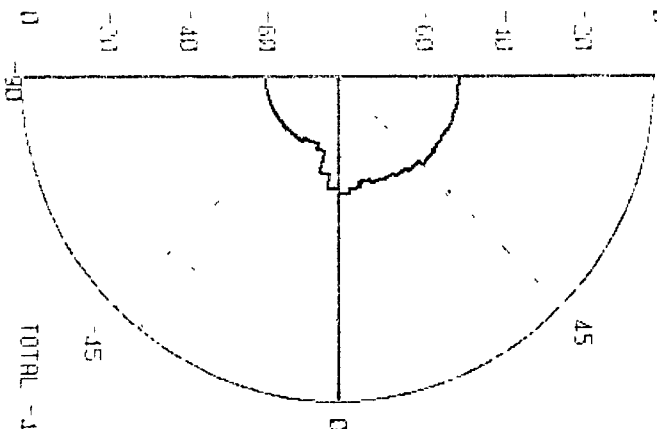
ARRIVAL ANGLE

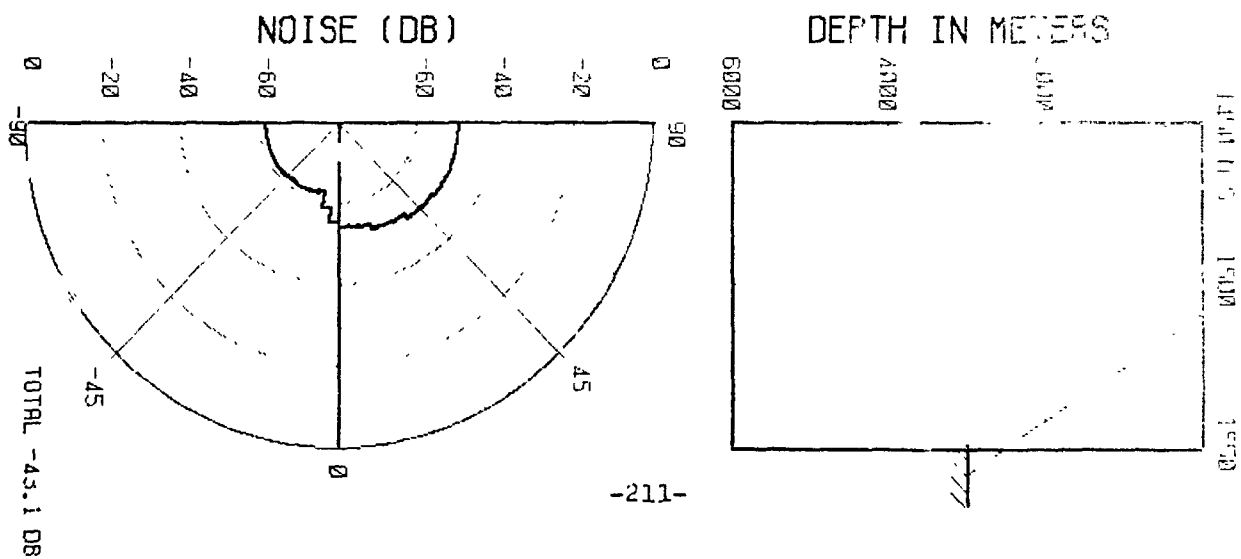
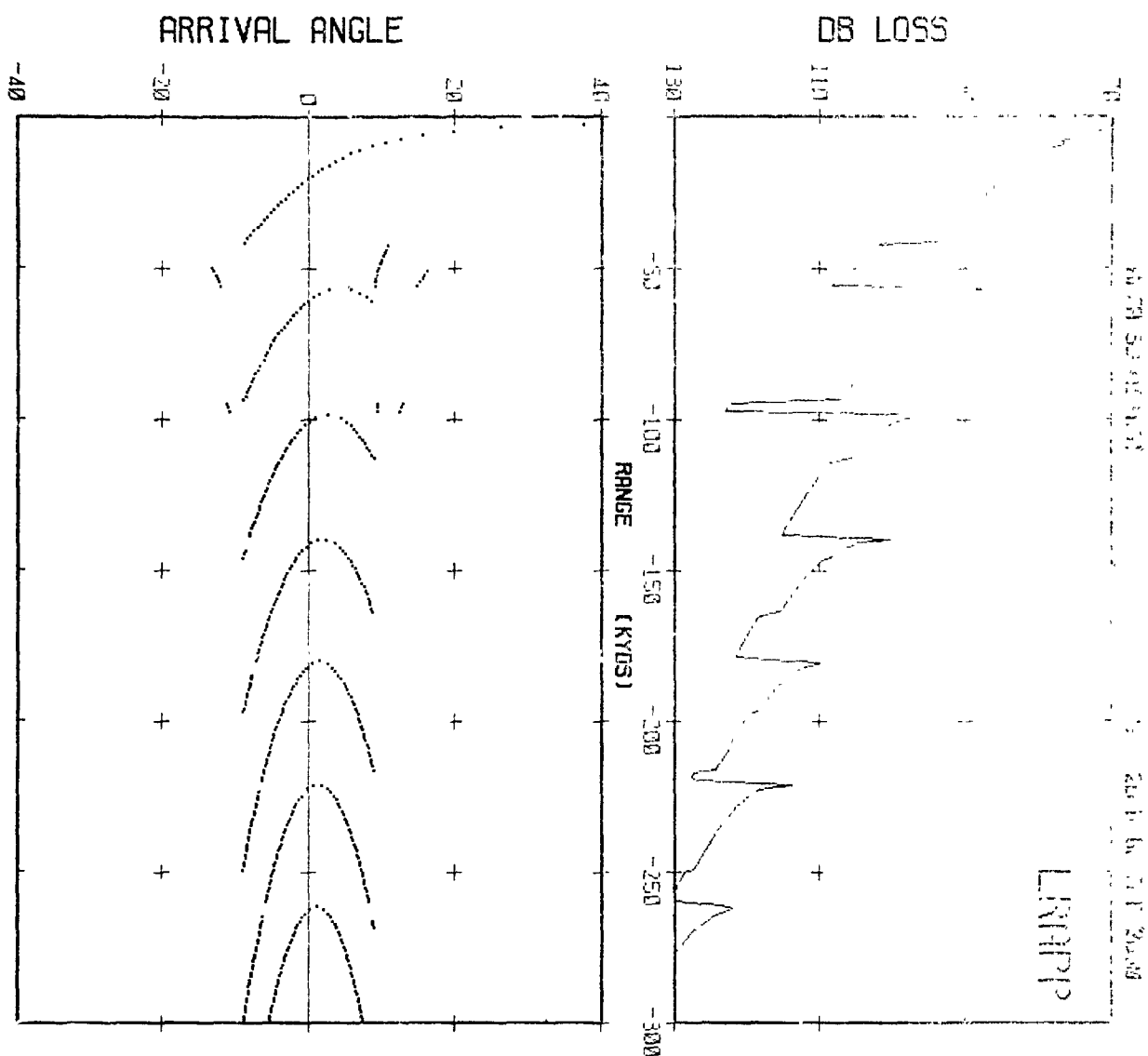


DEPTH IN METERS

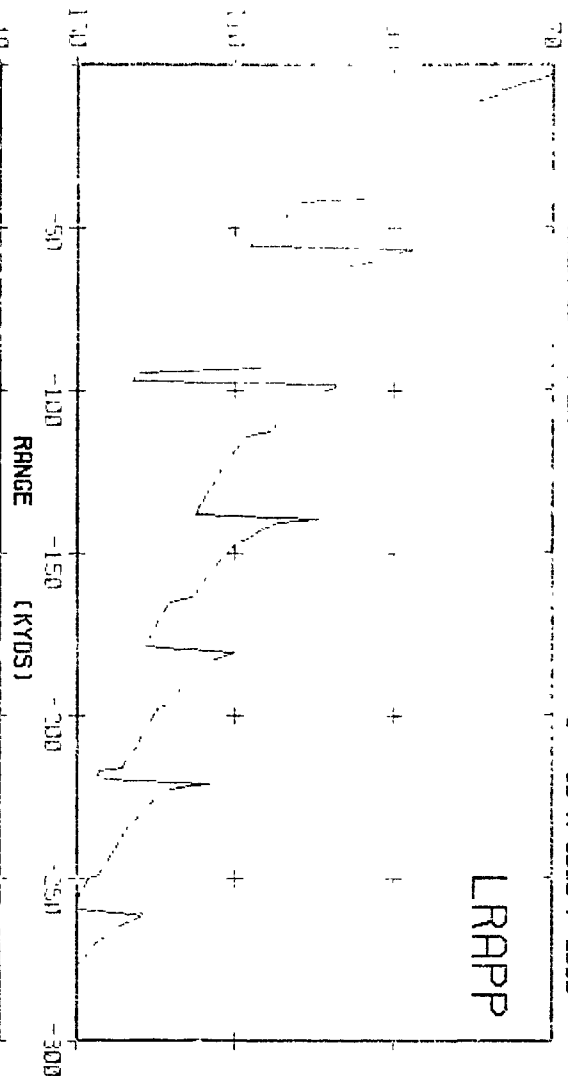


NOISE (DB)

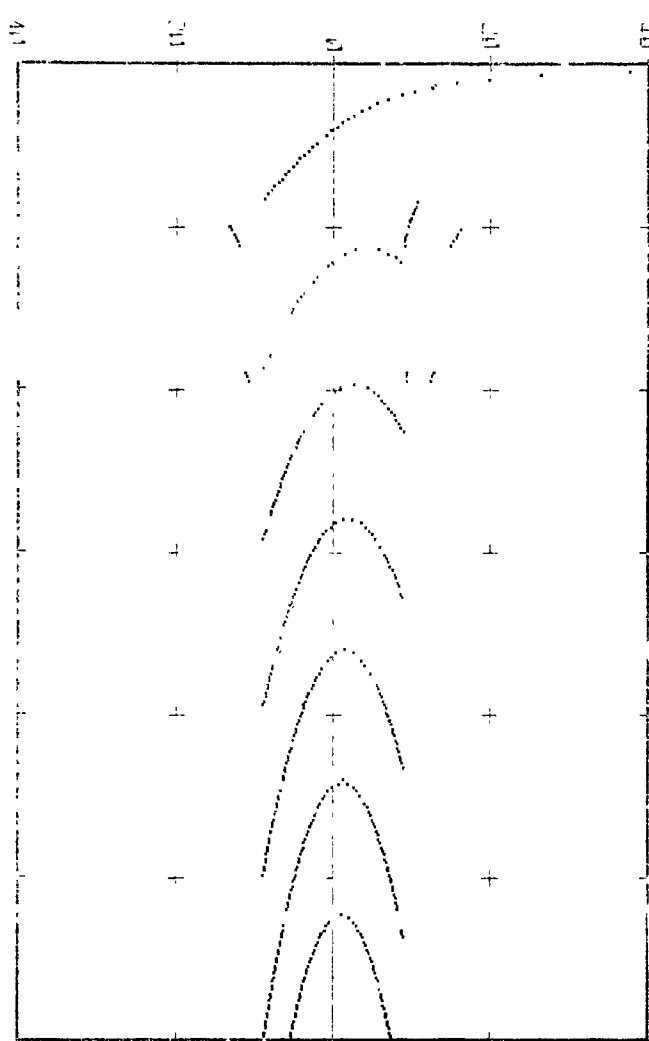




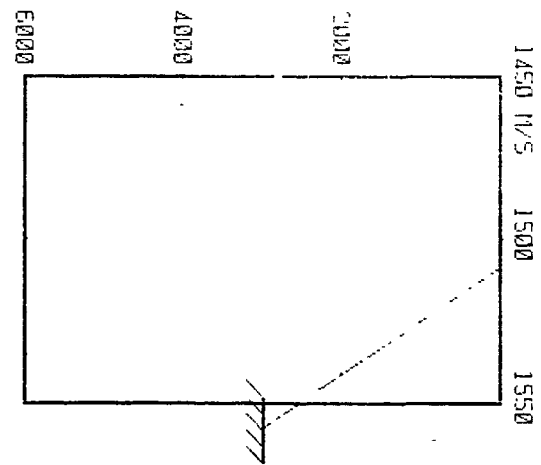
DB LOSS



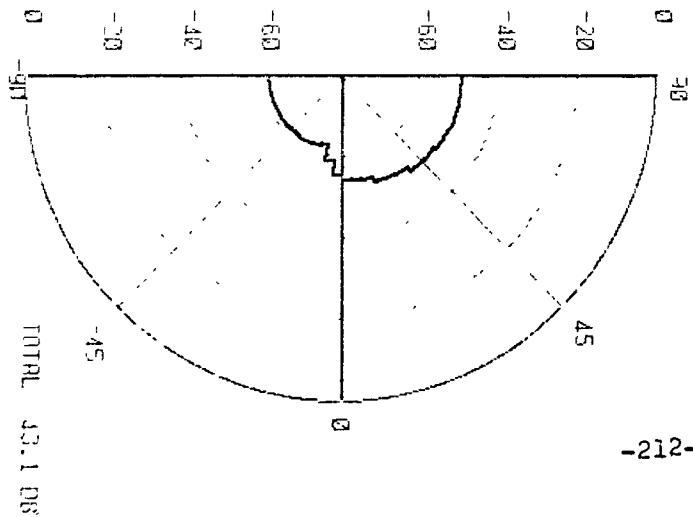
ARRIVAL ANGLE

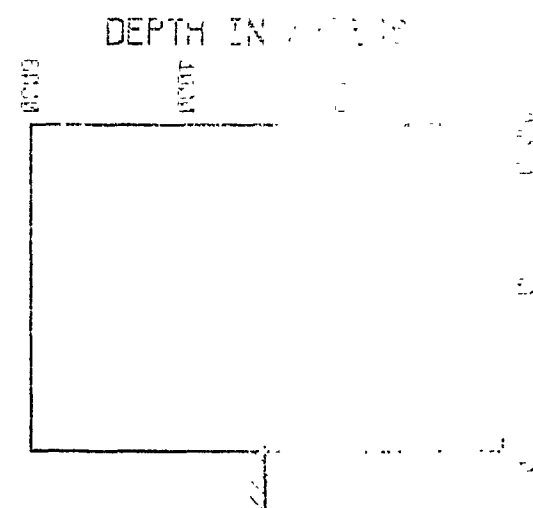
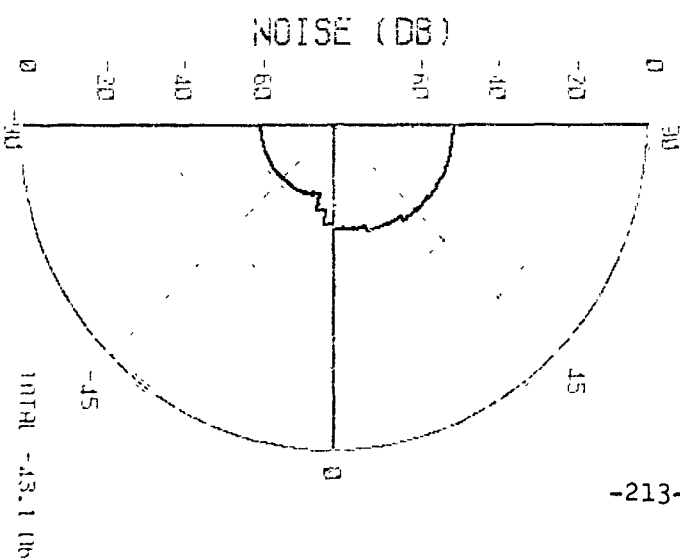
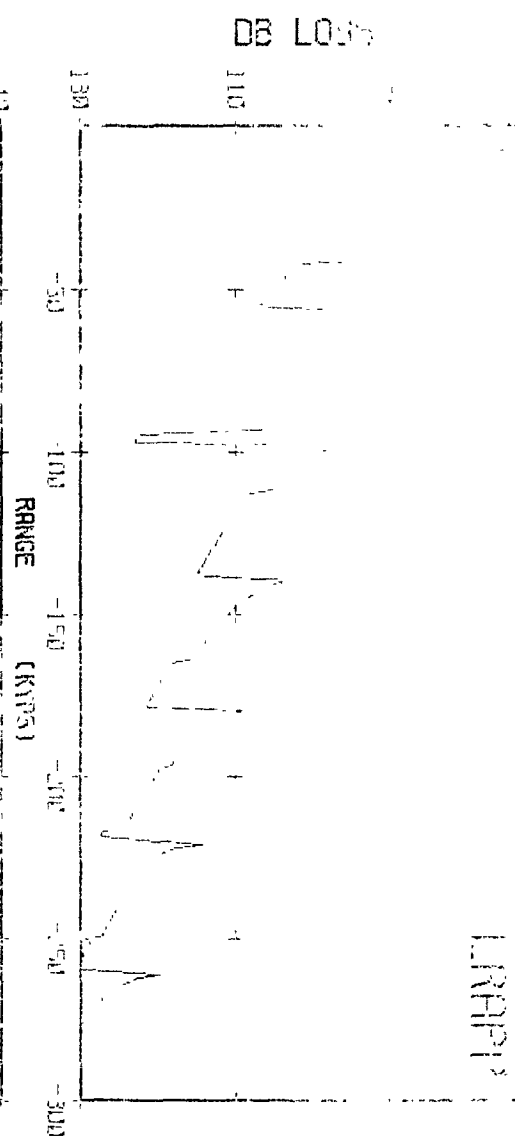
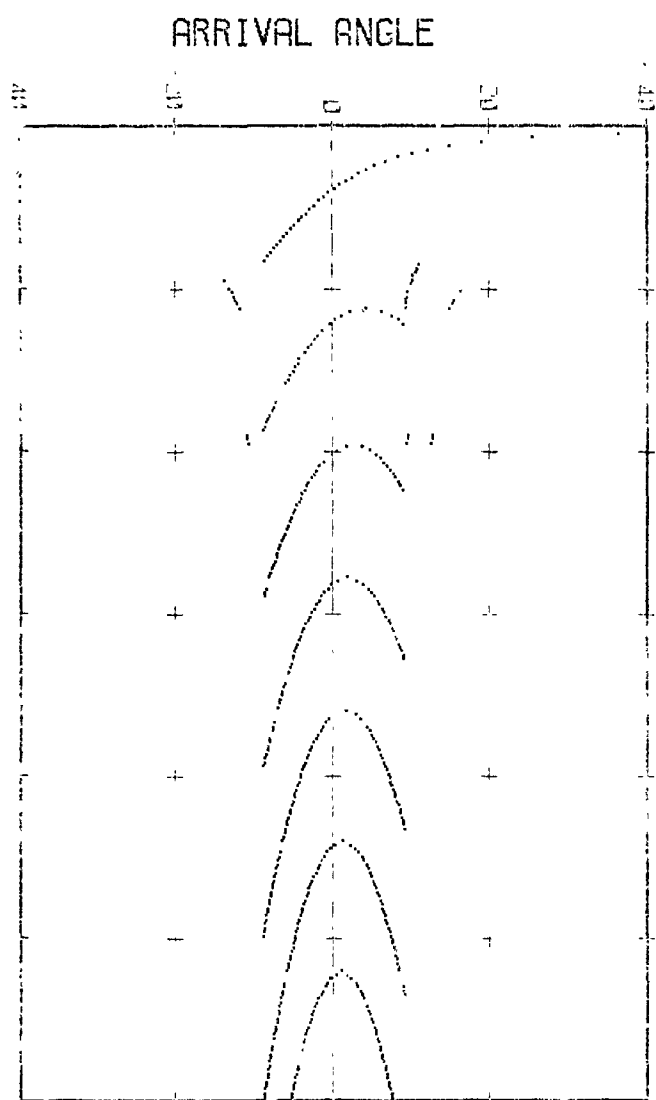


DEPTH IN METERS

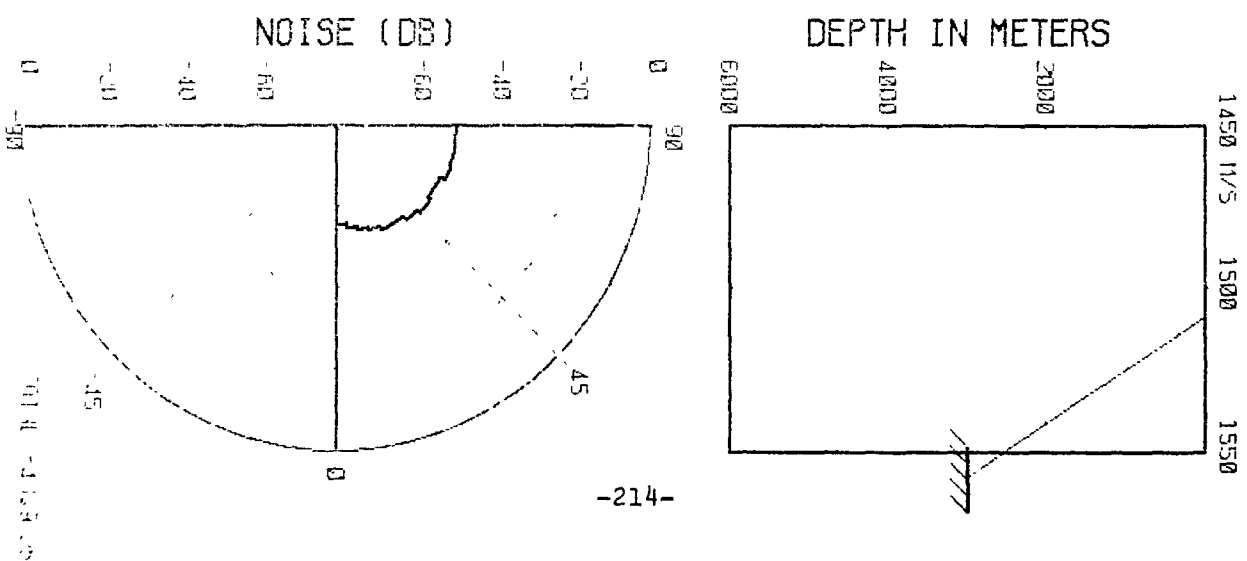
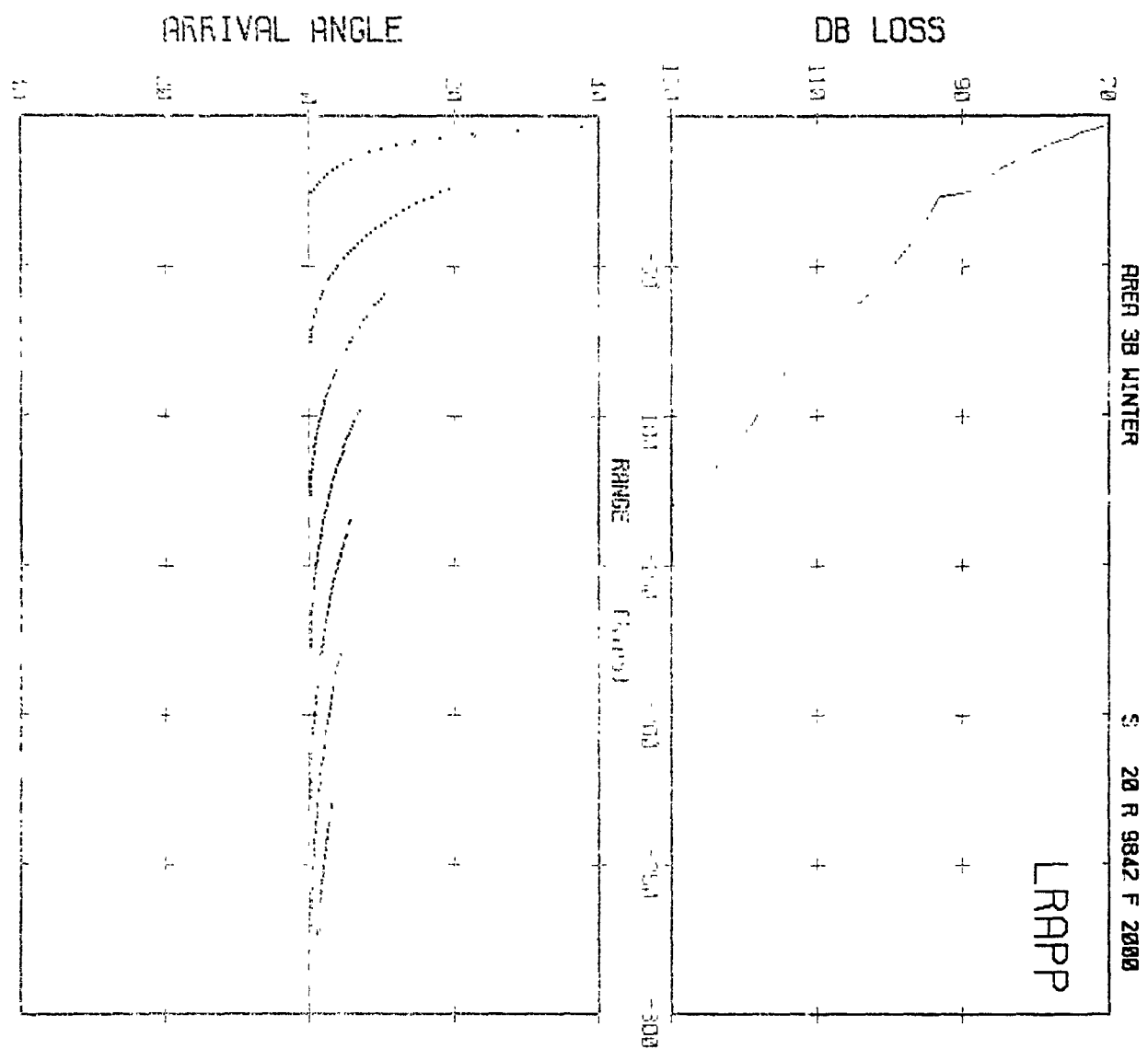


NOISE (DB)





LRPPI



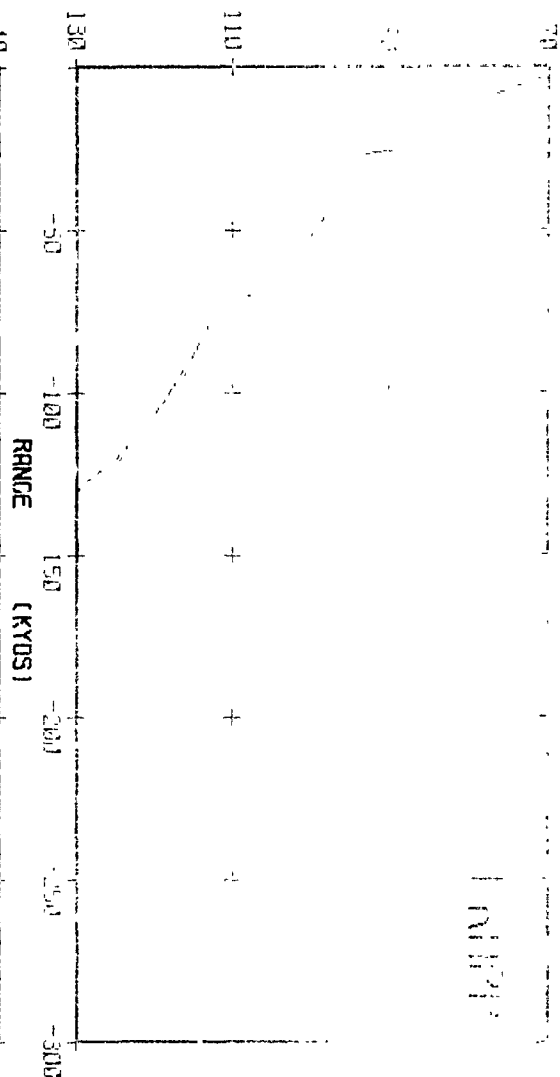
FILED 30 APR 64

S 50 R 9842 F 2268

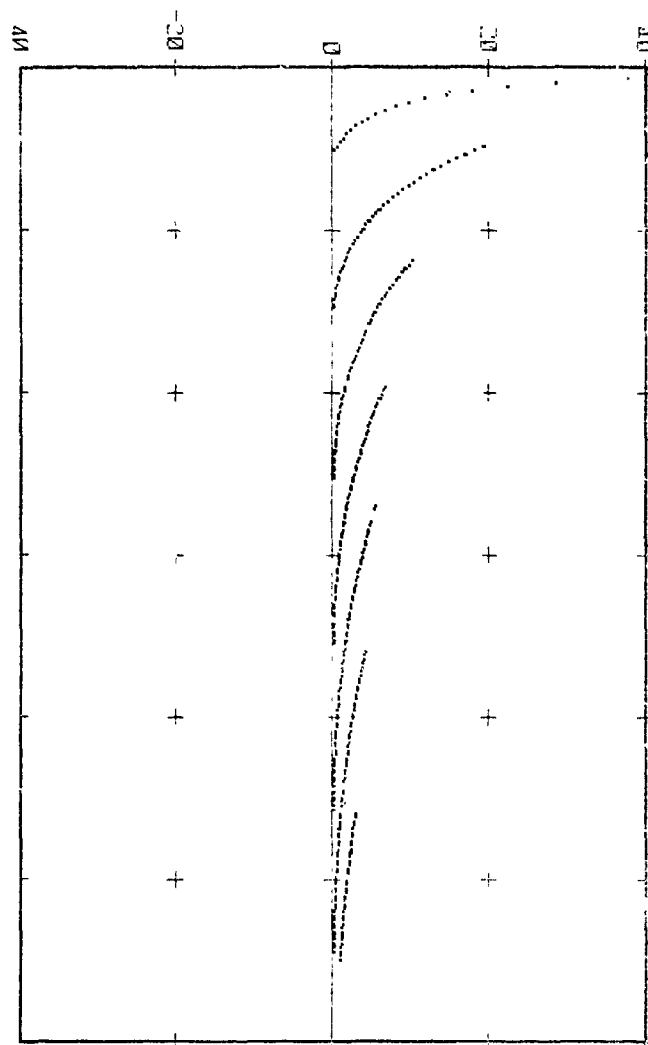
44.11.5 10.30 15.50

11177

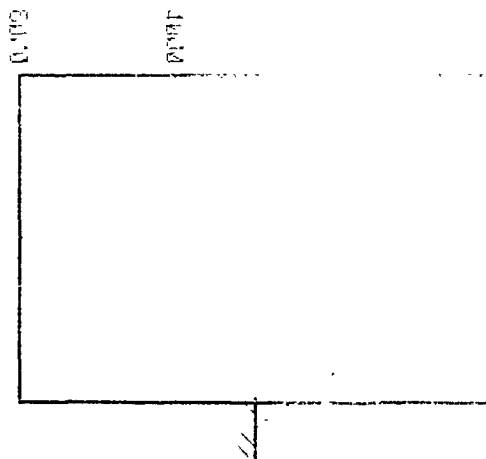
DB LOSS



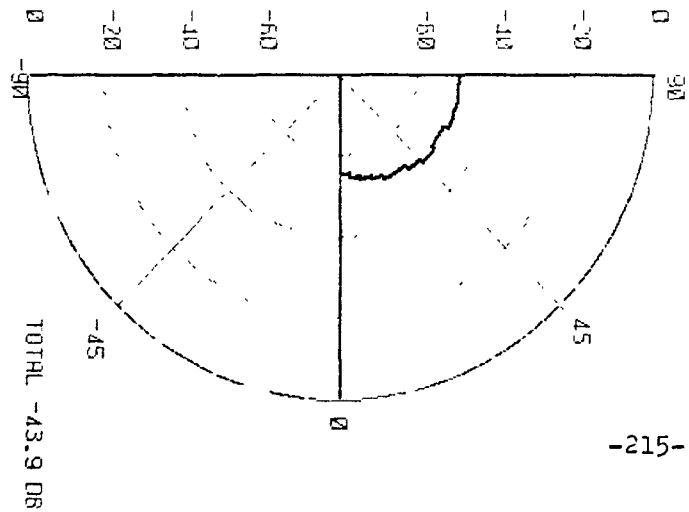
ARRIVAL ANGLE



DEPTH



NOISE (DB)

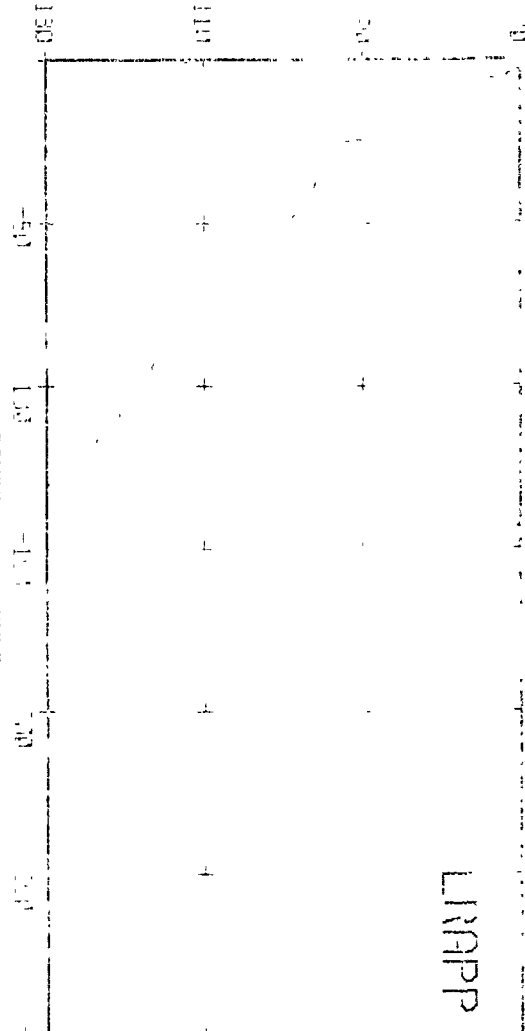
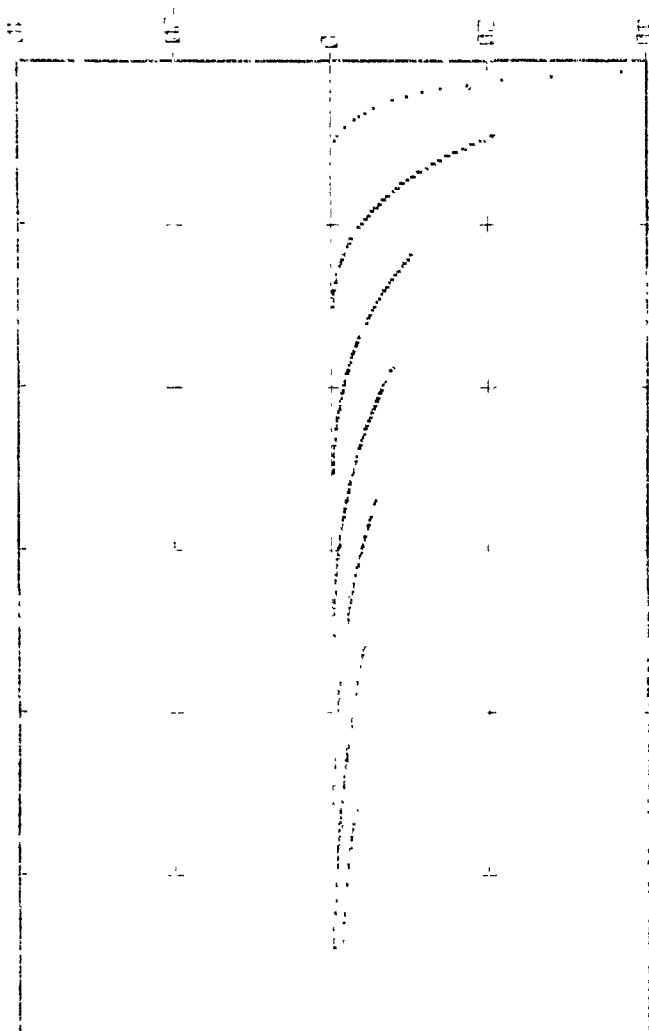


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TOTAL -43.9 DB

ARRIVAL ANGLE

DB LOSS



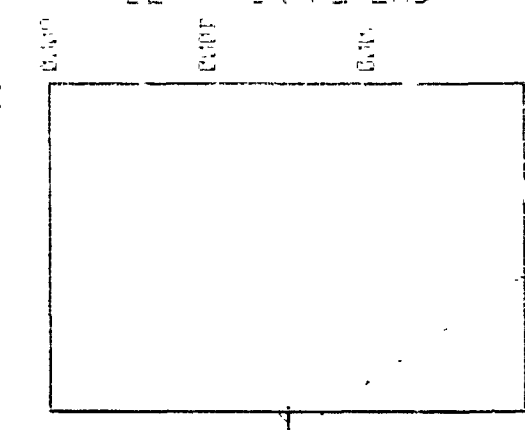
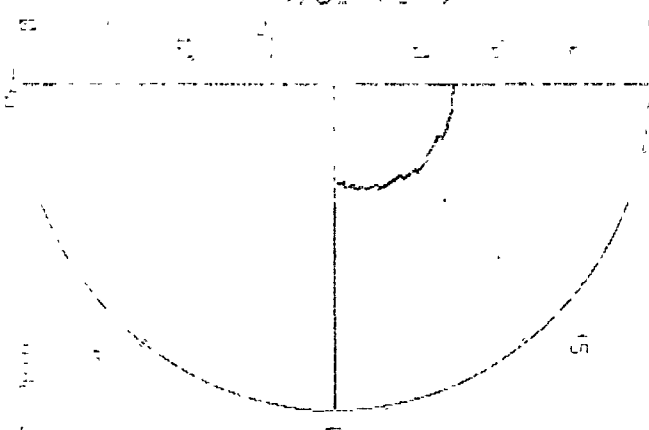
PIPER 38 MINIER

S 300 N 9842 E 2000

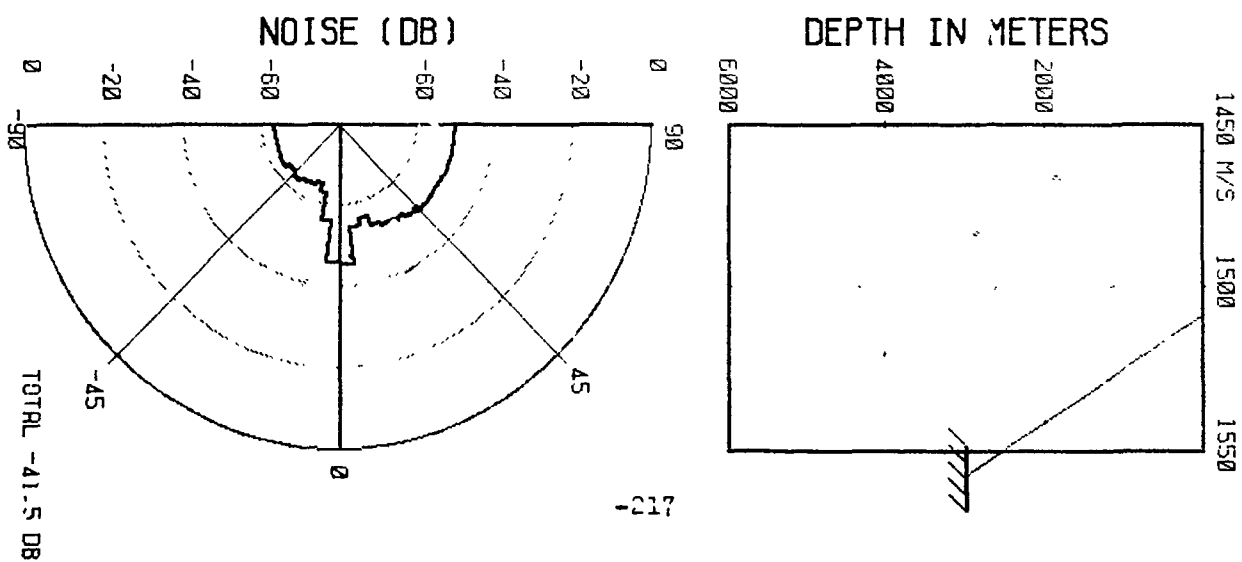
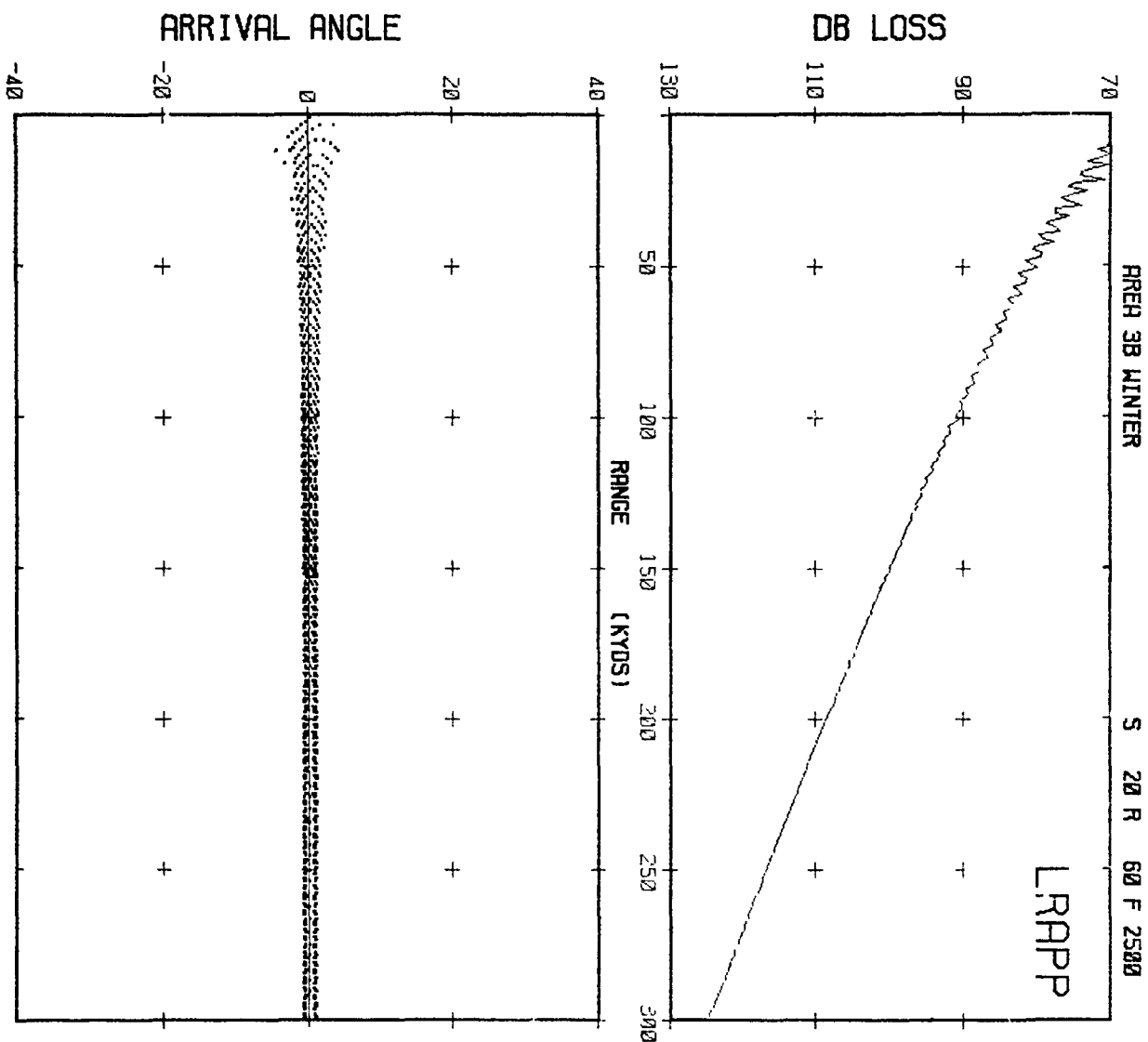
LIRAPP

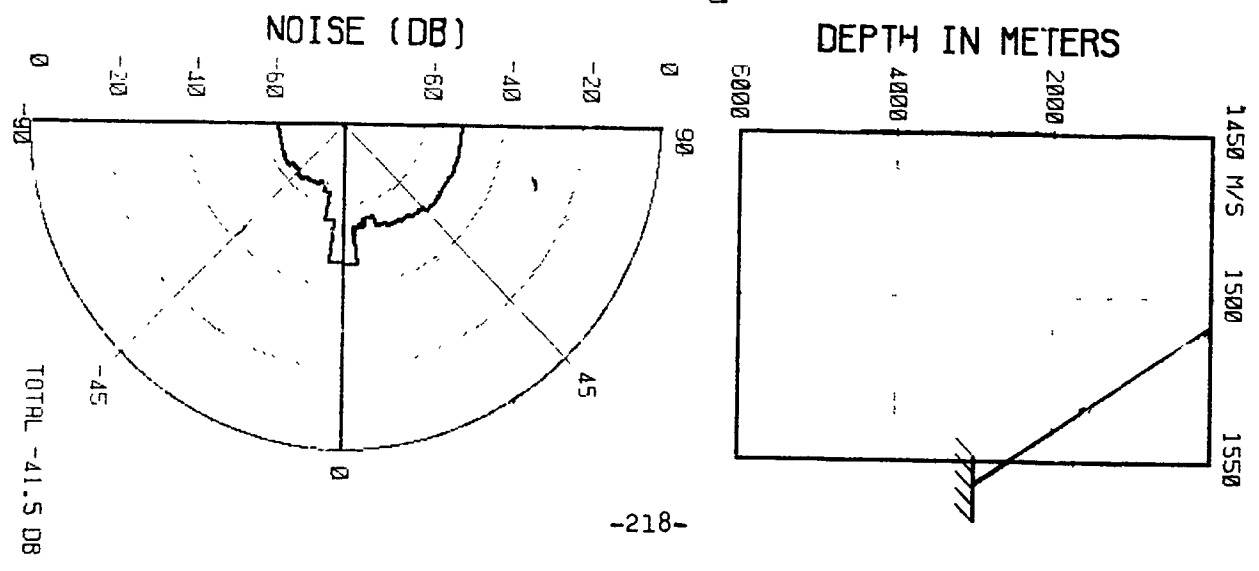
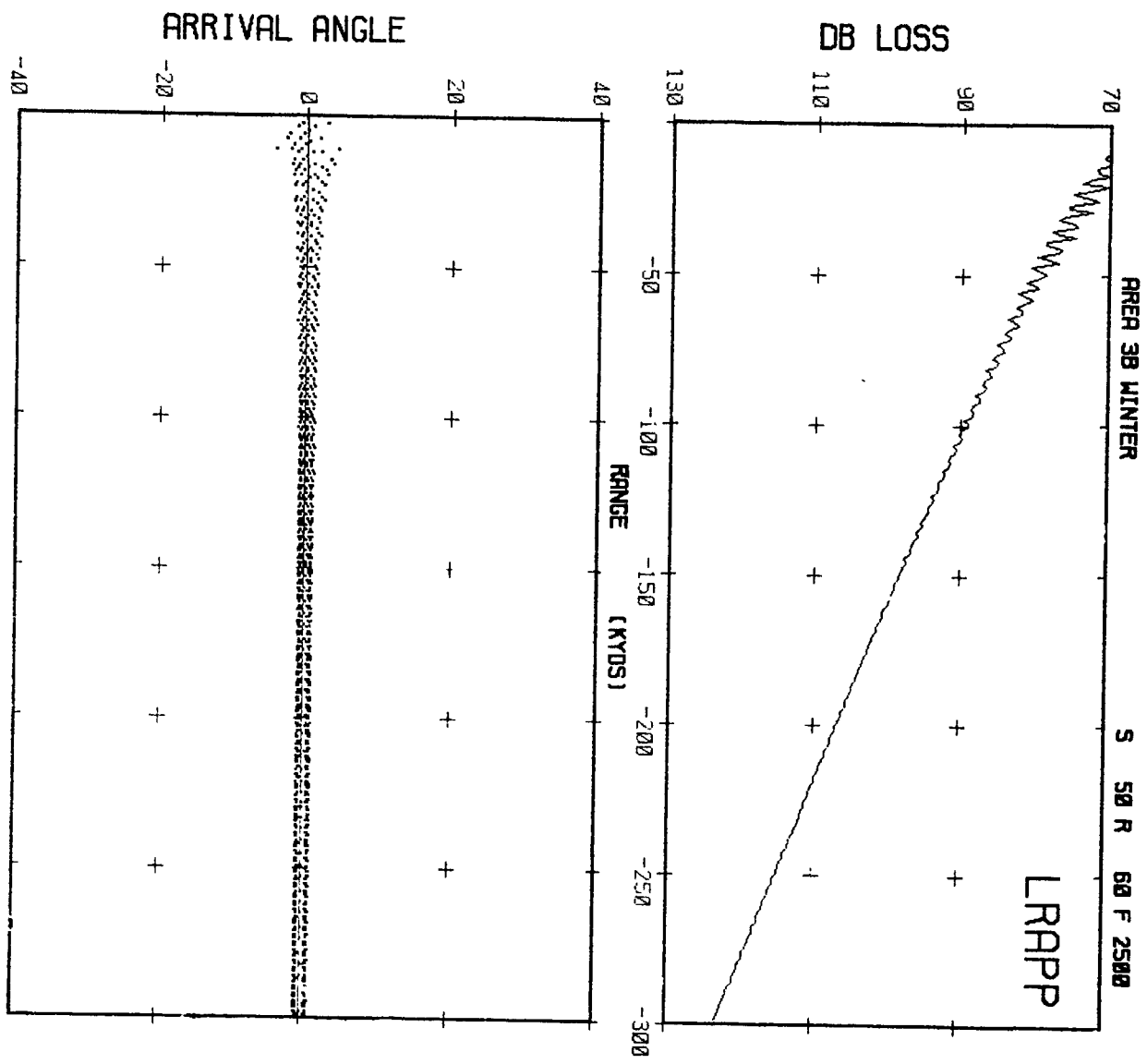
DEPTH (M)

DEPTH - IN METERS



1450 11 1500 1550



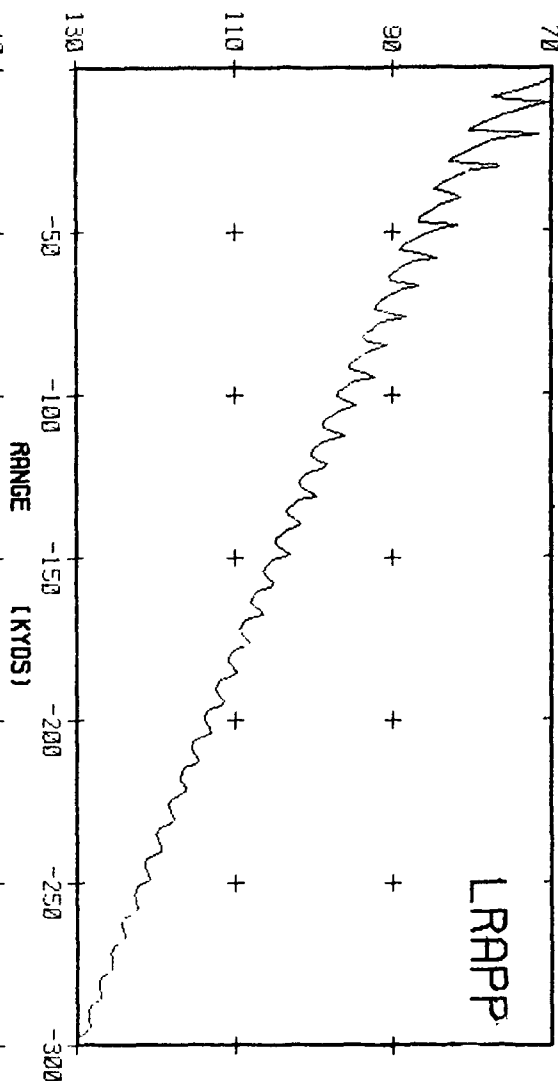


AREA 3B WINTER

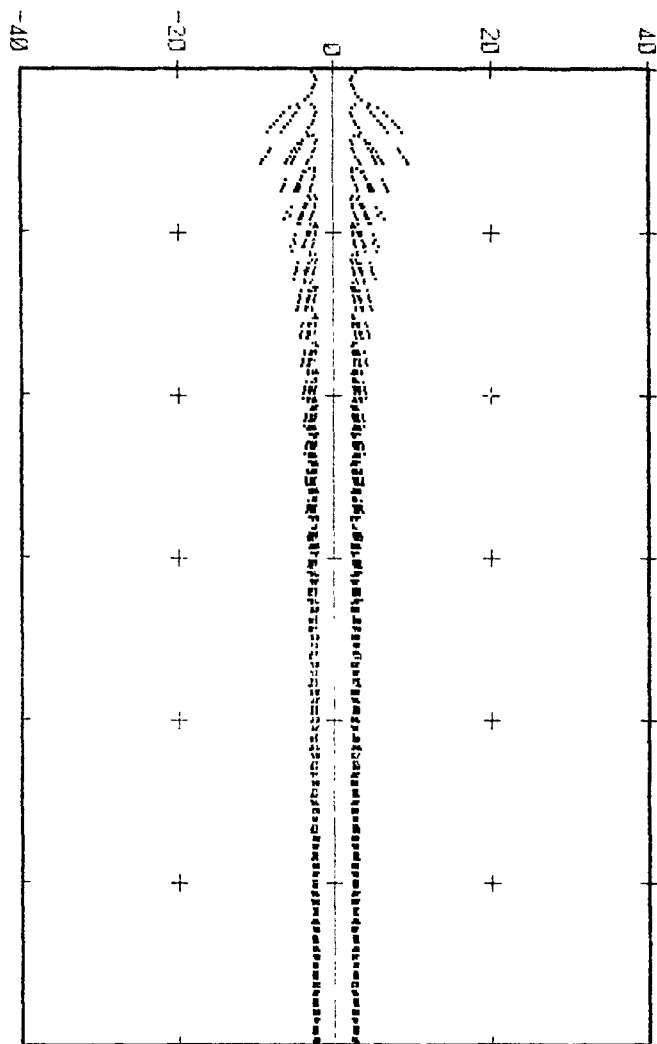
S 300 R 60 F 2500

1450 M/S 1500 1550

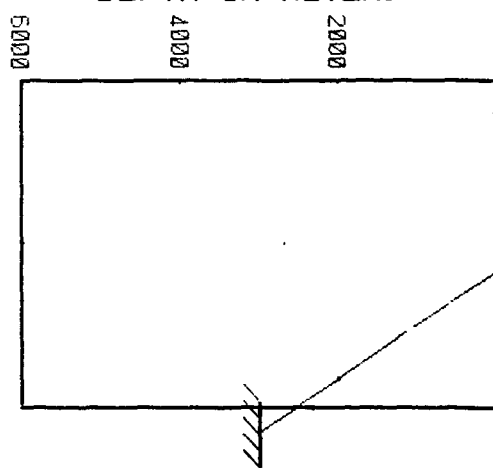
DB LOSS



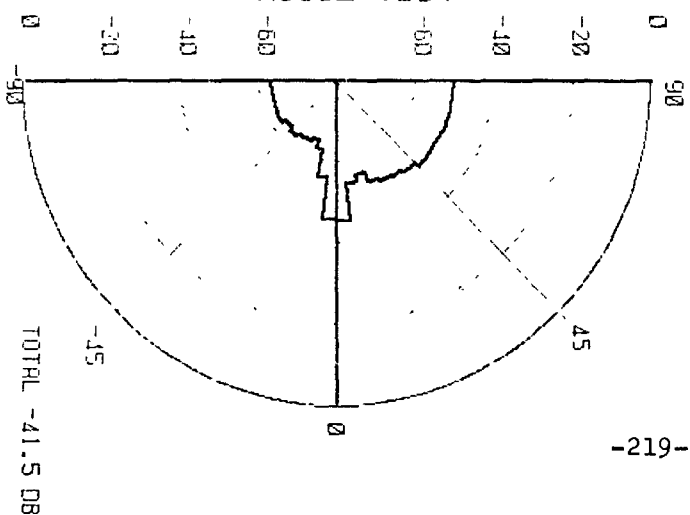
ARRIVAL ANGLE

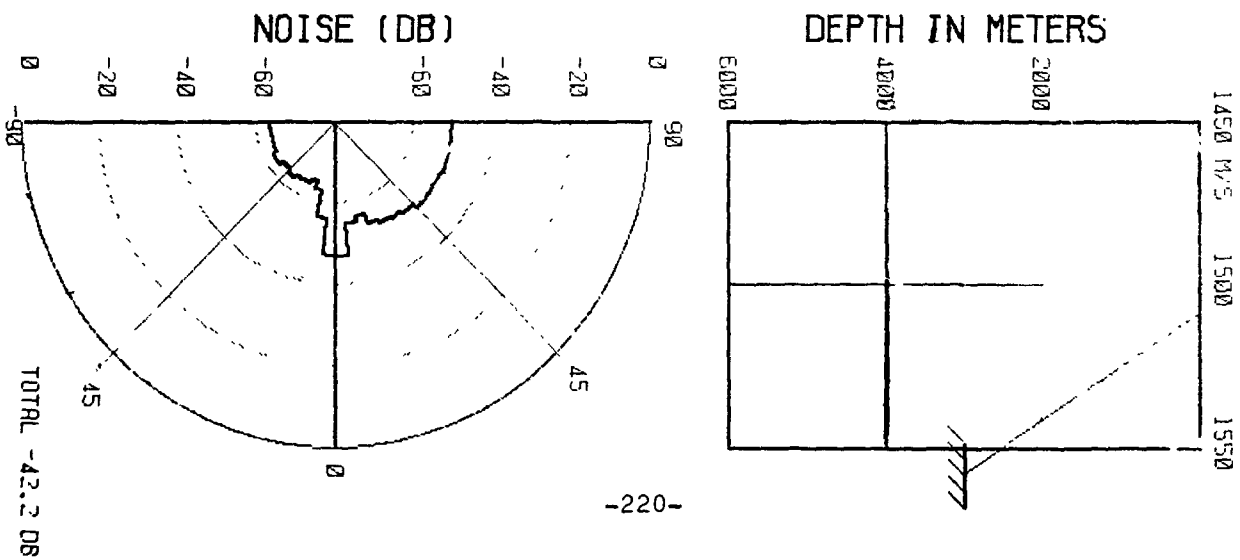
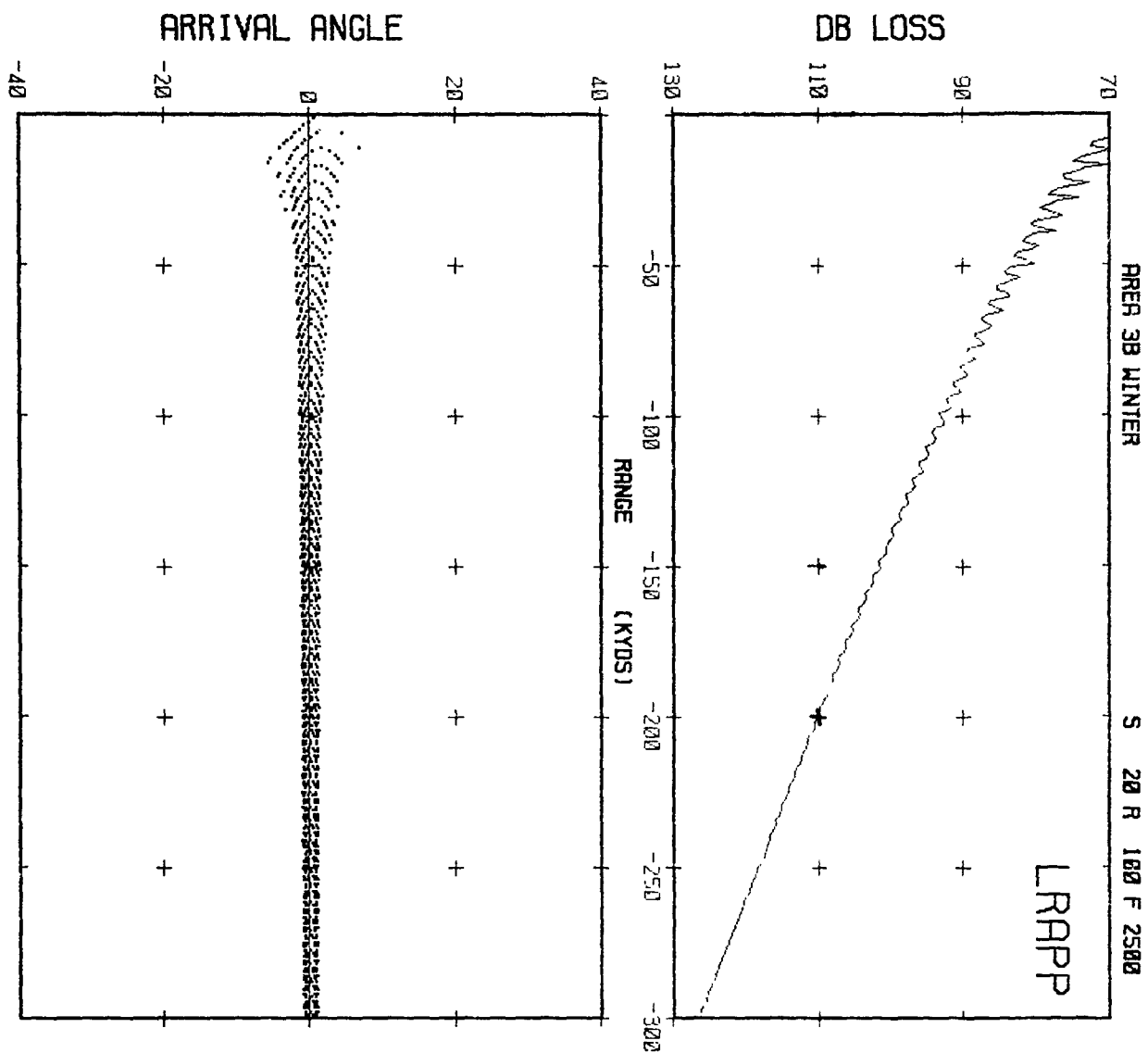


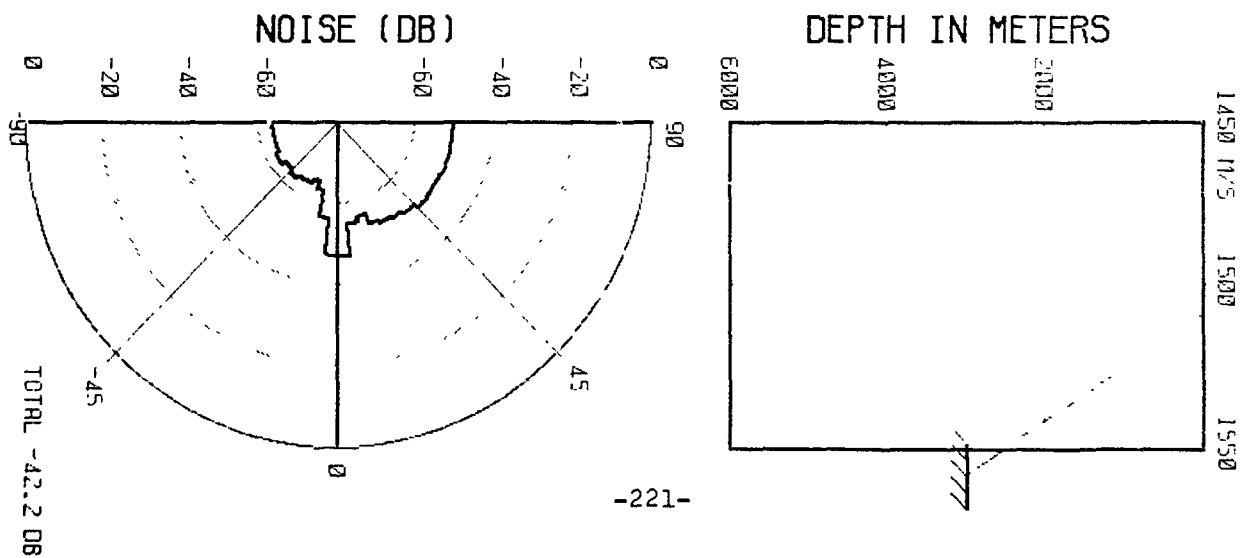
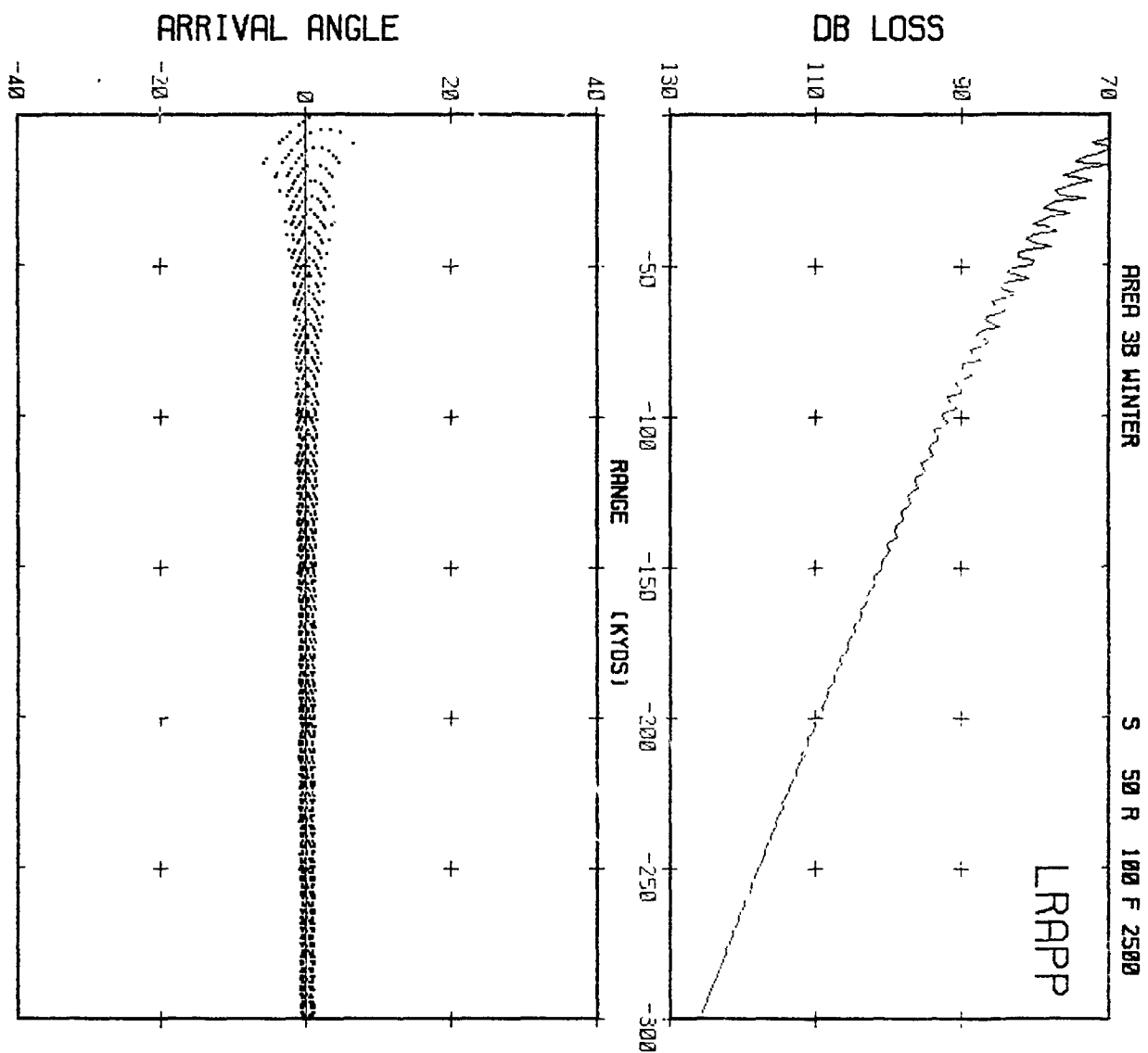
DEPTH IN METERS



NOISE (DB)







AREA 3B WINTER

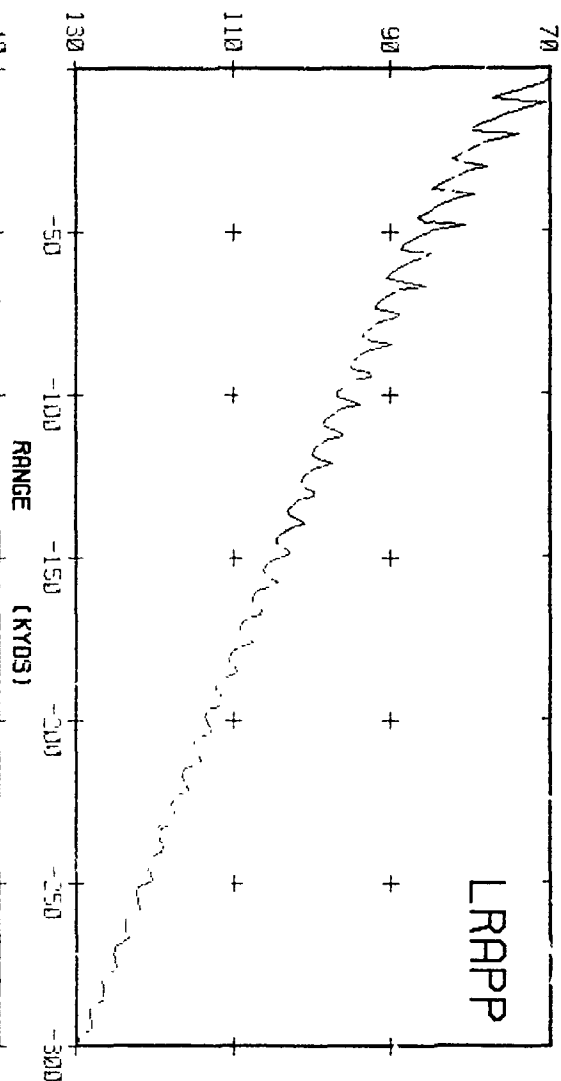
S 300 R 100 F 2500

1450 M/S

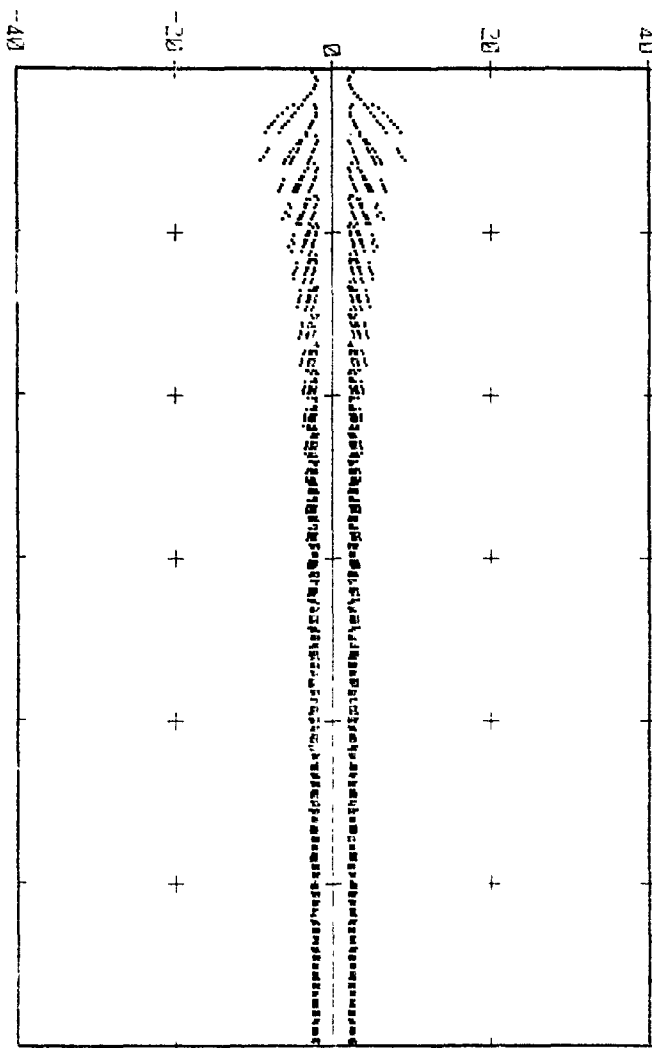
1500

1550

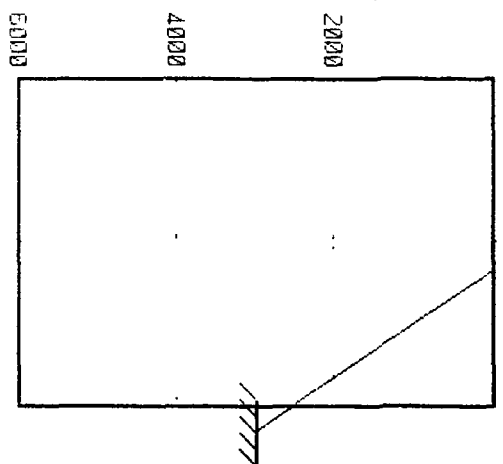
DB LOSS



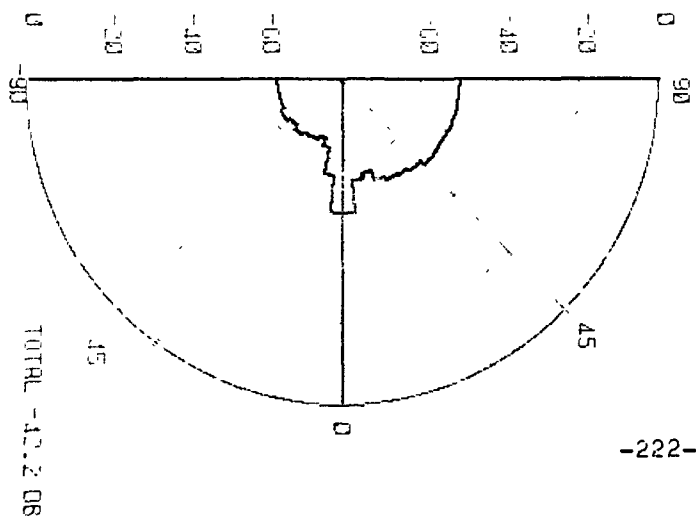
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

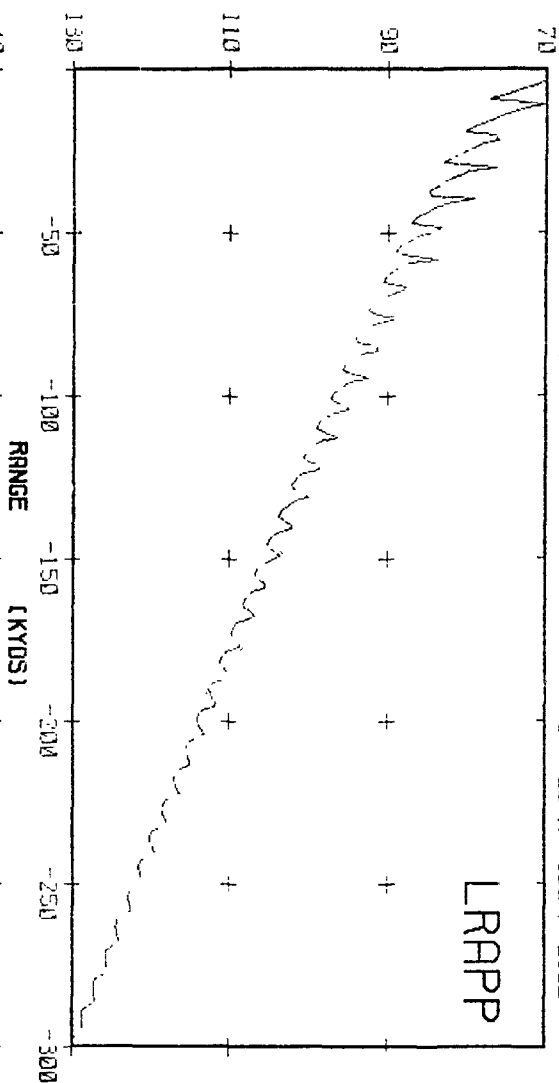


AREA 3B WINTER

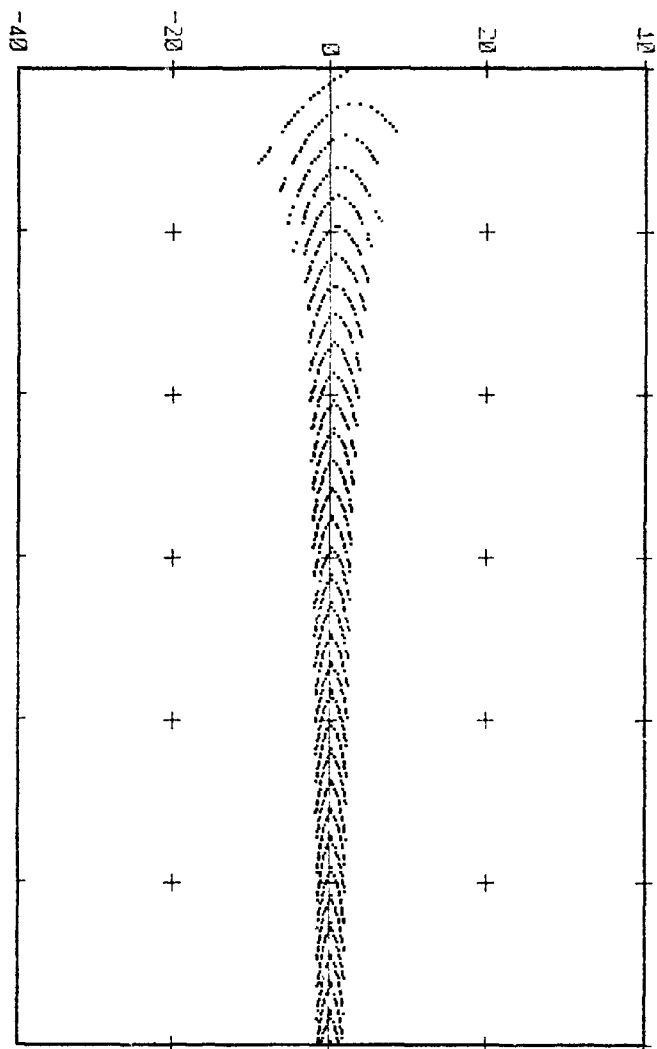
S 20 R 380 F 2500

LRAPP

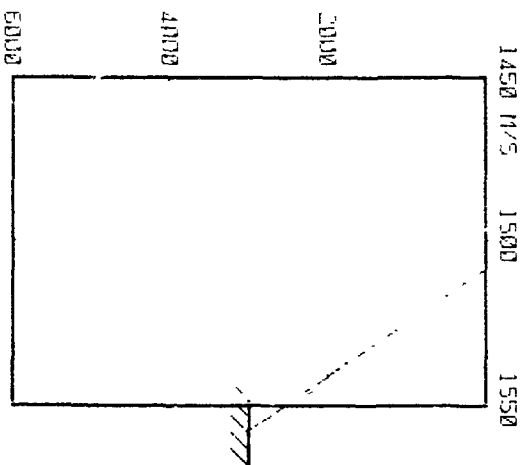
DB LOSS



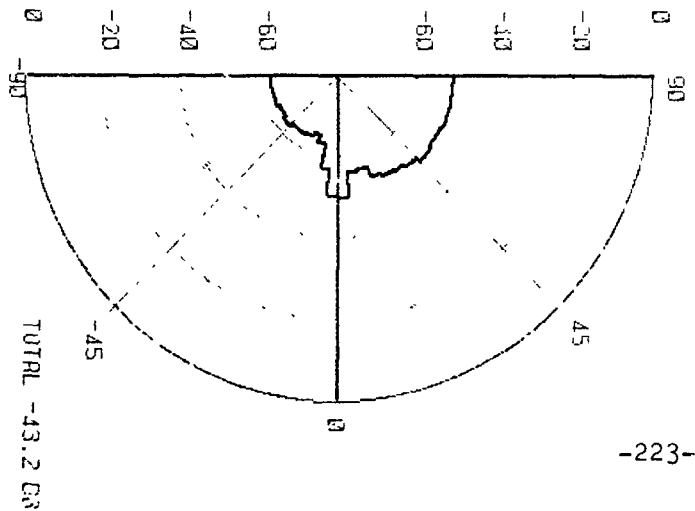
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

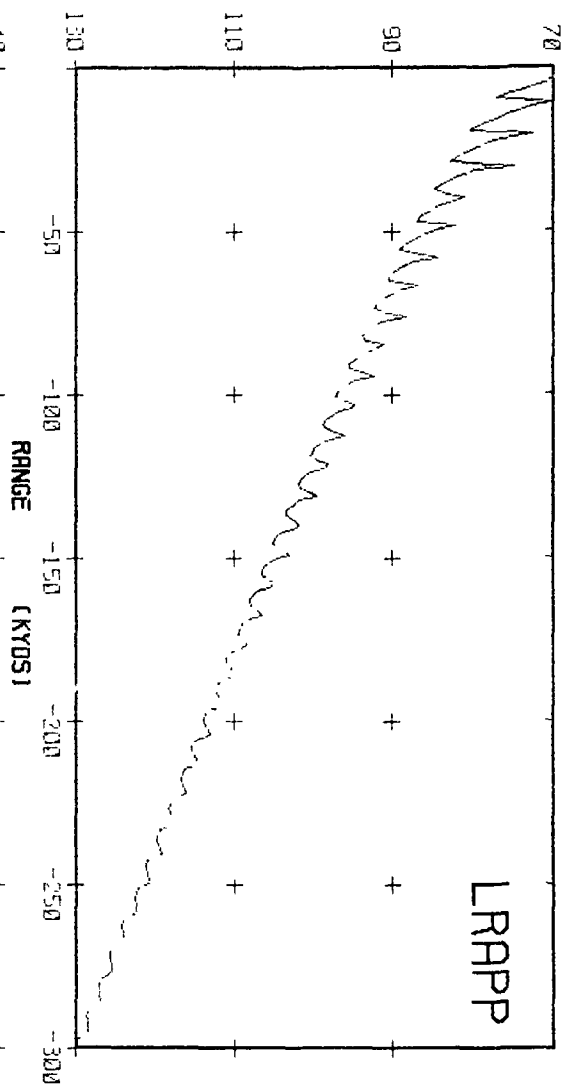


AREA 3B WINTER

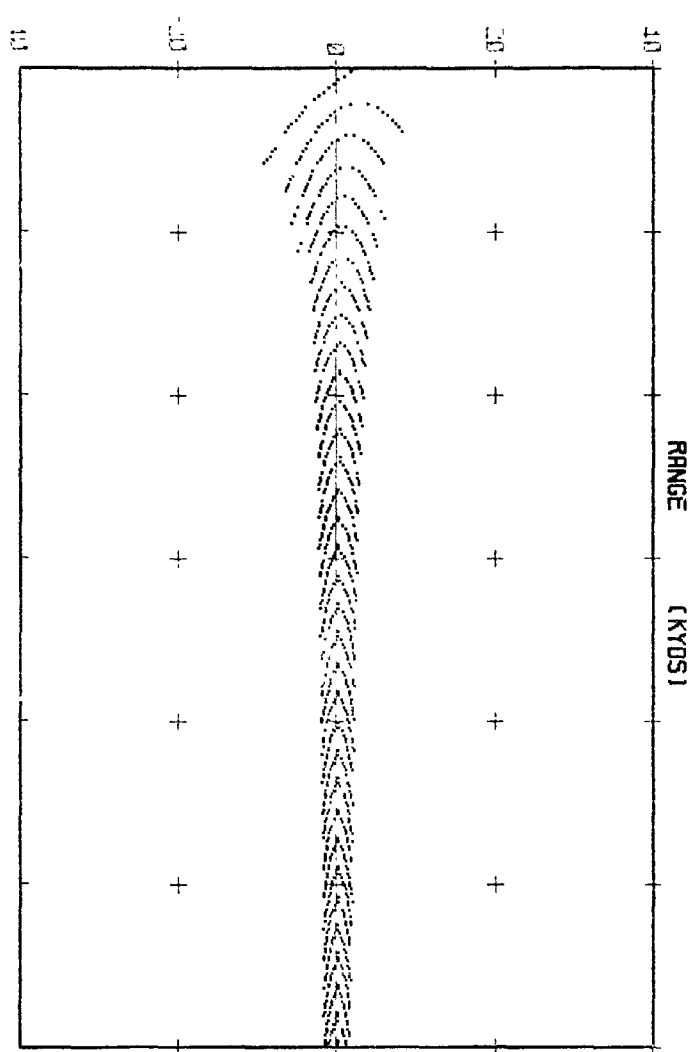
S 50 R 300 F 2500

LRAPP

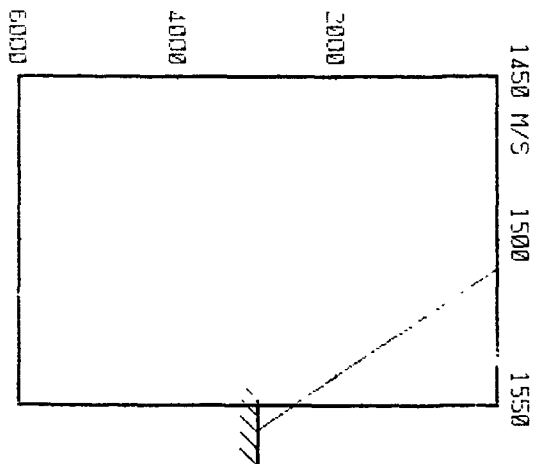
DB LOSS



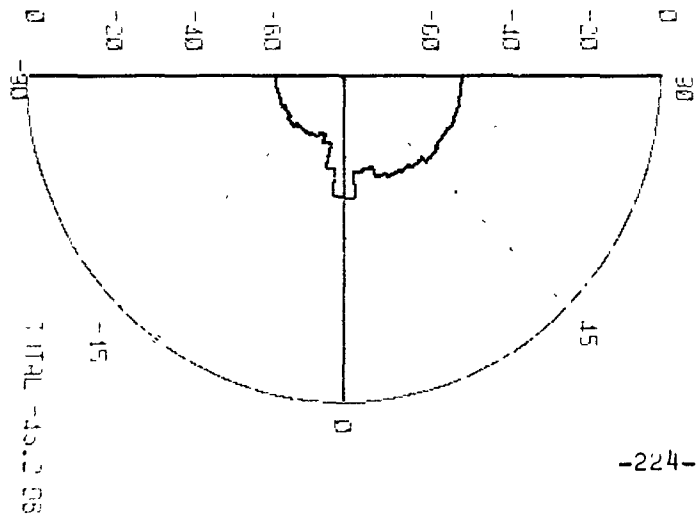
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

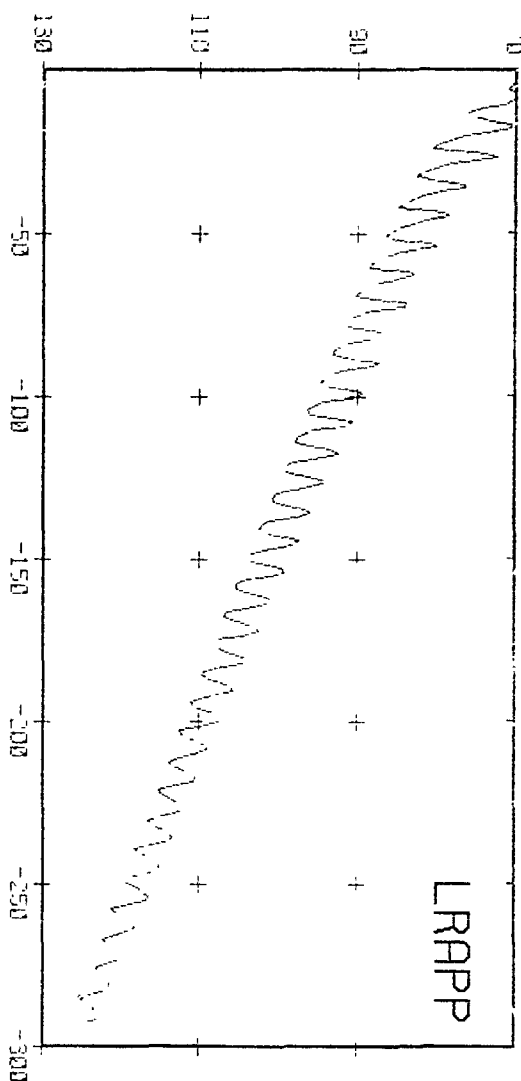


AREA 3B WINTER

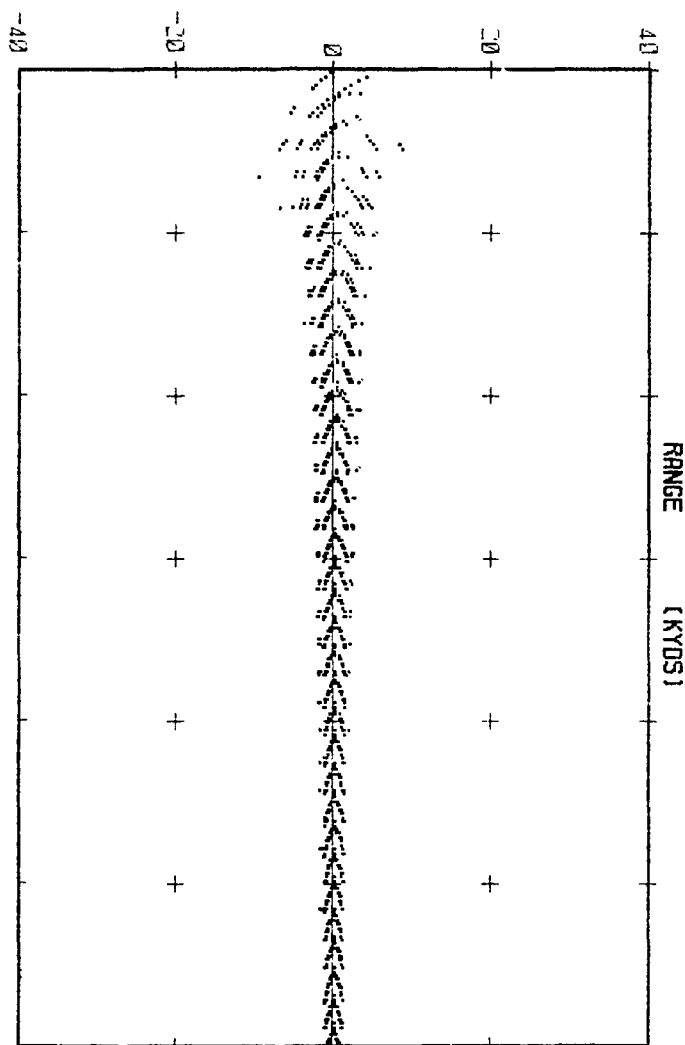
S 300 R 300 F 2500

1450 M S 1500 1550

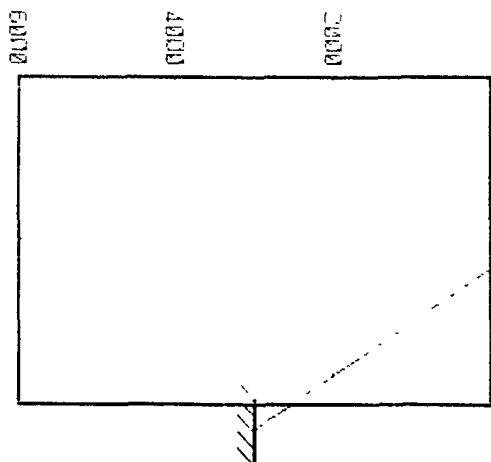
DB LOSS



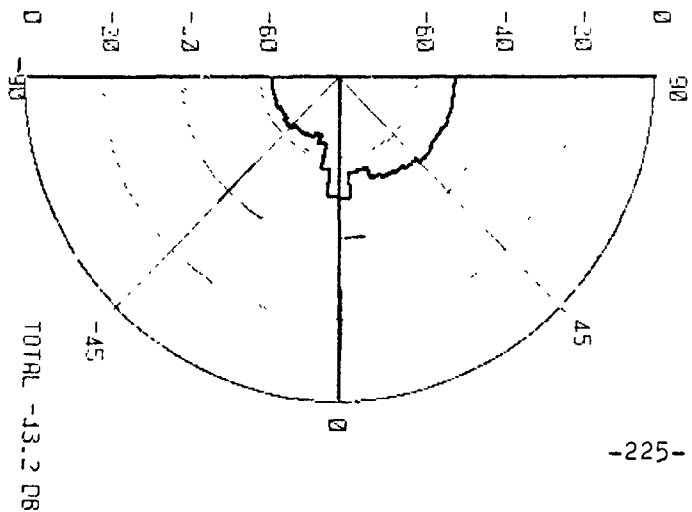
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

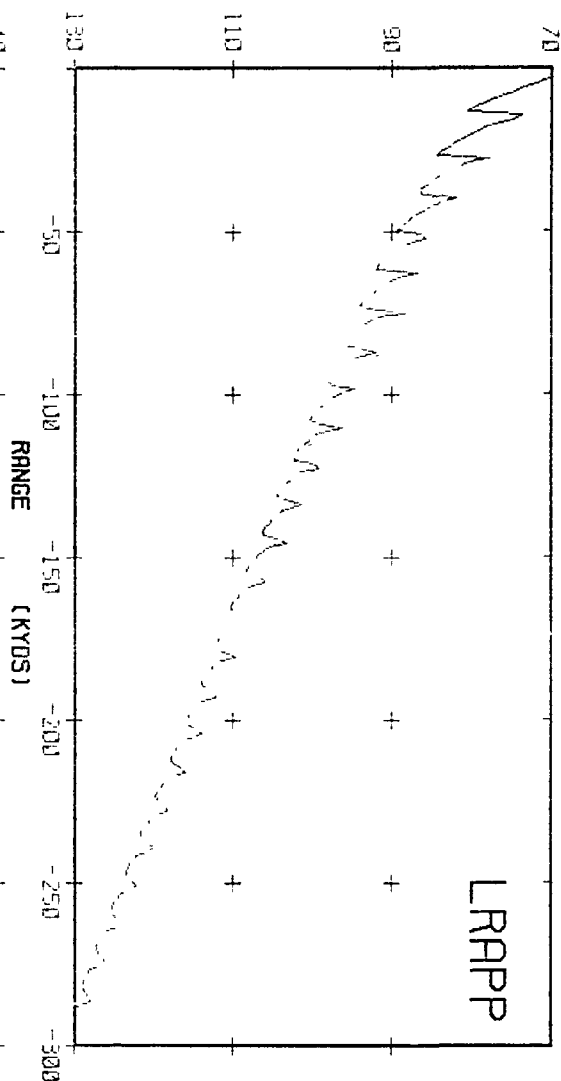


AREA 3B WINTER

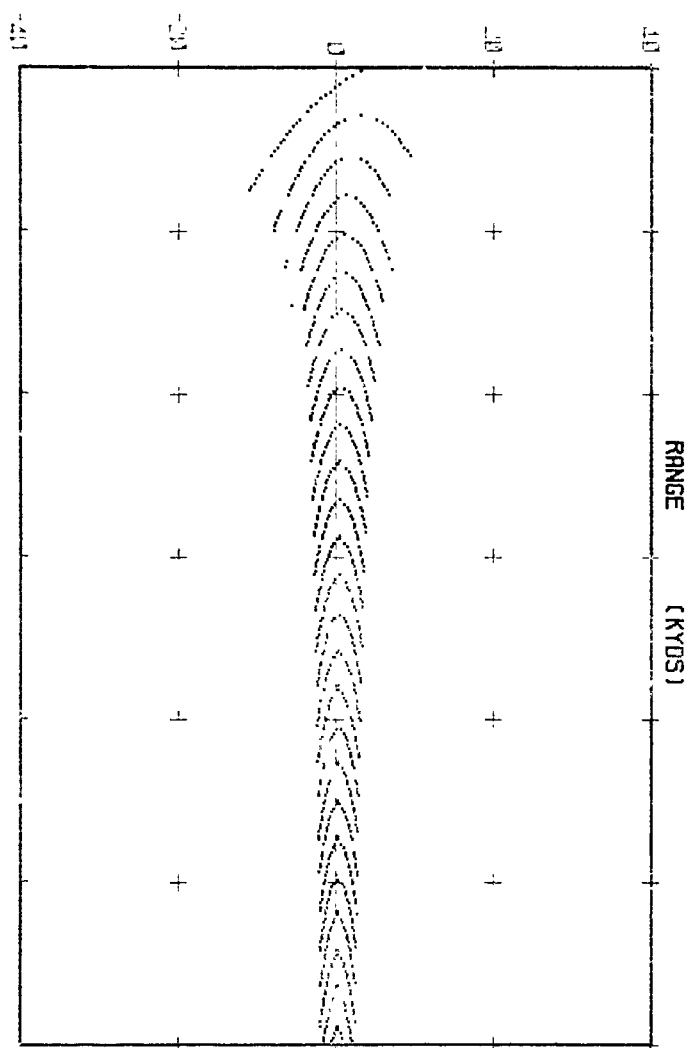
S 20 R 500 F 2500

1450 11/3 1500 1550

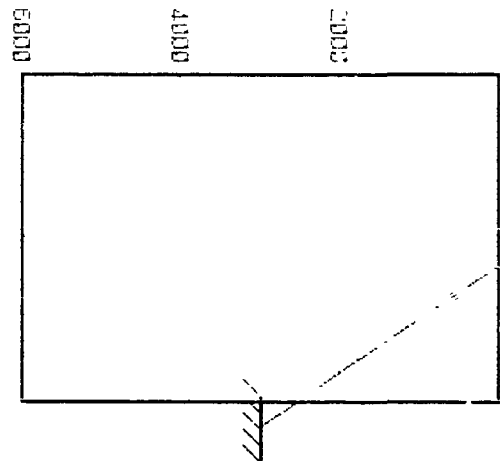
DB LOSS



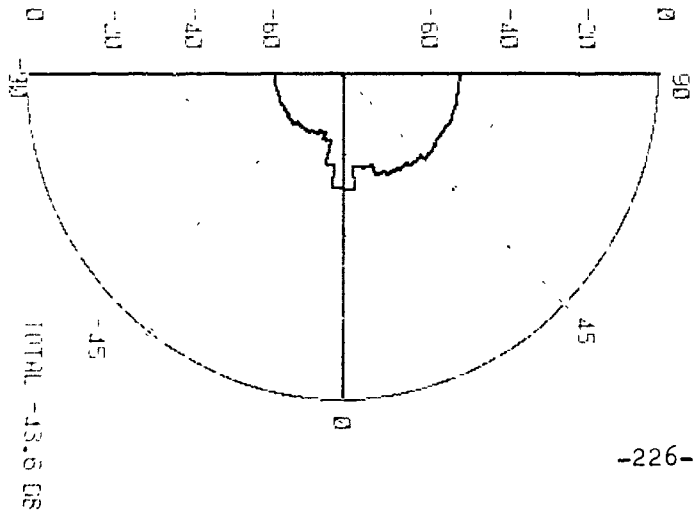
ARRIVAL ANGLE

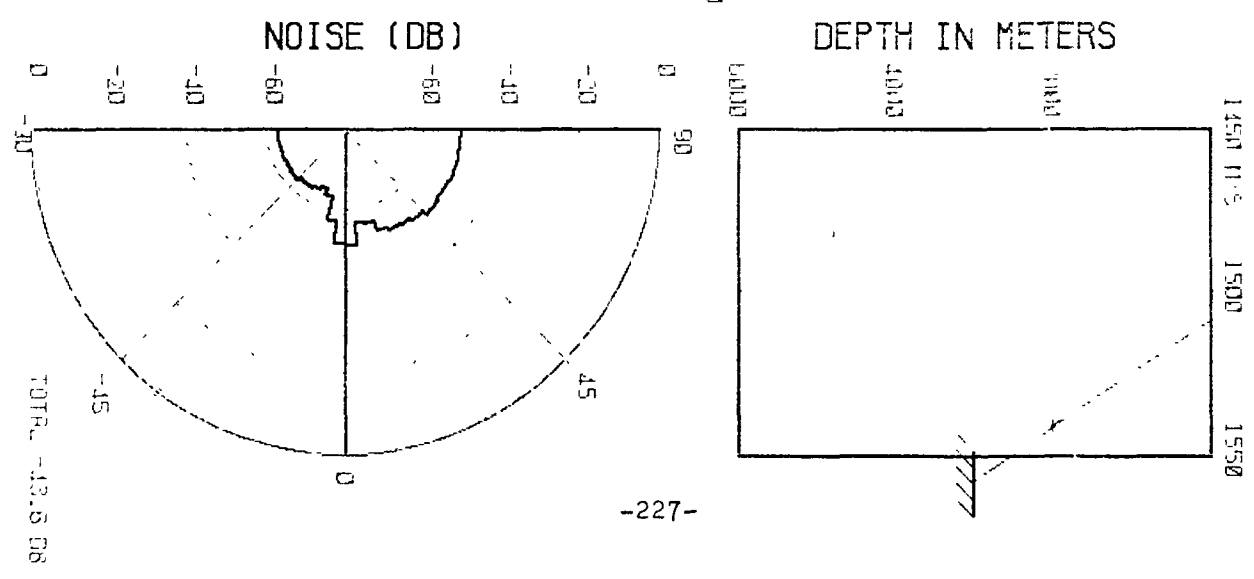
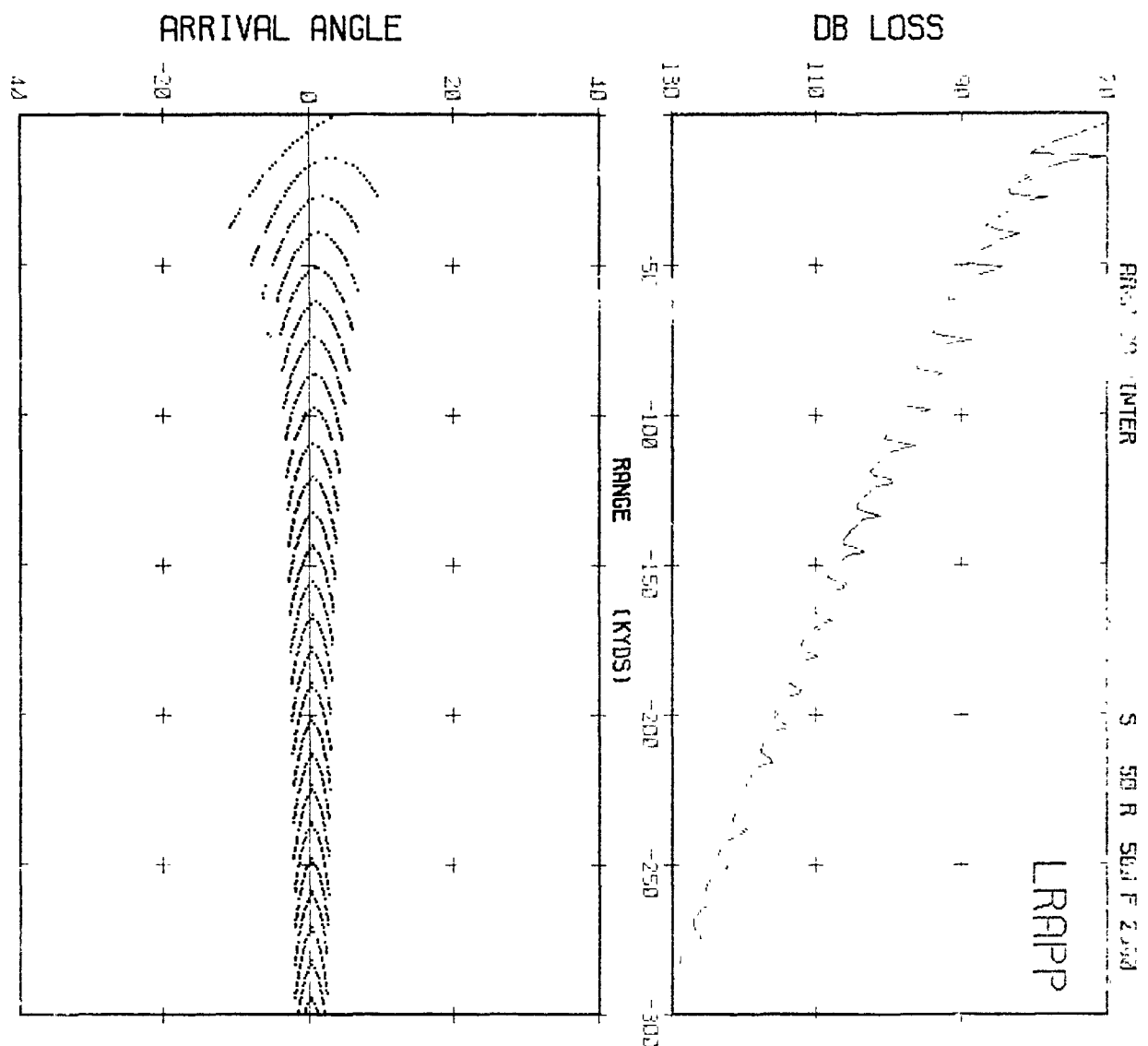


DEPTH IN METERS



NOISE (DB)



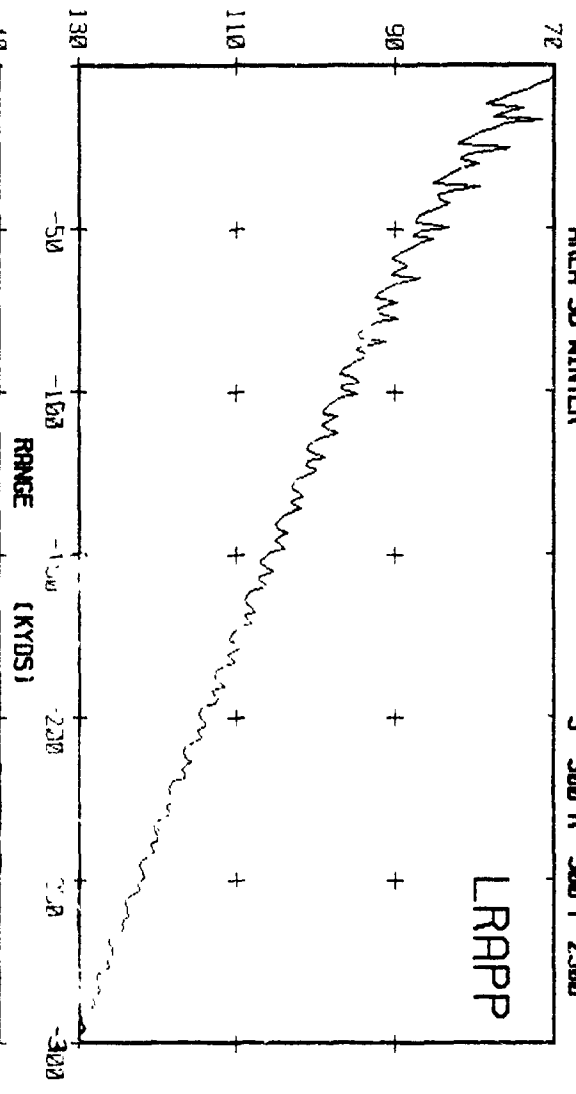


AREA 3B WINTER

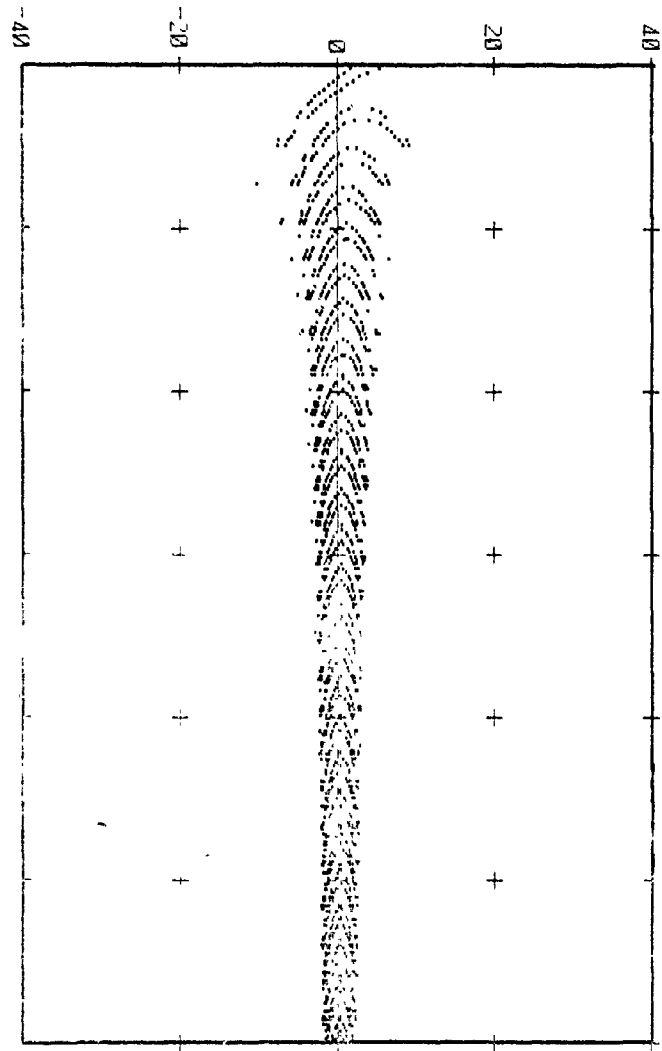
S 300 R 500 F 2500

1450 M/S 1500 1550

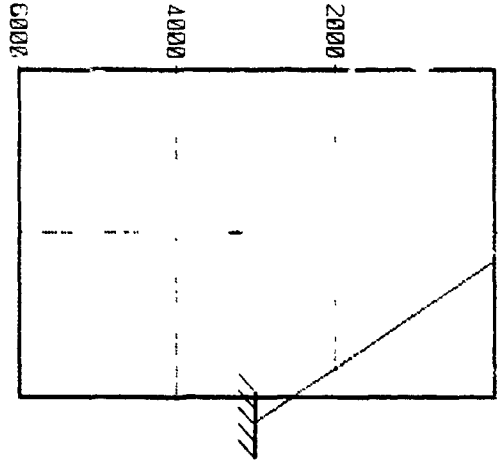
DB LOSS



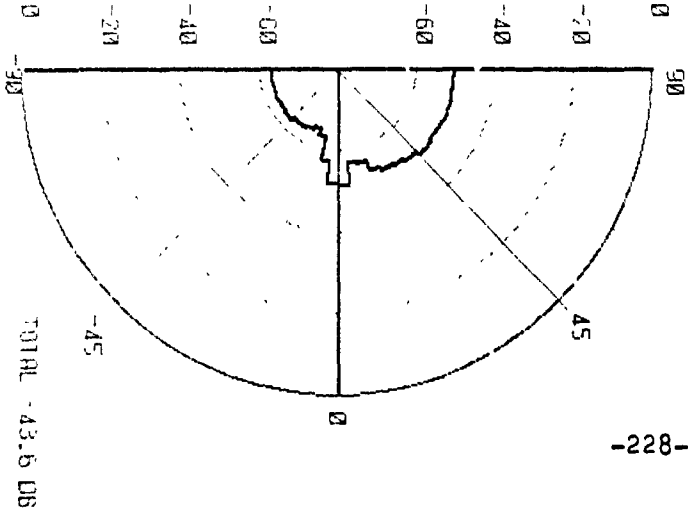
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

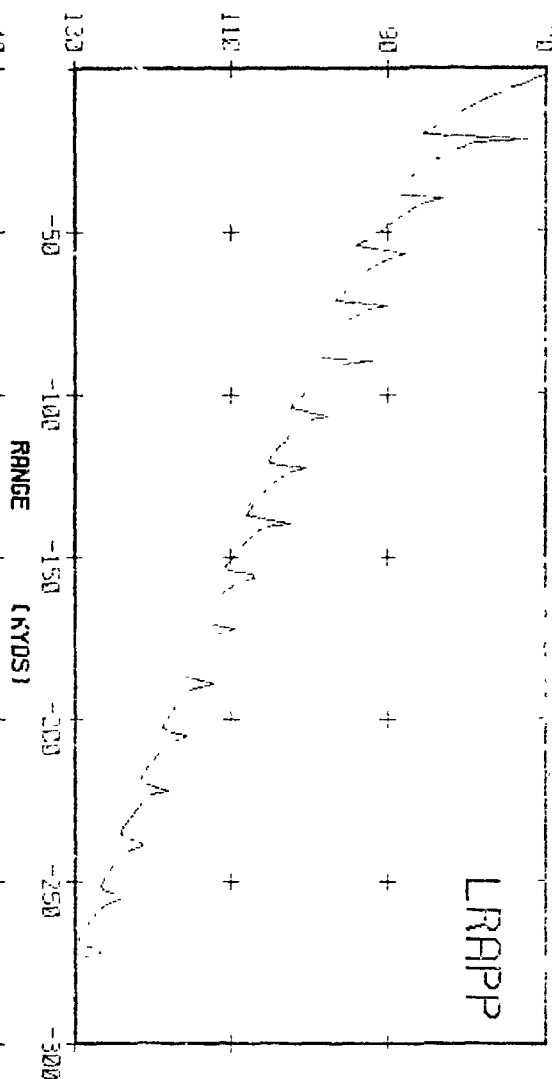


RIEN 38 HINTER

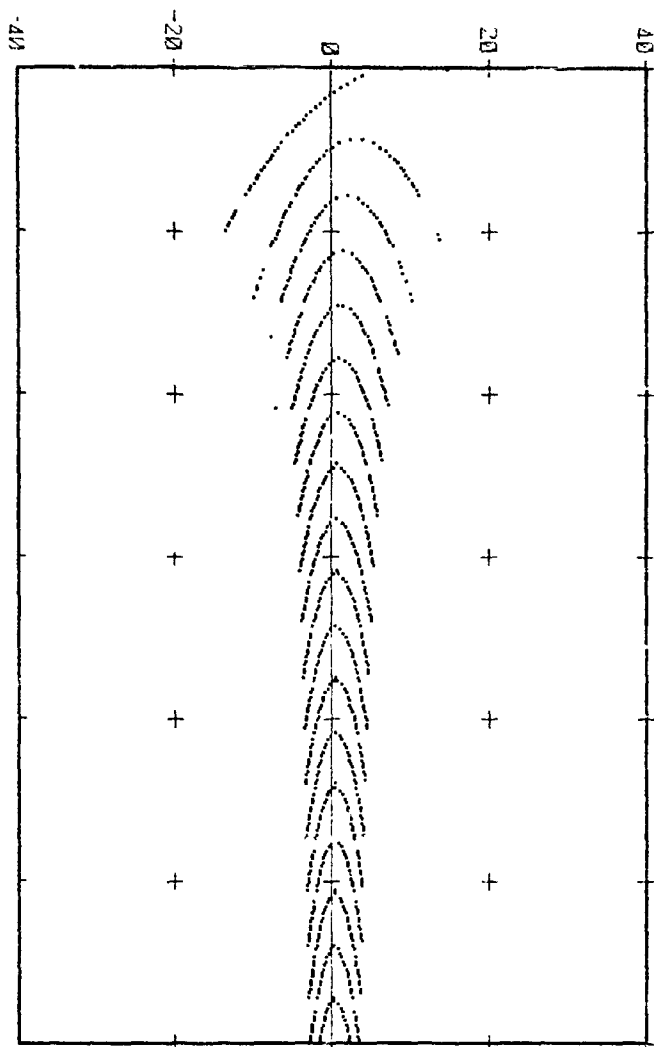
S 20 R 100 F 250M

LRAPP

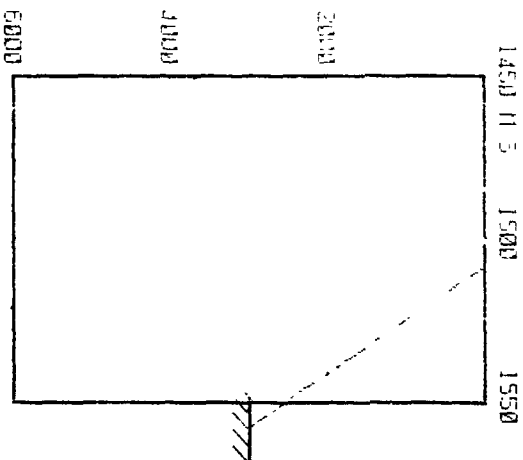
DB LOSS



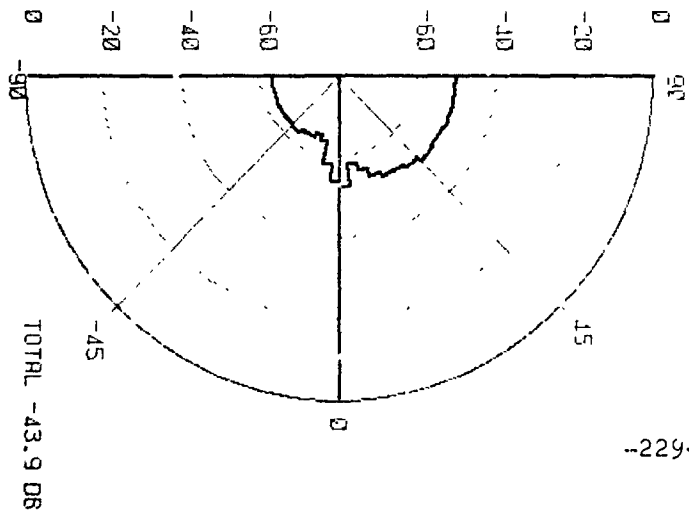
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

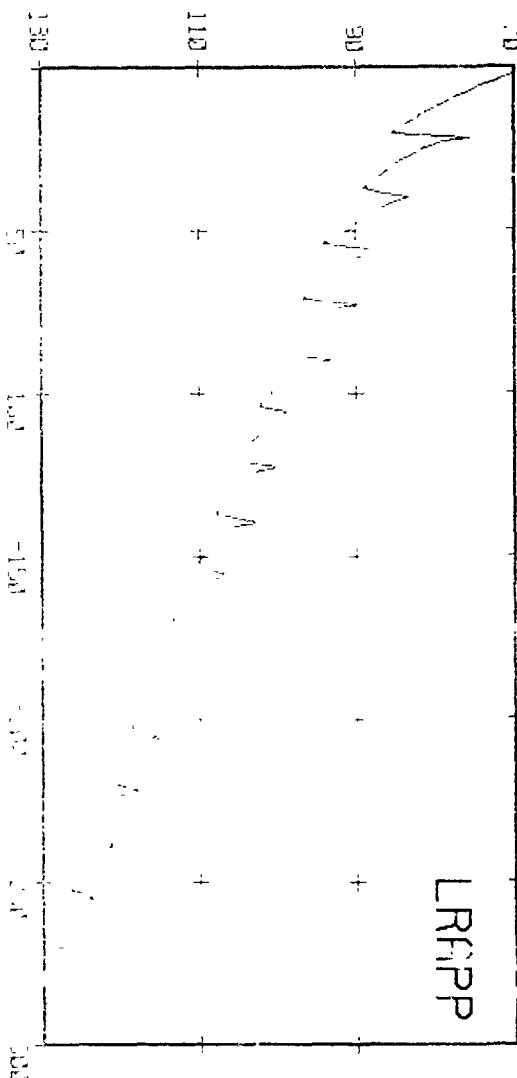


AREA 3B WINTER

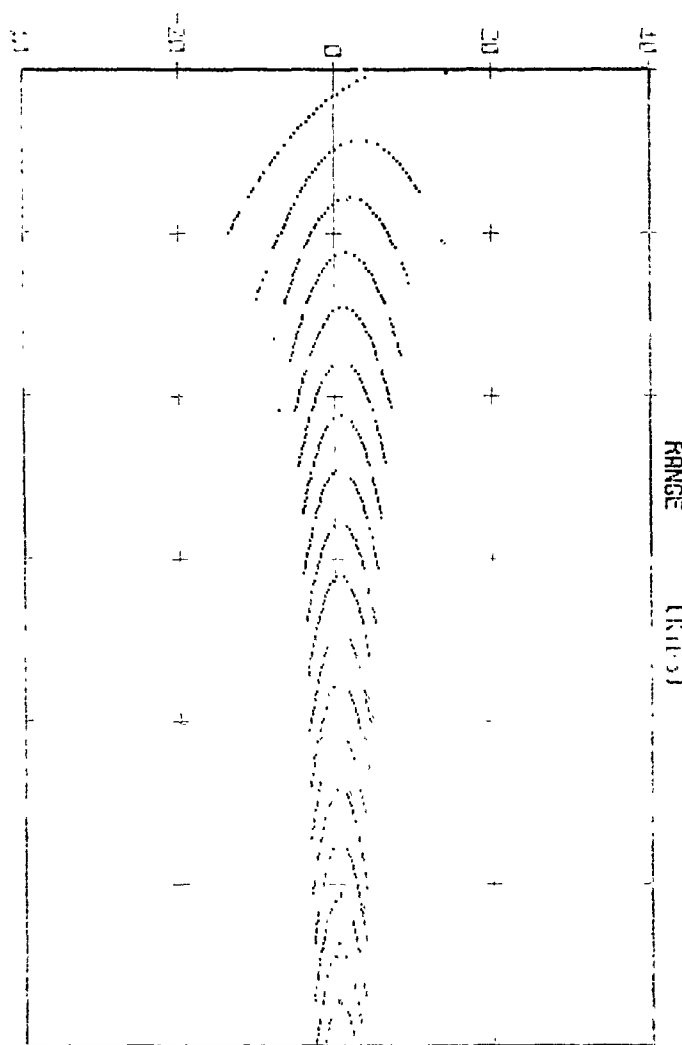
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LRPP

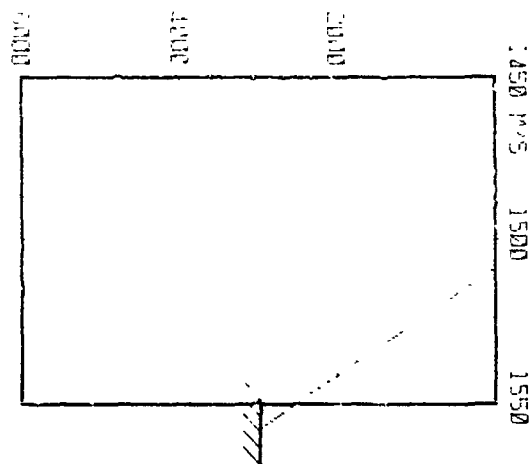
DB LOSS



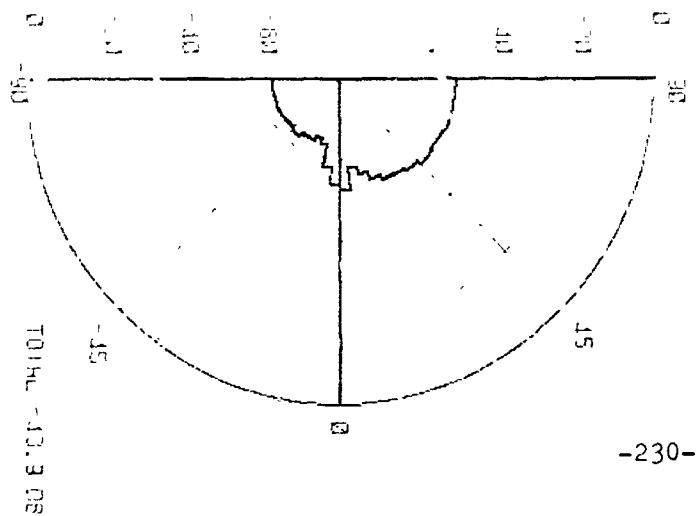
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (L3)

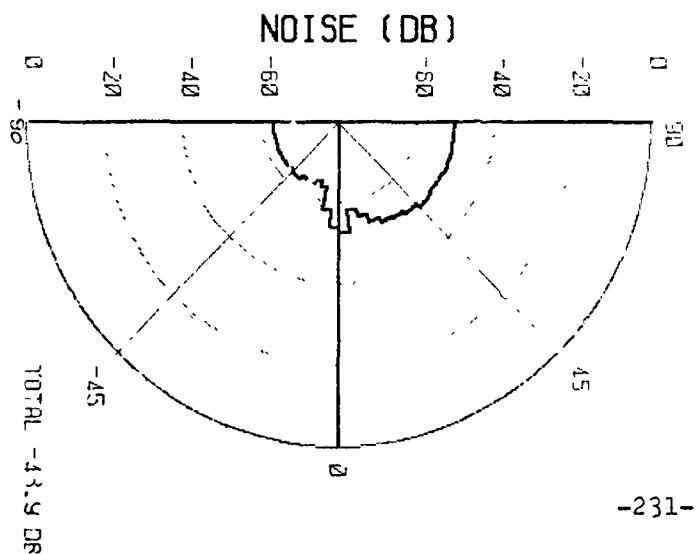
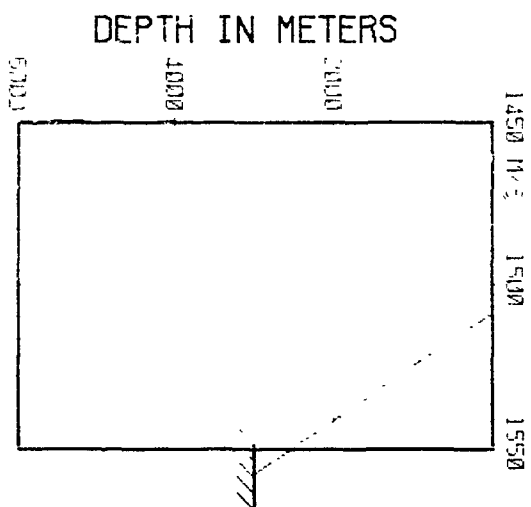
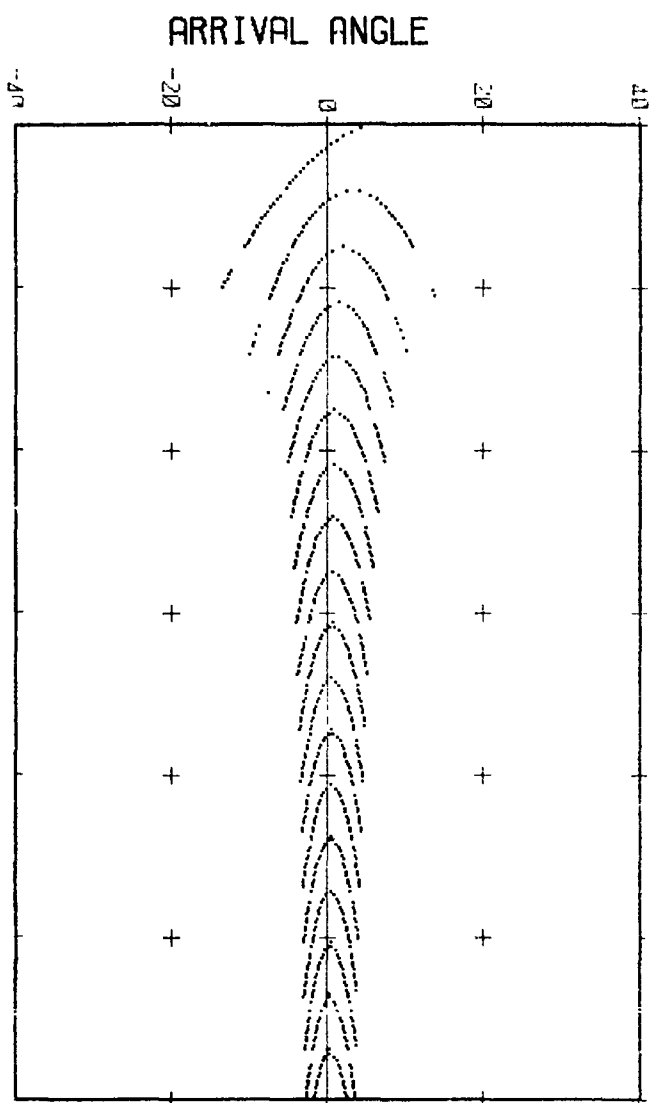
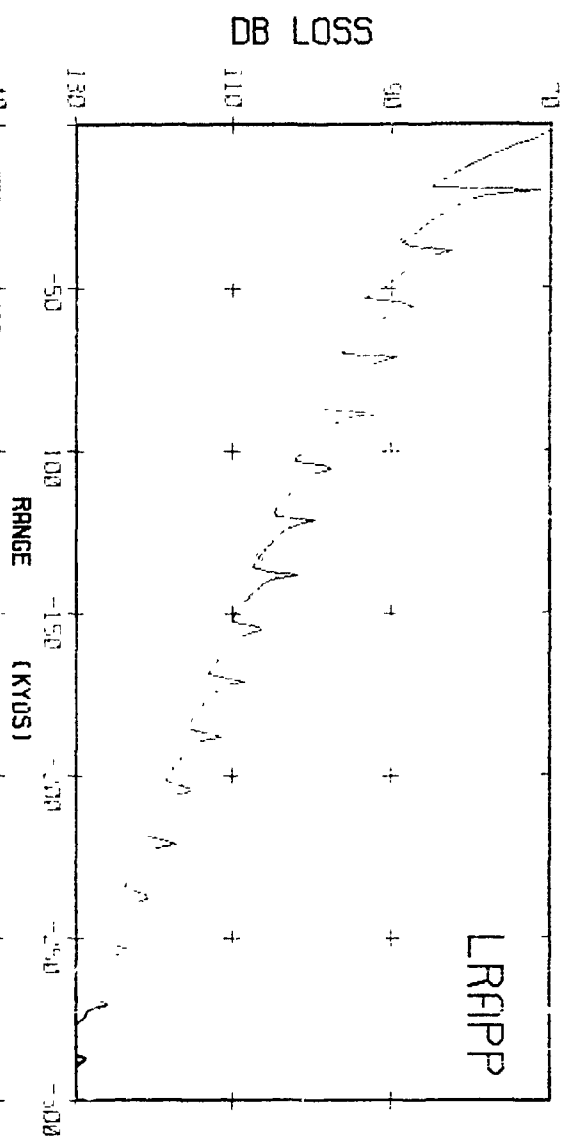


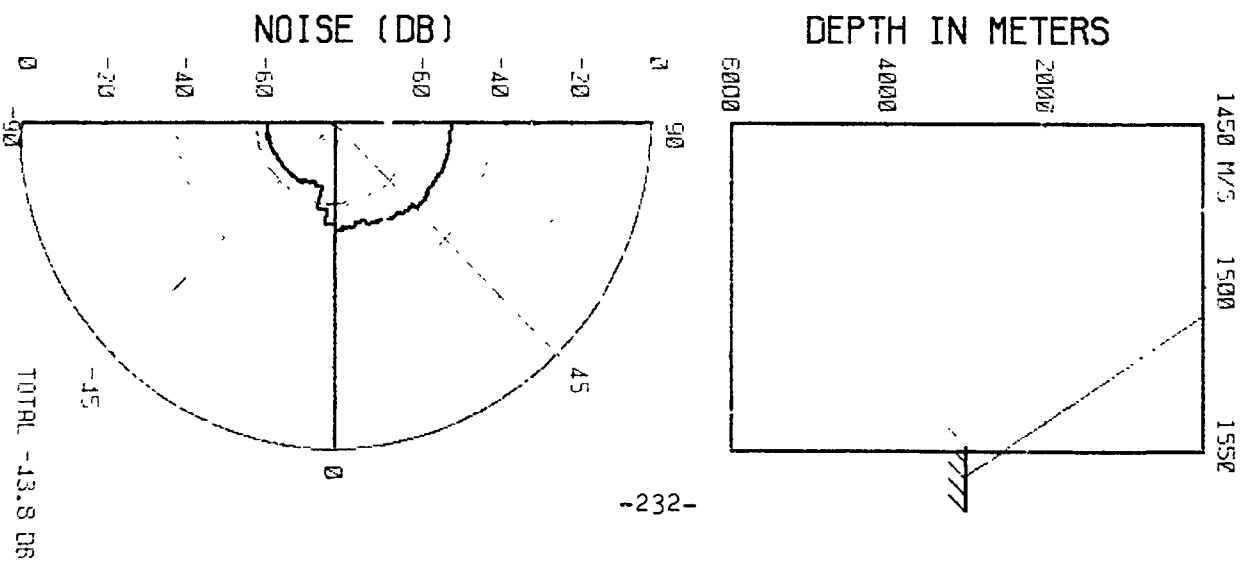
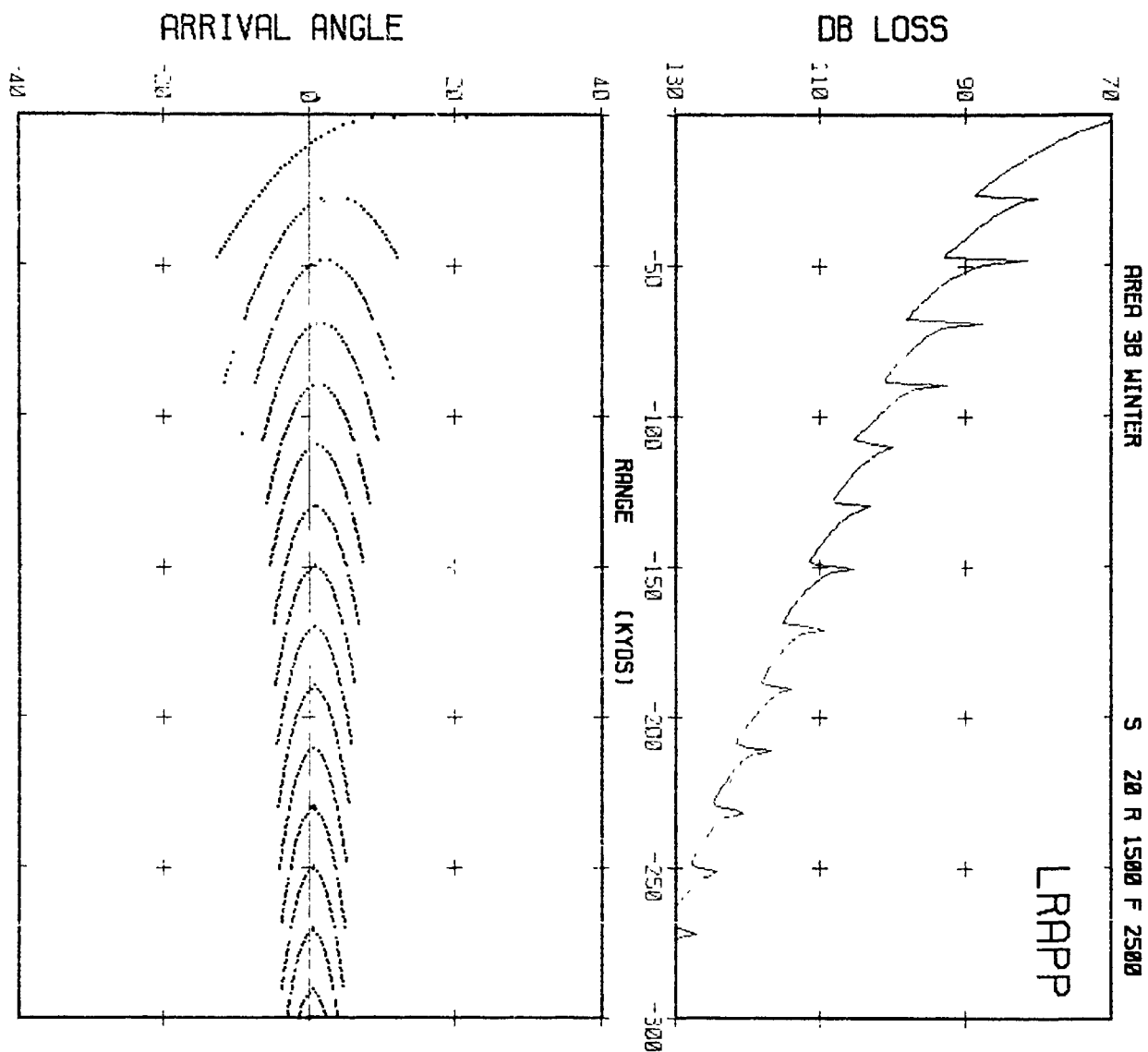
TOHL -13.3 DB

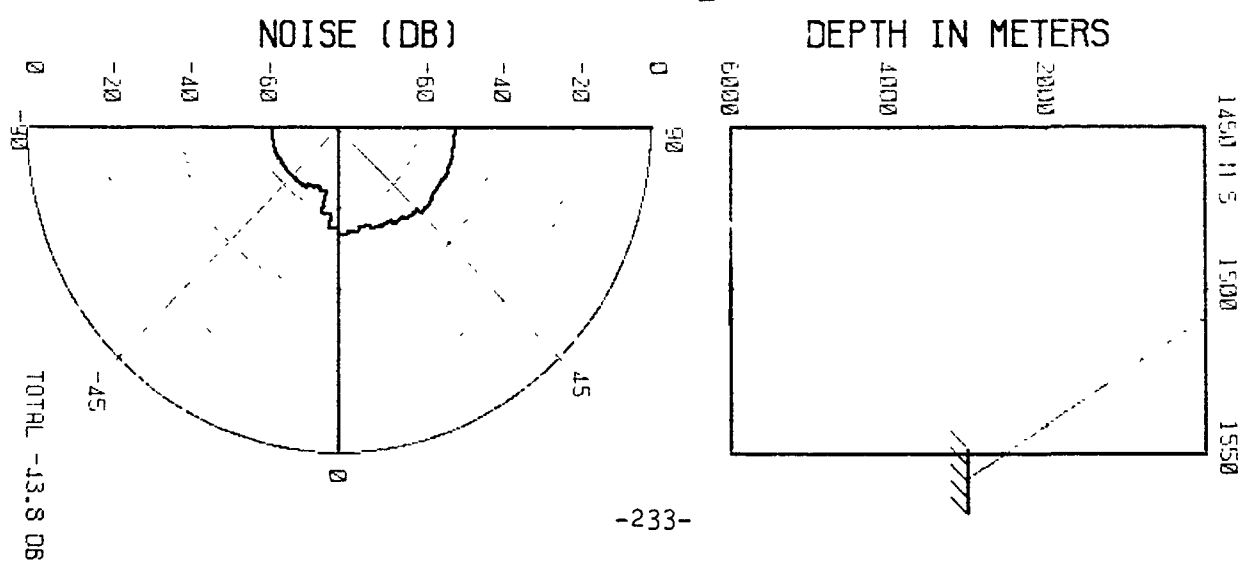
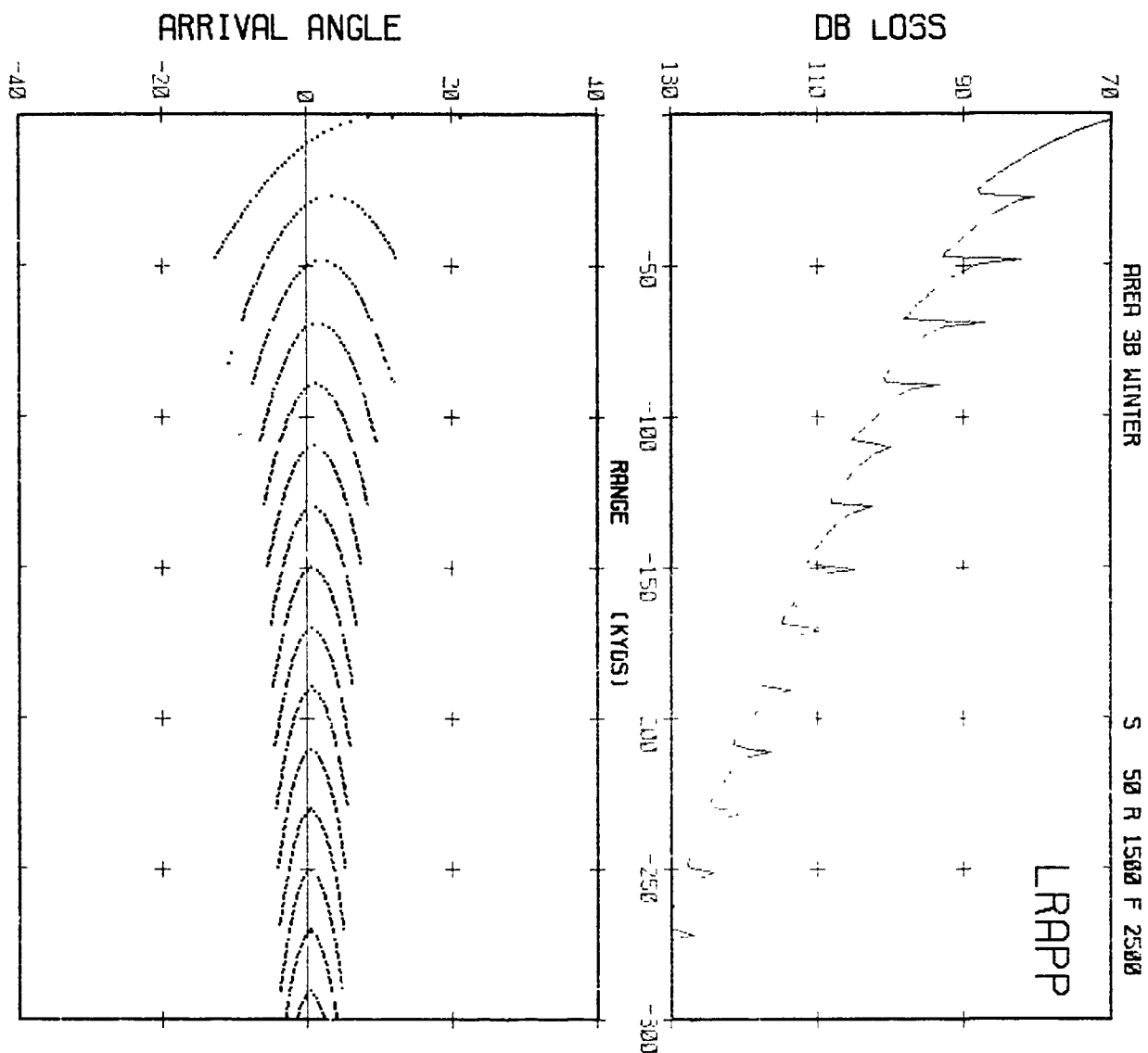
AREA 33 WINTER

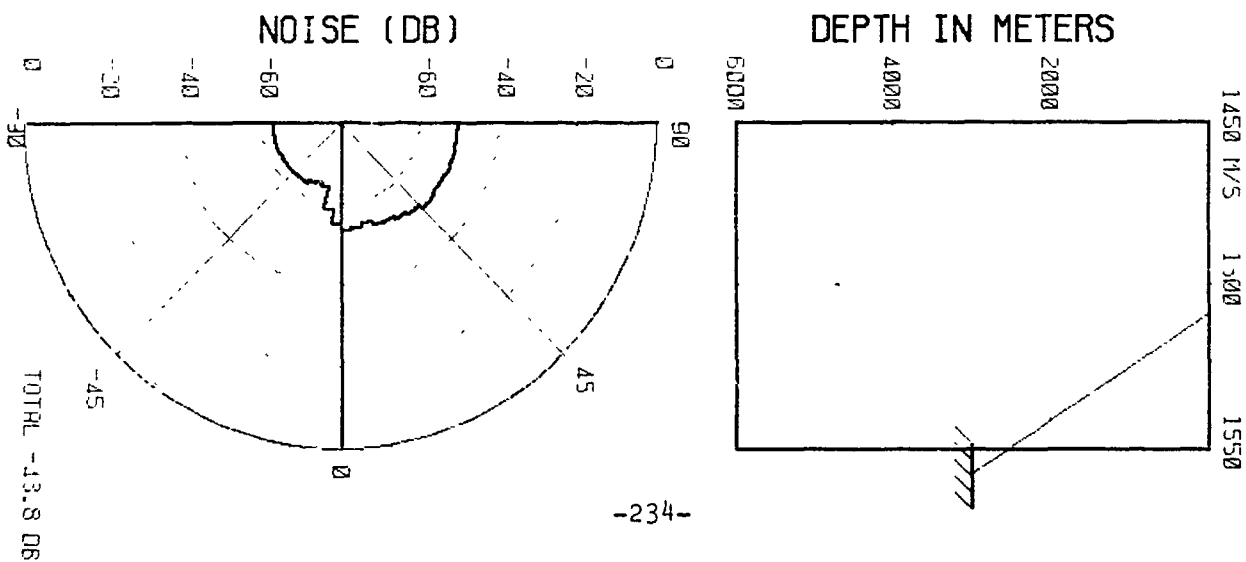
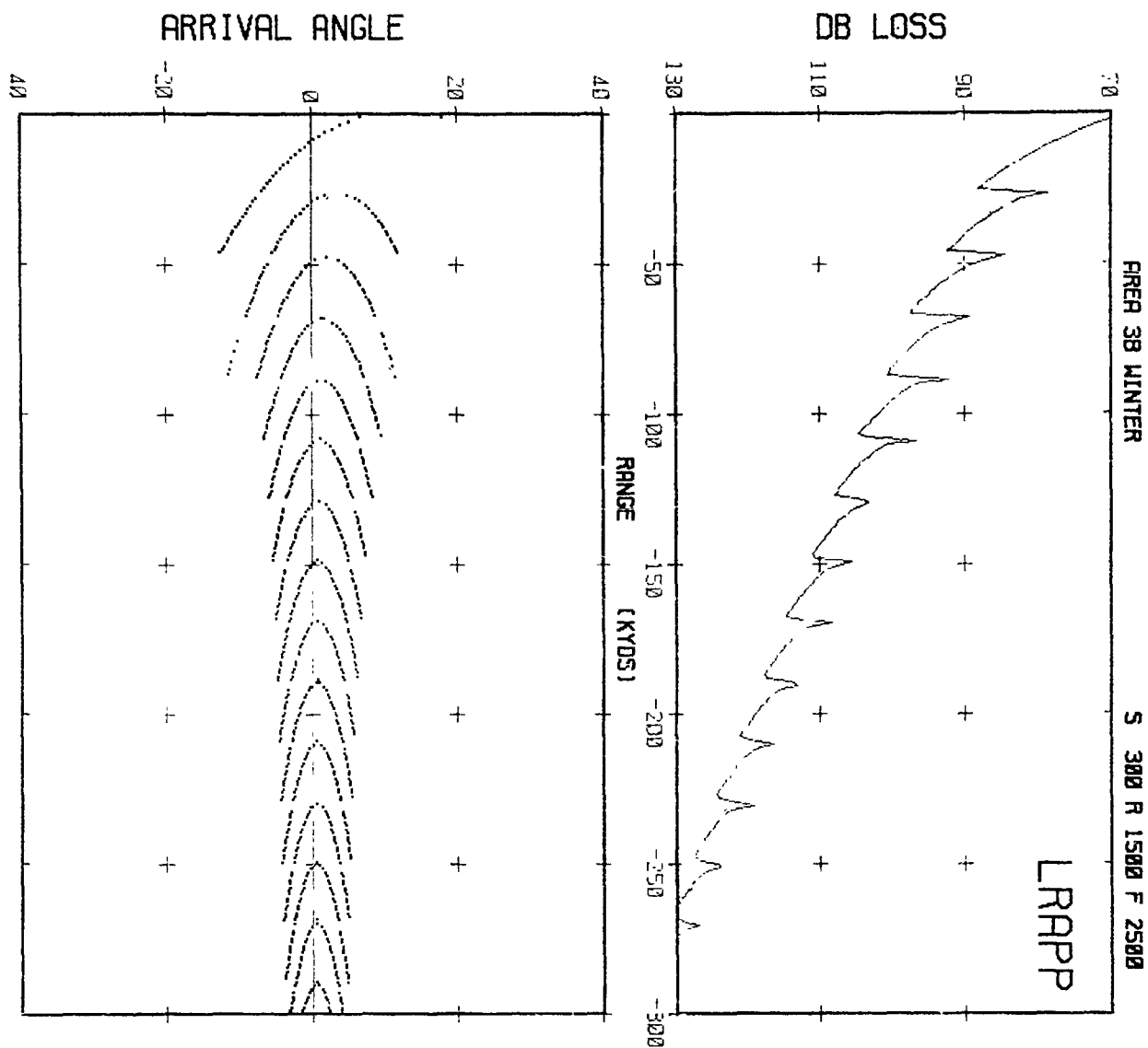
S 300 R 1000 F 2500

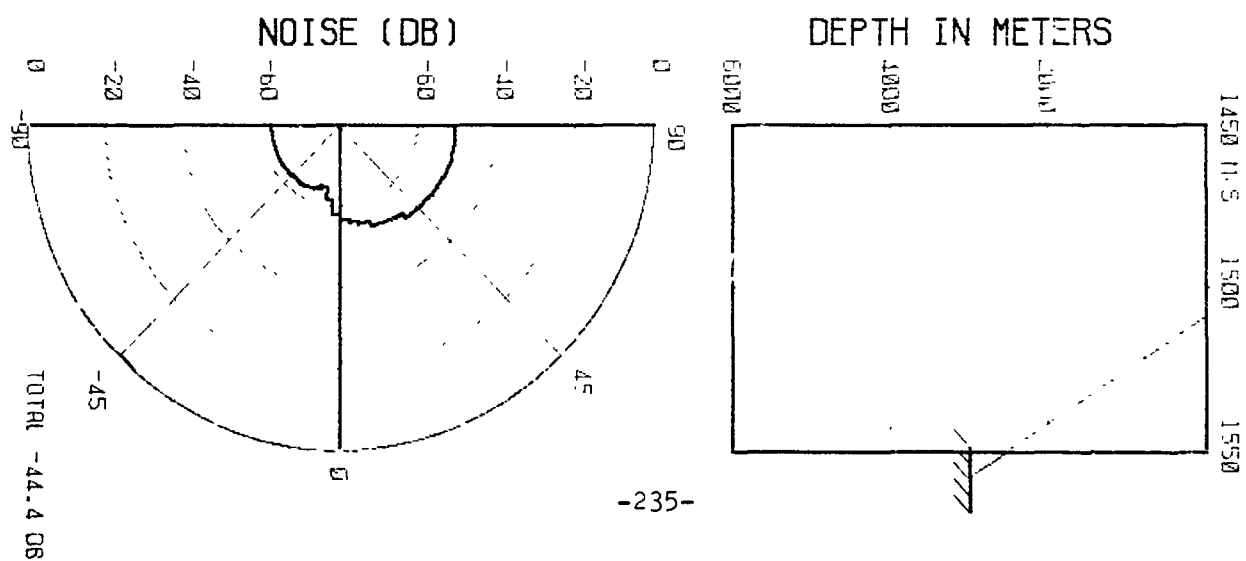
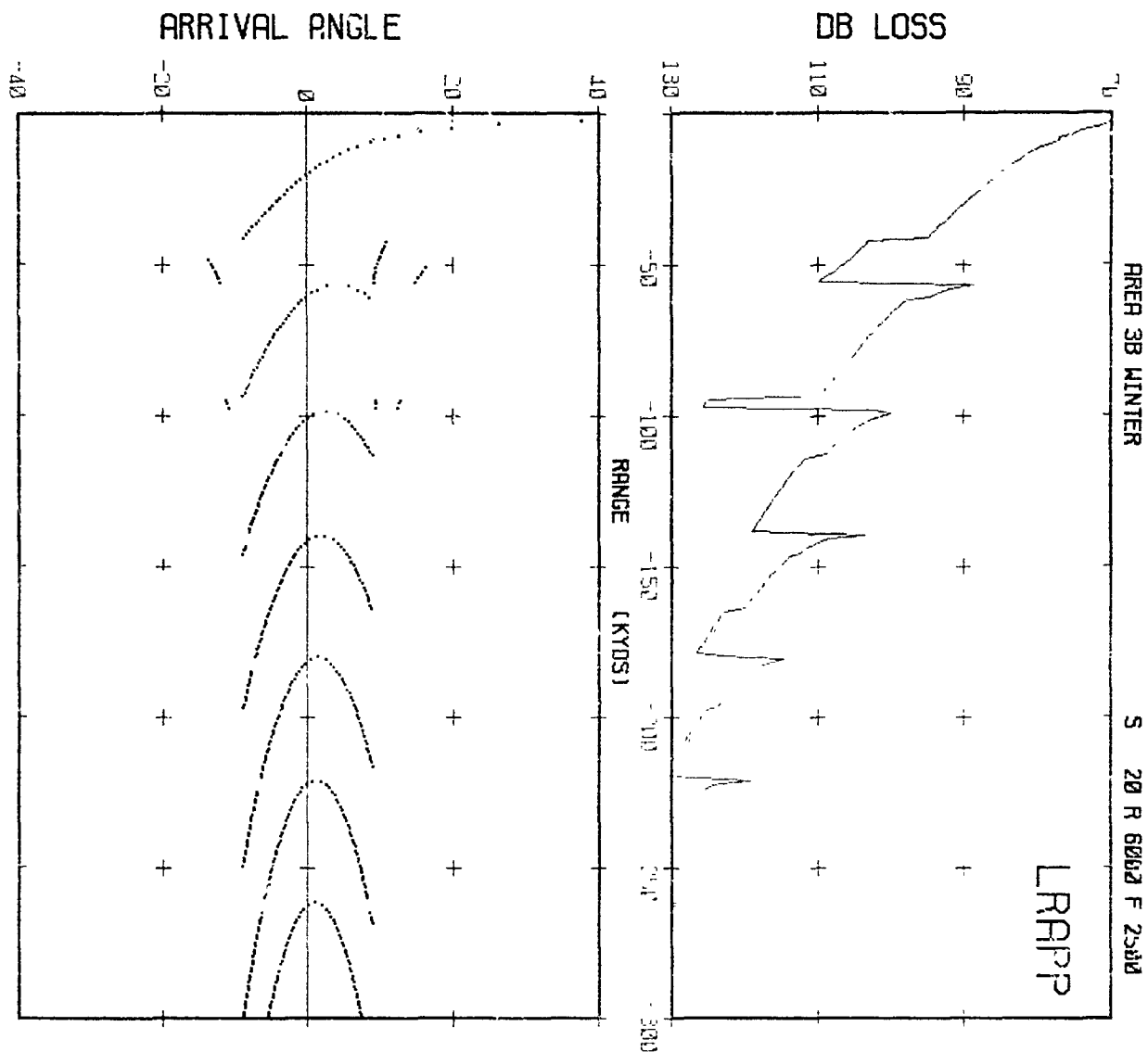
LRPP









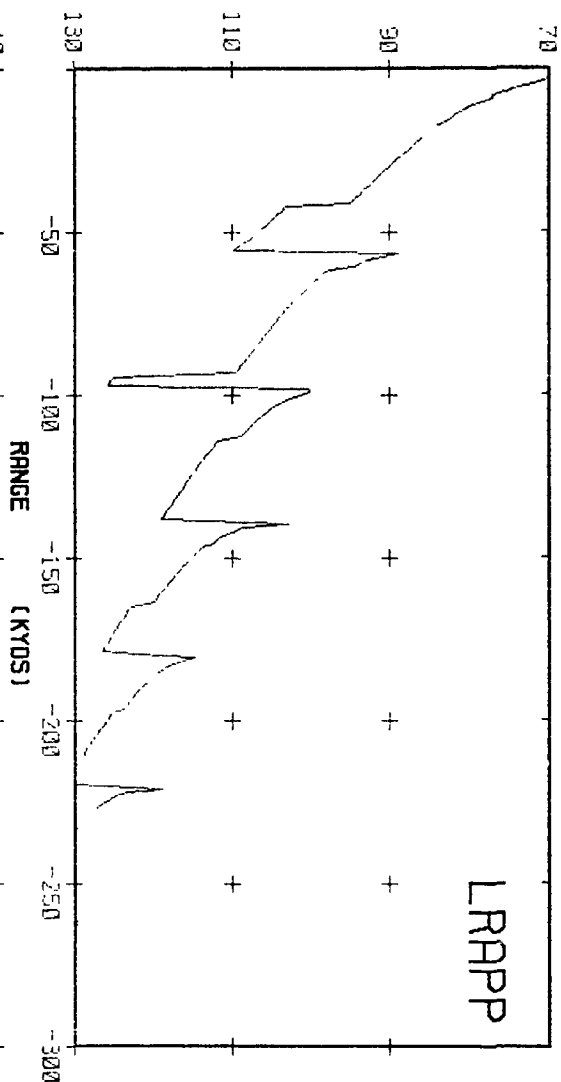


AREA 33 WINTER

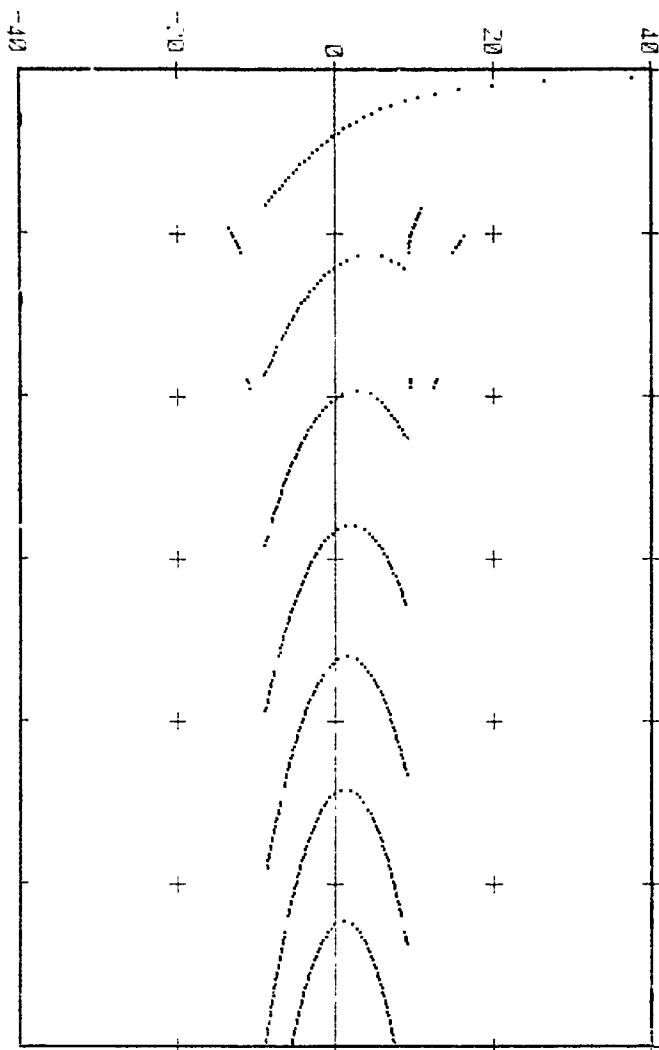
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LRAPP

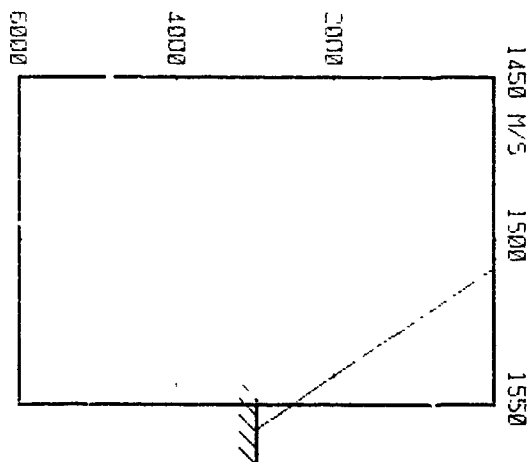
DB LOSS



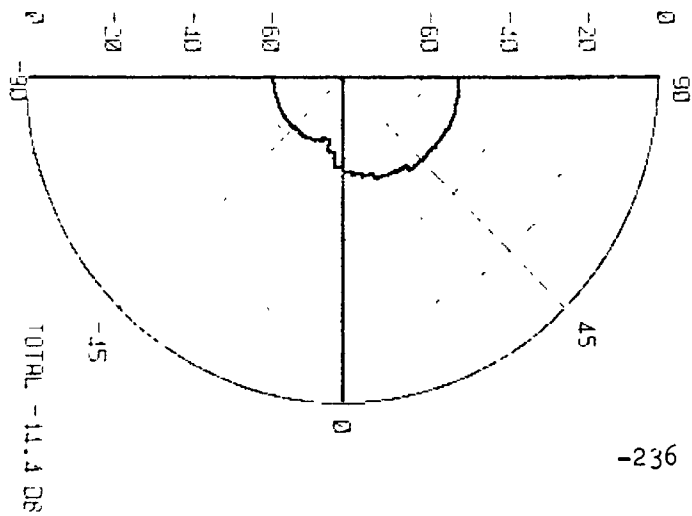
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

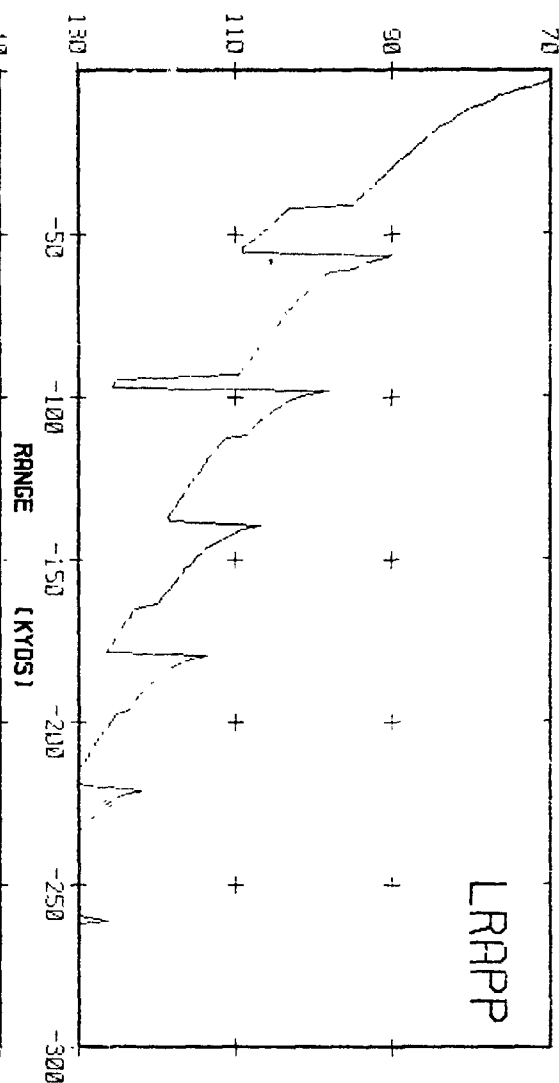


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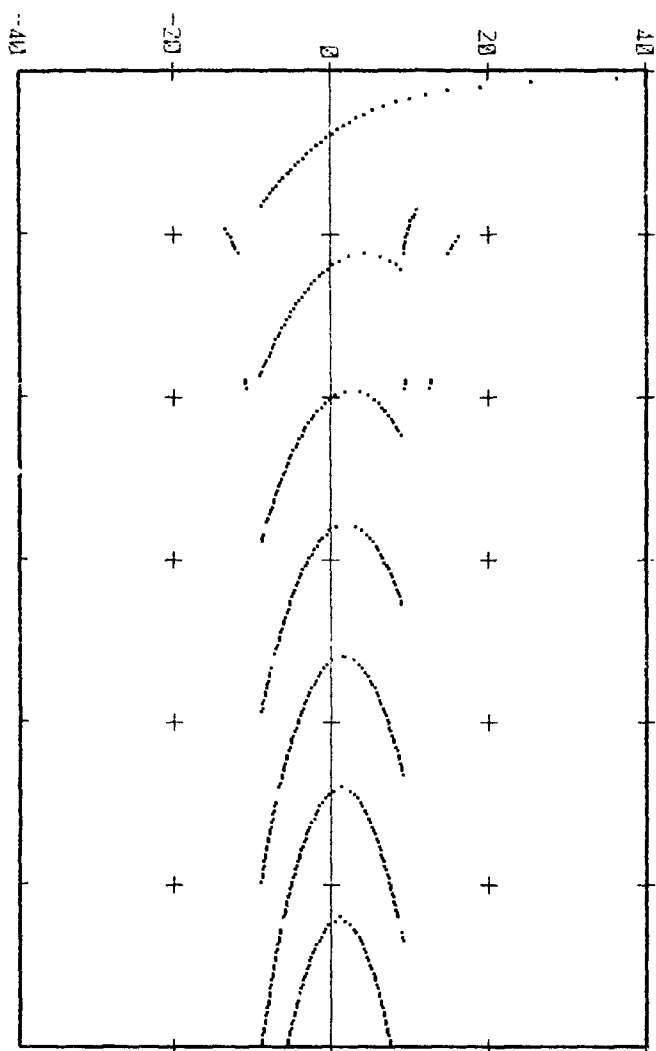
S 300 R 60° W F 2500

LRAPP

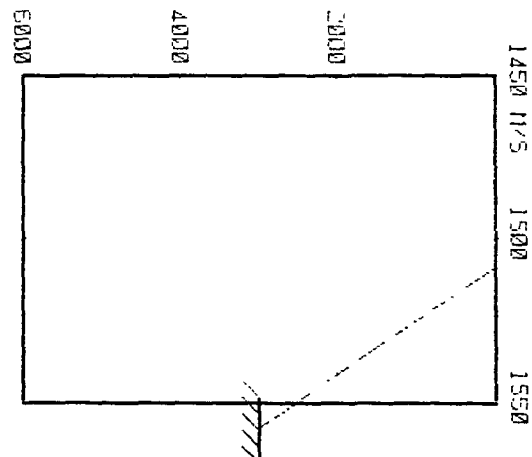
DB LOSS



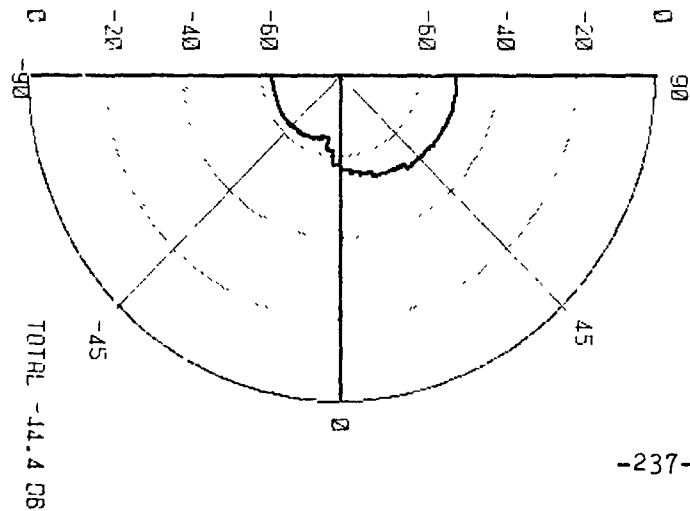
ARRIVAL ANGLE

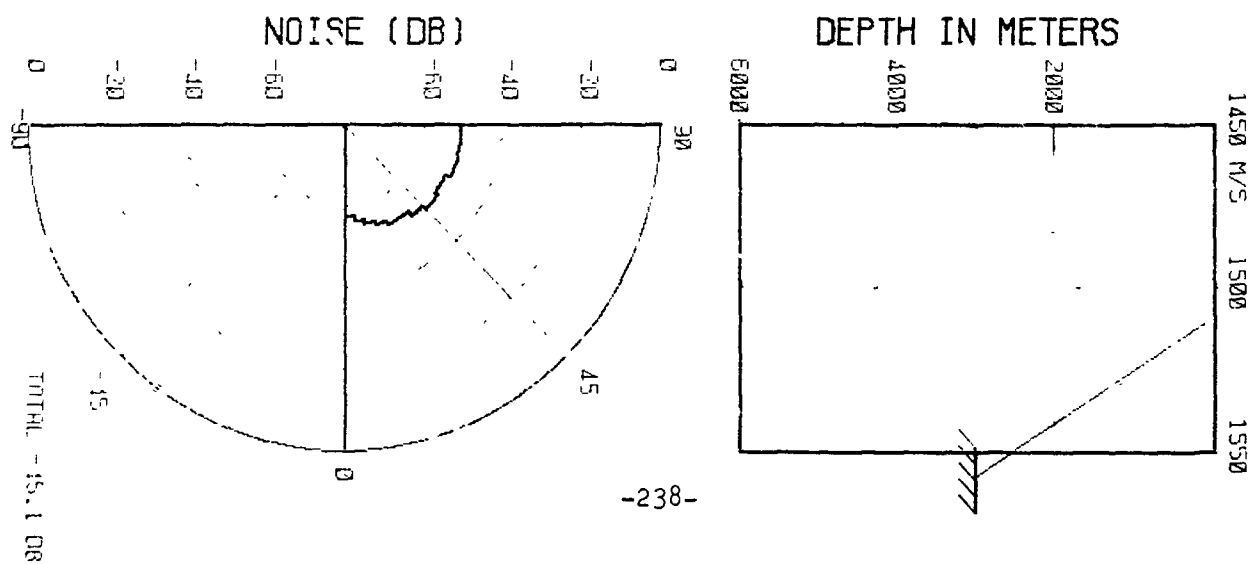
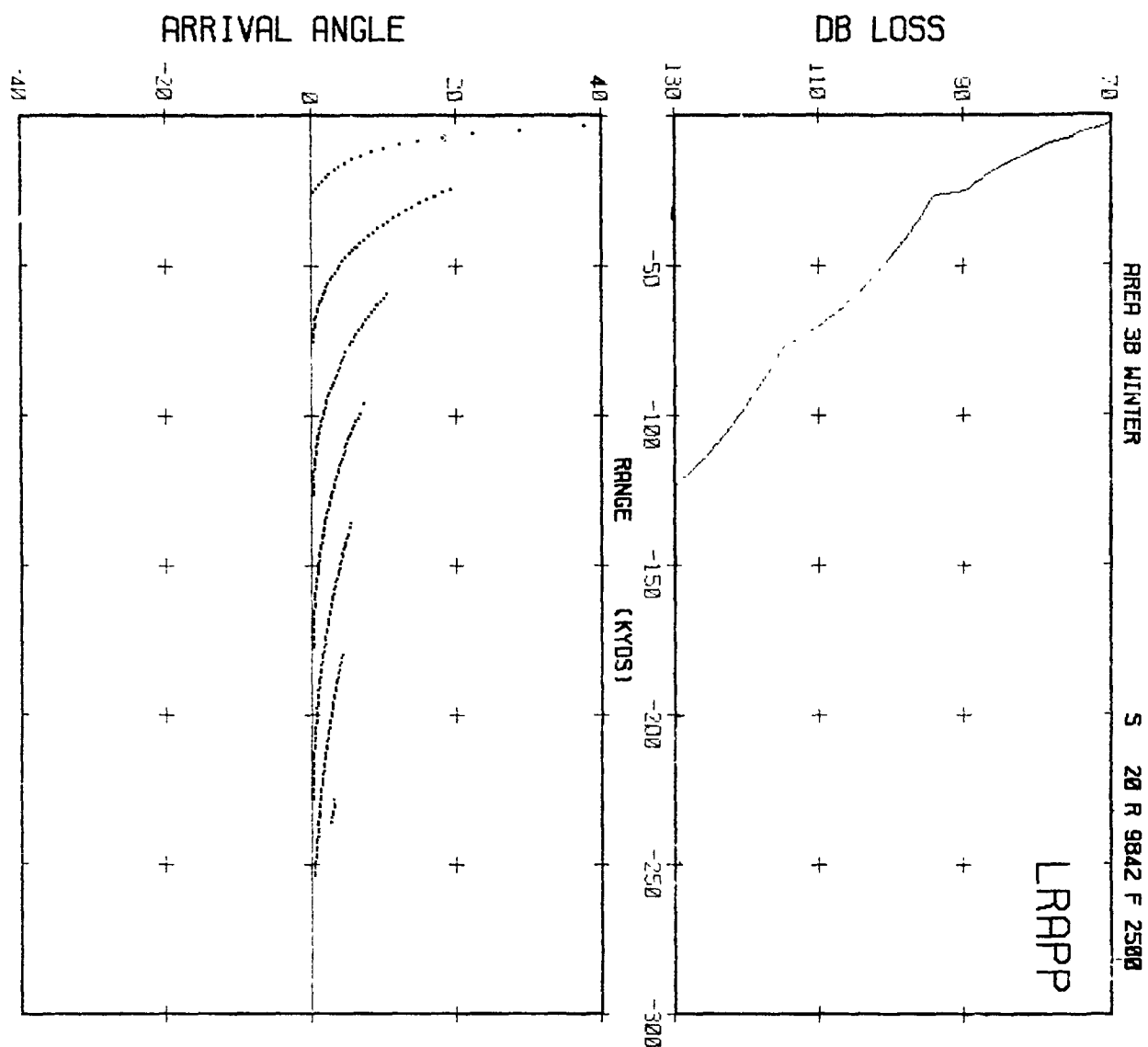


DEPTH IN METERS



NOISE (DB)



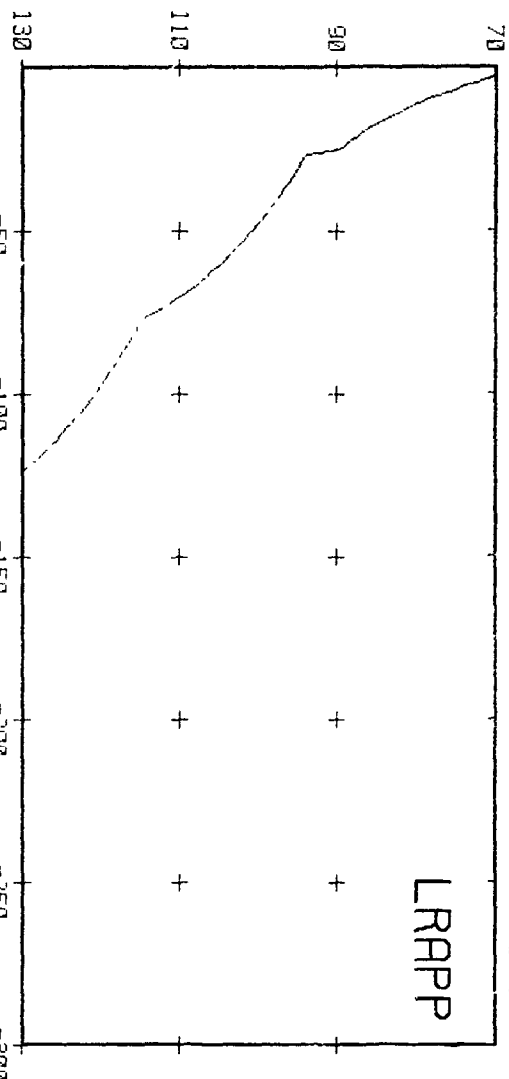


AREA 3B WINTER

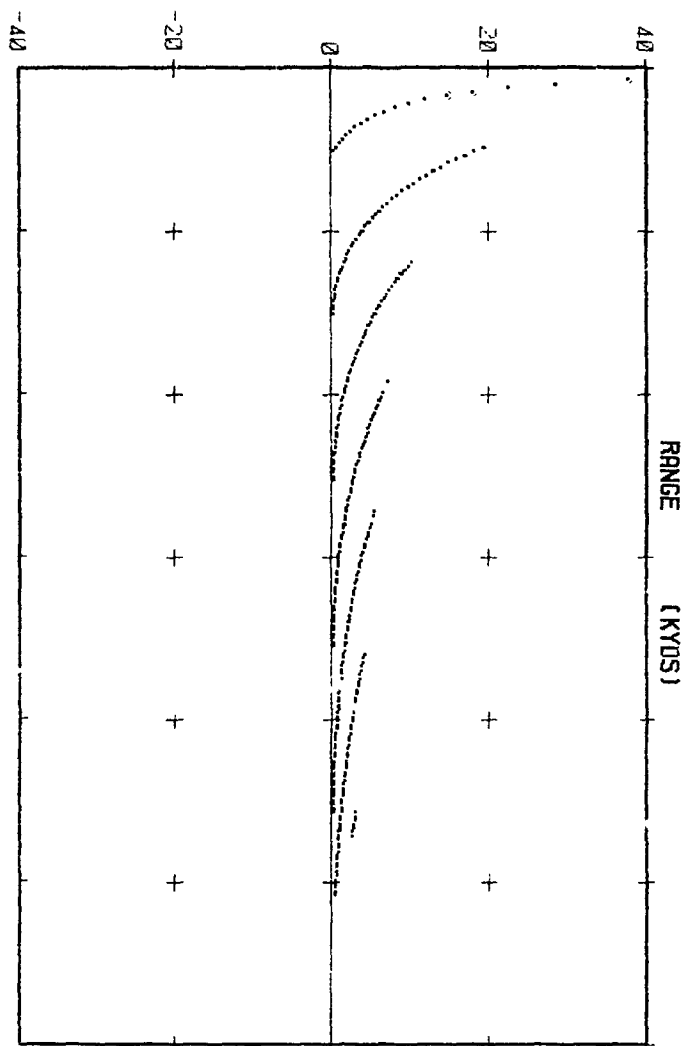
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1450 11/5 1500 1550

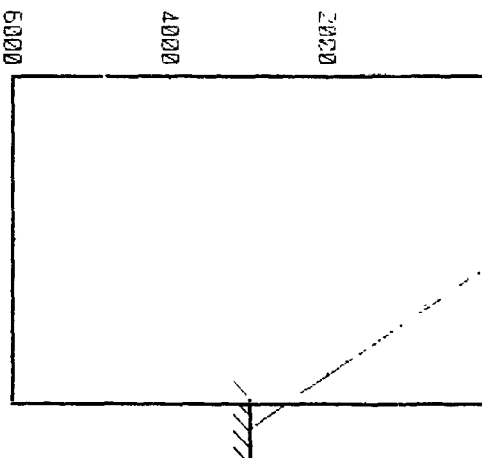
DB LOSS



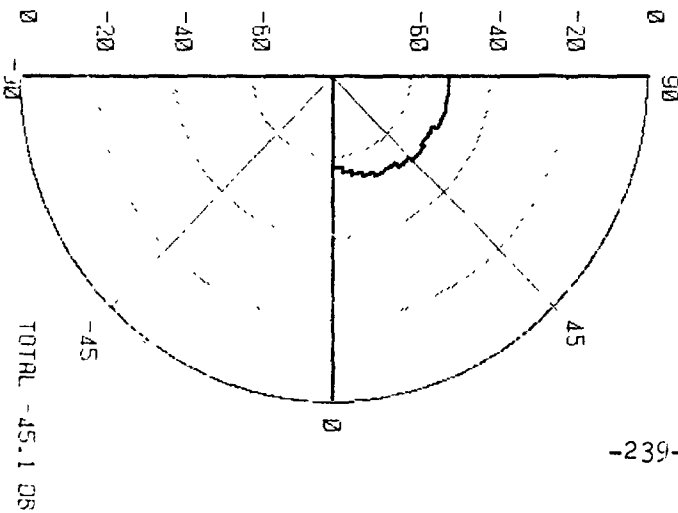
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

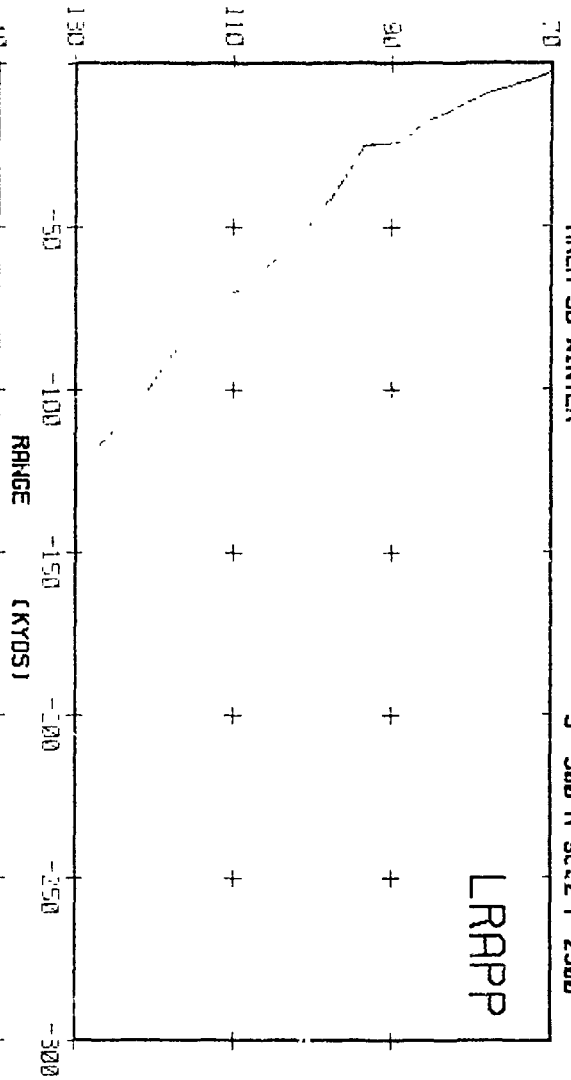


AREA 3B WINTER

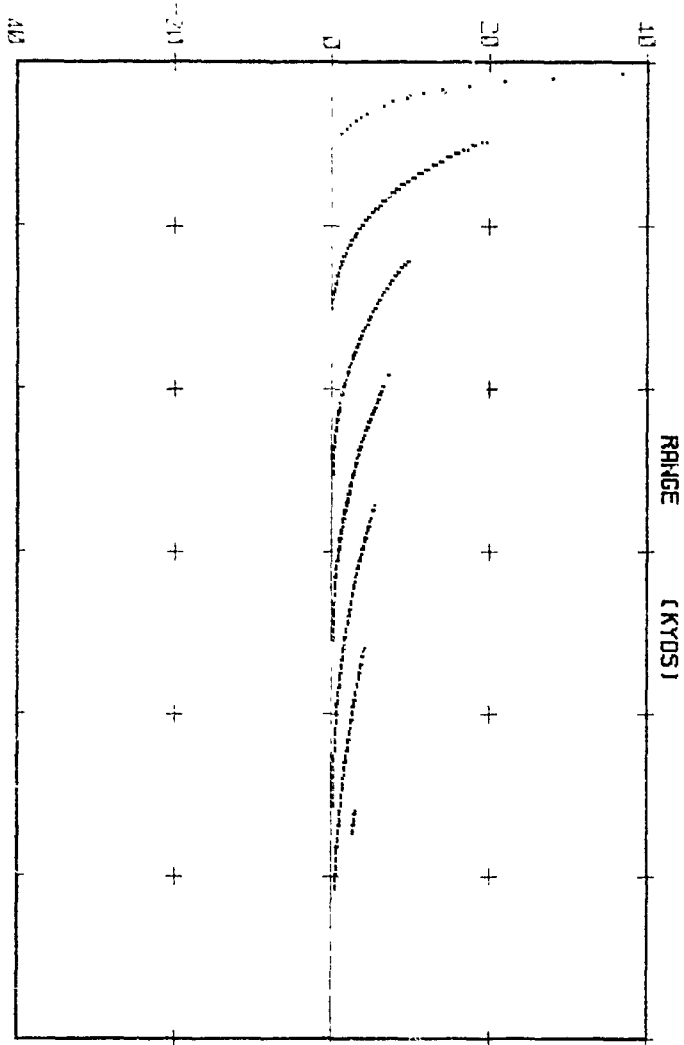
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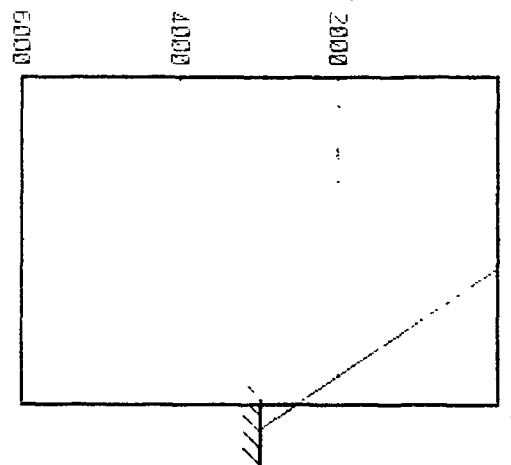
DB LOSS



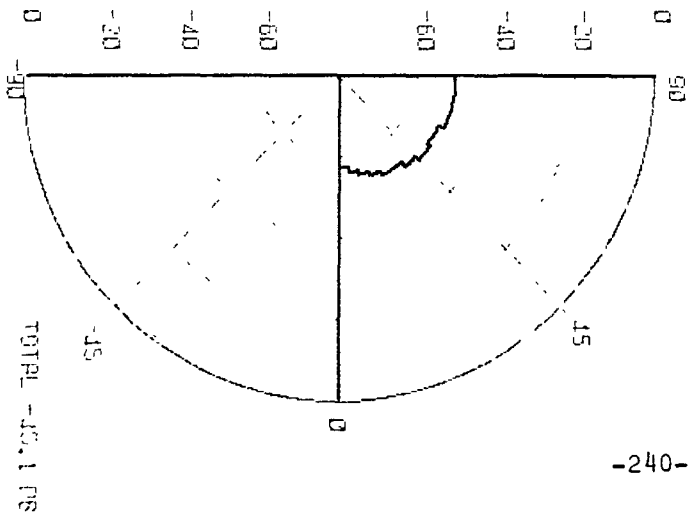
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)





DEPARTMENT OF THE NAVY

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IN REPLY REFER TO:

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31 Jan 06

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Subj: DECLASSIFICATION OF LONG RANGE ACOUSTIC PROPAGATION PROJECT
(LRAPP) DOCUMENTS

Ref: (a) SECNAVINST 5510.36

Encl: (1) List of DECLASSIFIED LRAPP Documents

1. In accordance with reference (a), a declassification review has been conducted on a number of classified LRAPP documents.
2. The LRAPP documents listed in enclosure (1) have been downgraded to UNCLASSIFIED and have been approved for public release. These documents should be remarked as follows:

Classification changed to UNCLASSIFIED by authority of the Chief of Naval Operations (N772) letter N772A/6U875630, 20 January 2006.

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Subj: DECLASSIFICATION OF LONG RANGE ACOUSTIC PROPAGATION PROJECT
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Report Number	Personal Author	Title	Publication Source (Originator)	Pub. Date	Current Availability	Class.
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME VII. AREA 3A SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0910342	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME VIII. AREA 3B WINTER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0910343	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME IX. AREA 3B SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0910344	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME V. AREA 2 SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0911224	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME XI. AREA 4A SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0912560	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME X. AREA 4A WINTER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0916556	U
MC-011 VOL. 14	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME XIV. AREA 5 WINTER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0916557; ND	U
MC-011 VOL. 13	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME XIII. AREA 4B SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0916610; ND	U
MCR008	Goodman, R. R., et al.	THE NEAT 1 EXPERIMENT (U)	Maury Center for Ocean Science	721001	NS; ND	U
Unavailable	Cherry, W. R.	LRAPP BEAMFORMER	Scripps Institution of Oceanography Marine Physical Laboratory	721015	ADA081876	U
ONR ACR-186	Gregory, J. B.	PROJECT LRAPP TEST BED- TECHNOLOGY USED IN THE DEVELOPMENT OF A DEEP-OCEAN STABLE PLATFORM (U)	Office of Naval Research	721024	AD 52-3370 ~~AD 52-3370~~ ; ND	U
MC-010	Unavailable	CHURCH GABBRO EXERCISE PLAN- LRAPP (U)	Maury Center for Ocean Science	721026	ND	U
WHOI-72-87	Daubin, S. C., et al.	THE ACODAC SYSTEM	Woods Hole Oceanographic Institution	721101	AD0756628; ND	U
NRLR7516	Fleming, H. S., et al.	PROJECT NEAT 1 ENVIRONMENTAL DATA REPORT (U) (USNS J.W. GIBBS)	Naval Research Laboratory	721129	NS; ND ~~AD 52-3374~~	U