

MINISTRY OF AGRICULTURE, FISHERIES AND FOOD
FISHERIES LABORATORY, LOWESTOFT, SUFFOLK, ENGLAND

1979 RESEARCH VESSEL PROGRAMME

REPORT: RV CLIONE: CRUISE 4(b)

(PROVISIONAL: Not to be quoted without prior reference to the author)

STAFF:

J W Ramster (NIC)
J Wooltorton
K J Medler
P-Brown (Sandwich Student)

DURATION:

Left Grimsby 2215 h, 18 April

Docked Lowestoft 0400 h, 20 April

(All times are British Summer Time)

LOCALITY:

Flamborough Head-S.W. Dogger Bank

AIMS:

1. To service JONSIS 1 and 2.

(Aim 2 of the cruise programme "To test the omni-directional receiver developed for use with the MAFF acoustic release" was deferred a few days before the cruise began until CLIONE 5/79.)

NARRATIVE:

The scientific staff left Lowestoft at 0915 h, 18 April and joined the ship in Grimsby at 1445 h the same day. Gear was stowed and prepared whilst the vessel was in dock. At 2215 h RV CLIONE sailed for JONSIS 1 some 6 miles north-east of Flamborough Head.

By 0600 h, 19 April the ship was right alongside the station. The pellets marking the instrument line were much closer to the surface buoy than they should have been which suggested that a "normal" recovery might be difficult. Consequently the acoustic release was fired, after being called-up and then switched-off again, and the sub-surface buoy appeared within five metres of the ship. The near-surface meter was recovered with some difficulty because the meter wire was under tension even though it had been severed at the acoustic release. Once the near-surface meter was in-board the meter-wire was hove in until the bottom A-frame came to the ship's rail. This frame was broken in half and there was no sign of the near-bottom current meter. There were some turns of 16 mm surface-buoy-wire around part of the frame and this appeared to be the source of the continued tension in the system. A further attempt was made to recover the rest of the rig but it was clear that the wires and molgogger were working near their physical limits. Consequently the wire was chopped away and the rig remnants abandoned. It was not possible to trawl around the area for the lost current meter because the starboard forward bollard was cracked and unsafe to use. A new rig was deployed some distance away that included an NBA current-meter on loan for a sea-trial.

At 0930 h the ship set course for JONSIS 2. When 6 miles from the station the vessel lay-to so that an acoustic search could be made for the current meter rig put out in December 1978 and not seen or heard of subsequently. No return signals from the acoustic release were heard. At 1350 h the surface buoy at JONSIS 2 was found to be exactly on station even though the current meters associated with it had been landed in The Netherlands some weeks ago. The buoy, buoy-weight and most of the ground line were recovered without difficulty and a new set of gear laid after a second acoustic search for the December 1978 station had been made. Further searches were made 6 miles East and South respectively of JONSIS 2 without success before the run home began. The ship docked in Lowestoft at 0400 h, 20 April.

RESULTS

1. The JONSIS stations were serviced with the net loss of a current meter and a set of wires and weights.

It is thought that part of a trawl may be entangled with the gear that had to be abandoned at JONSIS 1. The fact that at JONSIS 2 a Dutch trawler had just clipped the instrument wire off the rig is worthy of note. A new edition in Dutch of the Warning poster will be sent out.

2. The NBA meter was found to be easily put into the meter wire.

3. The MAFF acoustic release at JONSIS 1 worked excellently in all modes.

J W Ramster
3 May 1979

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GFL

INITIALLED: AJL

DISTRIBUTION:

Basic List

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