Agri-Food and Biosciences Institute
Agriculture, Food and Environmental Science Division
Fisheries and Aquatic Ecosystems Branch

Cruise Report: CO 3910
Vessel: RV *Corystes*
Date: 25th – 29th September 2010
Area: Irish Sea (north); ICES VIIa & VIIg
Survey Type: Biological Oceanography & Mooring Service

Personnel:

B Stewart	SSO	AFBI	25 – 29 September
R Gilmore	SO	AFBI	25 – 29 September
C Smyth	SO	AFBI	25 – 29 September
S Barr	ASO	AFBI	25 – 29 September
C Balfour		NOC L'Pool	25 – 29 September

Objectives:

i. To maintain an insitu monitoring programme in the Irish Sea and Celtic Sea.

ii. To investigate the distribution of dissolved nutrients and phytoplankton over a grid of stations in the Irish Sea.

Circulation	✓
DCSO & CSO	✓
Ship Managers	✓
Fisheries Division	
ANIFPO	
NIFPO	

Comments

Signed Head of Branch

Methods:

- Stations were profiled using a Seabird SBE 32 water sampler and SBE 911 CTD
- Vertical zooplankton net hauls were taken using a 200 micron mesh bongo net with a 500mm diameter inlet.

Cruise Narrative:

Saturday 25th September 2010

Following a talk on ship's safety and a demonstration of personal life saving equipment, the RV Corystes departed Belfast at 2200 hrs and sailed overnight in a light breeze to the mooring station 38A

Sunday 26th September 2010

The vessel arrived on mooring station 38A at 0630 hrs. The weather was dry and bright with a light westerly wind when work commenced at 0800hrs with recovery of the instrument mooring to ship deck. Data from thermistors, CTD and water sampler were down loaded. Samples were removed from the water sampler and following a detailed inspection of mooring components instruments were reprogrammed and mooring components reassembled. The instrument mooring was then successfully redeployed at 1230 hrs in depth 92 metres on position 53^0 46^l .846N 005^0 38^l .149W. Following deployment of the rosette water sampler and CTD the Corystes sailed to sample at Irish coastal stations 37, 36 and 47D before work turning in a southerly direction to sample at stations 50 and 62 where work for the day was completed at 2030 hrs. Overnight the vessel sailed to the SmartBuoy mooring in the Celtic Sea.

Monday 27th September 2010

Work for the day commenced at 0800 hrs with final instrument checks as the on-board SmartBuoy was readied for deployment. Meanwhile the SmartBuoy mooring was successfully recovered to ship deck at 0830 hrs and the replacement SmartBuoy deployed at 1030 hrs on position 51^0 14^l .790N 006^0 04^l .904W in depth 102.5 metres. Following deployment of the rosette water sampler and CTD the Corystes sailed in a northerly direction to sample at stations B8 and B9 before a faulty CTD cable had to be removed and wires re-spliced. Following an effective repair sampling continued at stations B10 and B11. Overnight the ship sailed into Liverpool Bay.

Tuesday 28th September 2010

The Corystes arrived on station LB01 at 0850 hrs and commenced sampling along the transect finishing on LB08 at 1730 hrs. Work continued at station 26 and finished on 16 at 2030 hrs.

Wednesday 29th September 2010

Following work at station 4 the Corystes sailed to dock in Belfast at 0930 hrs.

Work Completed:

Favourable weather conditions enabled a successful service of the AFBI and Celtic Deep SmartBuoy moorings and full completion of the scheduled sampling survey.

Operational Aspects of the Ship:

During the cruise the A-frame, main trawl winches, both hydrographic winches and the ship's clean seawater supply were used. No problems were encountered with the ship's equipment or indeed any of the scientific equipment. The hotel and catering service was of an acceptable standard and there

was a reasonable working relationship between the scientists and the ship's crew. Prior to the ship departing Belfast a comprehensive and detailed safety briefing was delivered to the scientific crew.

Acknowledgments:
I am indebted the deck crew of the RV Corystes for their co-operation and assistance during the mooring recovery and deployment operation. The ship's master, officers, engineers and catering staff are also thanked for their co-operation during this cruise.
I also thank Dr Chris Balfour, visiting instrument engineer from the National Oceanographic Centre Liverpool, for his advice and assistance with the repair of a faulty CTD cable.

Scientist in Charge

Date: 14 October 2010