BOOK No.

STATION POSITION LOG

Station No. 323/ A.   Date 3.9.75   Time from

Time	Log	POSITION Lat.	Long.	Method of Determination	WIND Dir. from	Speed Kts.	Weath. and Vis.	WAVES Dir. from	Period secs.	Height ft.	Corrected Barometric Press. mbs.	TEMPERATURE Dry Bulb	Wet Bulb	CLOUD Type	Amt.	REMARKS AND GEAR USE
								RED	DECCA Green	Purple						
0240		56°01.3N	07°39.3	SN.				2~~4~~J	A	I						On station
0243.								21.10	37.56	68.35						Corer over.
0246								21.12	37.56	68.39						Corer on bottom.
0249																Corer up.
0258.								20.								Corer over.
0300		56°01.3	07°39.4	SN.				20.08	37.60	68.39.						Corer on bottom.
0306																Corer up.
0309																Corer over.
0312.		"	"					21.0[illegible]	37.30	68.62						Corer. on bottom
0317.																Corer up
0325								~~21.10~~	~~37.60~~	~~68.86~~						Corer over
0327.								21.10	37.60	68.86						Corer. on bottom
0333																Corer up
0339																Corer. over.
0342.								21.17	37.44	69.20						Corer on bottom
0347.																Corer up
0349																Corer over.
0353								21.06	37.62	69.36						Corer on bottom

Cruise Report of Proceedings

RRS Challenger Cruise No. 12B/75, 2-10 September 1975

1) The primary objectives of the cruise were to sample the deep-sea and outer shelf macro- and meio-benthos, midwater plankton and bathyal demersal fish populations, in order to continue a study of seasonal changes in these communities, and to provide material for a pilot study of heavy metal dispersal in deep water.

2) Geographical Area

Shelf Station: 56°01.5' N, 07°39.2' W, depth 148 metres.

Fish Trawling Station a): 56°21' N, 09°11.6' W: 750 metres.

b): 56°28-21 N, 09°20-19' W 1000 metres.

Deep Station: 55°03.5' N, 12°03.5' W; depth 2875 metres.

3) Sea and Weather Conditions

Good. Winds mainly SW-NW, 1-7.

4) Conduct of Cruise

Challenger sailed on schedule from Dunstaffnage at 1700 hrs on 2 September, approximately 8 hours after arriving there at the completion of Cruise 12A. The Shelf Station was reached at 0240 hrs the following day. After successfully completing the benthic coring work with the Craib Corer, the Shipek 70 mm deep sea camera, on loan from I.O.S. Barry, was then tested at 150 m depth on the Shelf Station. The flash unit failed owing to a short circuit of the watertight flash plug connector due to the entry of seawater. The ship sailed for the trawling position

BOOK No

STATION POSITION LOG

Station No. 323/A Date 3rd SEPT 75 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
								J	DECCA A	I						
0359				DECCA												Corer up.
0411		56 01·9	07 39·5	S.N.				20·90	37·45	69·X						CORER ON BOTTOM.
17								20·85	37·33	69·43						corer up.
22								20·89	37·42	69·55						corer O/B.
26								20·90	37·41	69·55						
31																CORER I/B.
34																CORER O/B.
36								20·91	37·42	69·56						CORER ON BOTTOM
45																CORER O/B
47		56 01·9	07 39·06					20·92	37·37	69·60						CORER ON BOTTOM
52																CORER I/B
55																CORER O/B
58								20·96	37·38	69·58						CORER ON BOTTOM.
0504								20								CORER I/B
0506								21·08	37·43	69·73						CORER O/B.
0509								21·08	37·43	69·73						CORER ON BOTTOM.
0514																CORER I/B.

on the Hebrides Slope, arriving at 1306 hrs. Two hauls were made with the otter trawl, one at 750 and the other at 1000 metres depth, and the work successfully completed on schedule at 2254 hrs.

Challenger then steamed for the Deep Station arriving at 1336 on 4 September. It was decided to launch the 2-metre 'Stramin' net, rigged up with a RMT 2 net, and to attempt the long, deep haul required. A successful sample was obtained after an eight-hour tow, and this was immediately followed by another cast, this time an oblique haul, which was completed at 0040 hrs 5 September, obtaining another good haul despite a torn net.

This was followed by an attempt at an epibenthic sled haul. Unfortunately, although there was no indication of anything wrong during the 1-hour-long bottom tow, the sled itself was not recovered on winching back the wire. Both the weak link and (most surprisingly) the safety strop had parted company with the shackle and swivel assembly on the end of the main wire.

It was then attempted to lay the deep water mooring using a dhan buoy. Unfortunately, the 2-mm wire supplied had not been tightly spooled onto the drum. After catching up and snagging many times the Master decided it too dangerous to continue spooling it out from the hand winch fitted, and the operation was abandoned at 1136 hrs 5 September.

STATION POSITION LOG

BOOK No

Station No. 373 A (cont.) Date 3/9/75. Time from

Time	Log	POSITION Lat. N	Long. W	Method of Determination	WIND Dir. from	Speed Kts.	Weath. and Vis.	WAVES Dir. from	Period secs.	Height ft.	Corrected Barometric Press. mbs.	TEMPERATURE Dry Bulb	Wet Bulb	CLOUD Type	Amt.	REMARKS AND GEAR USE
								DECCA I	A	I.						
0515.																CORER O/B.
0518.								20.95	37.40	69.69						CORER ON BOTTOM.
0523																CORER I/B. /O/B.
0527								20.86	37.30	69.95						CORER ON BOTTOM.
0534																CORER I/B.
0537.																CORER O/B
0439.								20.80	37.27	70.02						CORER ON BOTTOM.
0446																CORER I/B.
0552																CORER O/B WITH W.B. att
0605.		56 07.2	07 39.2													CORER ETC. I/B
0620.																CAMERA O/B.
0636																CAMERA I/B.
						324	TRAWL		STN.		Co		kts	SPEED.		
								J	A	I						
1306		56° 21.0	009°13.6					15.1	41.6	76.68				00		On station Abhaut.
1326.		56° 21.0	009°11.6					16.52	41.22	76.96						~~Abhaut~~. On station
1327.								16.52	41.22	76.96				1kt.		Cod end outboard.
1350								16.16	41.08	75.64				"		Doors away.
1351								16.08	41.08	75.80	010			6 kts		paying out.

The multiple corer was then readied for lowering, and eight dips made completing at 0140 hrs 6 September with a recovery of 26 cores out of a possible 32. A reversing thermometer assembly mounted on the corer was tested for the first time and provided bottom temperature data.

Two hauls were then made with the anchor-box dredge, completing at 0300 hrs after satisfactory samples had been obtained. These were followed by two more successful drops with the multiple corer. This was followed by trials with the spade corer. Although promising samples were obtained on some early lowerings, some obviously failed owing to slack in the wire after the corer bottomed hitching up with projecting parts of the corer assembly, and modifications had to be made. This provided an opportunity for another multicorer dip followed by a 2-metre/RMT2 oblique haul in night-time, these hauls being completed at 0405 hrs 7 September. These were followed by a single trial with the Shipek 70 mm camera, borrowed from I.O.S. Barry, mounted on the multicorer framework and lowered to the bottom. This was unsuccessful owing to the leaking plug - to which no repair or modification was possible while at sea.

Trials then continued with the spade corer until 1023 hrs followed by a daylight 2-metre/RMT2 oblique haul which was completed successfully at 1328 hrs.

BOOK No

STATION POSITION LOG

Station No. 326 / TRAWL Date 3 / 9 / 75 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat.	Long.	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
								S	DECCA A	J	Co	SPEED.				
1431								11·71	40·16	5031	Altering Co	4 kts.				Complete hauling and 2
1504								10·79	39·82	52·56	320	4				
1515								10·63	39·68	53·60	330	4				
1535								10·24	39·58	56·31	340	4				
1554								9·84	39·42	55·66	350	4				
1604								9·60	39·36	56·03	350	1½				COM. HAULING
52								8·75	39·05	57·88	350	1				Doors Inboard
1752								7·9	38·7	59·4	350	1½				cod end inboard
1801																Proceeding W. to next stat

There was the sufficient time in hand for four more spade corer dips, successful core samples being obtained on each occasion, and completing the scientific work at 2253 hrs 7 September.

5) Equipment Performance

Because the starb'd trawl wire had been logged as having been cropped to remove kinks, it was necessary to remove a similar length from the port wire and to splice in a new eye before we could start trawling. This was accomplished despite the added difficulty of the wire having a lefthand 'lay'.

The wire metering gear was found to even less reliable on this cruise then on previous SMBA biological cruises. It appeared to fail quite unpredictably and, on occasion, re-starting spontaneously.

The multiple coring operations were delayed and complicated by the failure of the ship's main wire metering system so that wire pay-out rates, recovery rates and the amount of warp-out could not be monitored. We are grateful for the efforts of the Chief and Second Engineer to rectify the fault although they were unable to find the trouble and the equipment finally started working again for no apparent reason.

The state of the scientific workshop continues to be a source of intense frustration, especially when repairs have to be made to gear quickly in order to avoid wasting valuable shiptime. We are, however, all relieved that the cruise was

BOOK No

STATION POSITION LOG

Station No. 325 / TRANS. Date 3/9/75. Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
								DECCA 38.			G	Speed				
1823		56 34·5	09 17·3	SATNAV				J	A.	J						V/E HOVE TO IN 1000M.
25								9·71	39·17	58·62						TURNING TO 180
1835								9·23	39·17	58·52						COM. SHOOT NET.
1900																Net tangled. retrieved
1930		56 35·55	09 15·2	SATNAV				9·66	39·32	57·40						SHOOTING NET.
1948								9·83	39·46	56·96						DOORS AWAY. INC. SPD T
2008		56°32·0	09°19·3					10·9	39·7	55·1	200	5 kts				
2048		56°28·9	09°20·3					12·8	40·5	51·3	195	4 kts				Completed paying out
2132		56°25·4	09°21·4					14·3	41·0	77·8	185					
2138		56°25·0	09°21·5					14·6	41·1	77·7	180					
2144		56°24·7	09°21·6					14·7	41·1	77·0	170					
2224		56 21·8	09°19·1					15·9	41·6	74·7	170	1½/2 kts				Commenced hauling.
2325		56°19·9	09°17·8					16·4	41·8	73·4						Completed hauling. Doors in
2251		56°19·6	09°17·1					16·4	41·9	73·0						Cod end inboard.
2254																Completed station

not plagued with the engine/generator failures that have affected so many previous cruises, and we hope that the problems have indeed been conquered permanently. We are also grateful for the improvements to the darkroom door and trawl deck communications speakers.

Most of the scientific party complained of headaches at one time or another which, apart from other possible causes, seemed likely to be due to funnel fumes entering the accomodation from a ventilator on the winch deck. Black smoke can often be seen to billow all over the after deck areas - which have always collected black smuts. Hence the long periods spent on the trawl-deck washing samples were often rendered quite unnecessarily uncomfortable. Maybe a modified funnel which ejects the boiler gases upwards more efficiently is the answer.

It is hoped to attempt laying another deep-water mooring on our November cruise (14B). It would be appreciated if the wire supplied for this attempt is tightly spooled.

It is a pleasure to record our thanks to the Master, Capt. P. Maw, and the officers and crew of 'Challenger' for their continued cooperation and interest in our work. In particular, the ready help of the engineering officers did much to overcome the inadequacies of the scientific workshop. But it is sad that we have to exploit their good nature in this way. We were also impressed with the ship's greatly improved station-keeping performance made possible with the satellite navigation equipment installed, and we hope that we can rely on this being present on all future biological cruises of 'Challenger'.

(Signed) J.D. Gage

J.D. Gage.

R.V.B. SAILING INSTRUCTIONS

Reference P12/12/75

R.R.S."CHALLENGER" : CRUISE 12B/75 : 2 - 10 September,1975

To The Master

1. Ship's Programme

(a) R.R.S."CHALLENGER" is to sail from Dunstaffnage on Tuesday 2 September with members of the Scottish Marine Biological Association, The University of Manchester and the University College of Wales, for a Biological cruise in the North-East Atlantic - Rockall Trough area, as required by The Senior Scientist.
The outline programme is given below.

(b)	Tuesday 2 September	p:m.	Sail Dunstaffnage
	Wednesday 10 September	1300	Arrive Barry

2. Scientific Requirements

(a) It is required to carry out a study of deep-sea and shelf benthic, and deep-water pelagic communities and demersal fish on the Continental slope.
There is also a requirement to carry out a pilot investigation of heavy metal concentration in deep sea sediments and benthos coring will be carried out using a spade corer and a multiple corer with attached camera.
Mid-water Trawling will be carried out using a rectangular trawl, and for demersal fish trawling an otter trawl will be used.
A Dhan-buoy will be laid (4-9 September) in position 55° 03.5N 12° 03.5W in a depth of 2900 metres for station marking purposes.

(b) SMBA equipment will be loaded in Dunstaffnage on Tuesday 2 September, and unloaded in Barry on arrival.

3. Scientific Party

(a) From the Scottish Marine Biological Association, Dunstaffnage :-

Dr. J.GAGE Senior Scientist
Dr. P.BARNETT
Dr. J.GORDON
Miss.H. GRIGG
Mrs.M.PEARSON
Mr. J. WATSON

From the Museum, Manchester University :-

Mr.C. PETTIT

From the Department of Geology, University College of Wales :-

Dr. J. HAYNES.

(b) Scientific personnel will embark in Dunstaffnage on the afternoon of Tuesday 2 September and disembark in Barry.

D.M.H.STOBIE

13th August, 1975

BOOK No

STATION POSITION LOG

Station No. 326 / RMT Date 4.9.75 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
1336		55° 16·0	11° 32·3	S. NAV.	280	25.	98	280	4	12	1011·6.	14·3	13·0	St	8	On station stbd 1 Knot
1340		55														preparing RMT for launch
1400		55° 15·9N	11° 33·2	SNAV												RMT + 2m STRAMN LAUNCHED.
1500		56° 13·9N	11° 38·2	SNAV												paying out
1531		55·13·7N	11° 60·2	SNAV												4000m and stop paying on
1600		55° 12·1N	11° 62·7	SNAV												
1930.		55 08·4	11 52·0	SNAV.												COM. HAULING NET.
2100		55 09·4	11 55·2	S. NAV												
2130		55° 09·9	11° 56·3	S. NAV												
2145		55° 10·12	11° 56·89	S. NAV	"											R.M.T recovered
2148		55 10·19	11° 57·06	S. NAV												STRAM·N in hand.
								327 / RMT								
2212		55° 09·7	11° 58·3	S. NAV												On station 1kt.
2216		55° 09·67	11° 58·4	S. NAV												R.M.T. + 2m STRAMN LAU
2218		55° 09·67	11° 58·37	S. NAV												Paying out
2220		55 09·3	11° 58·84	S. NAV												
2300		55 07·5	11° 58·3	S. NAV												
2308		55 06·9	11° 58·9	S. NAV												ALTERING CO. TO 300
2313		55 06·8	11° 59·2	S. NAV												Completed paying out

BOOK No

STATION POSITION LOG

Station No. 327/RMT Date 4.9.75 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
2218		55°06·7	11°59·5	S.NAV												Commenced hauling.
2230		55° 06·2	11° 57·3	S. NAV												
0000		55° 05·9	11° 58·8	SNAV.												
0040		55° 05·1	12° 03·7	SNAV.												Nets on board.
0045					STN		328/	ERIGENTHIC SLEDGE.								Steaming to sledge pos
0130		55°03·0	12°01·9	SNAV.												In position for sledge run.
0135		55°03·0	12 01·9	SNAV												sledge over.
0145																Attaching chain. 100m.
0145		55° 03·0	12° 02·0	SNAV.												chain over.
0150		"	"													Attaching purge. 150m
0153		55 03·1	12° 02·1	SNAV												Purge away. Towing.
0200		55° 03·2	12° 02·3	SNAV												
0215		55 03·6	12 03·1	SNAV.												
0220		55°03·6	12° 03·6	SNAV.												Reduce to ½ knot. Co
0245		55° 03·5	12° 04·0	SNAV.												Up date by Dat fix.
0255		55° 03·7	12° 04·0	SNAV.												Start winch. sledge on bo
																Bad Fix on SNAV.
0400		55° 04·0	12° 04·7	EST.												Comm hauling Sled.

BOOK No

STATION POSITION LOG

Station No. 328 / EPIBENTHIC SLED Date 5 . 9 . 75 Time from

Time	Log	POSITION Lat. N	Long. W	Method of Determination	WIND Dir. from	Speed Kts.	Weath. and Vis.	WAVES Dir. from	Period secs.	Height ft.	Corrected Barometric Press. mbs.	TEMPERATURE Dry Bulb	Wet Bulb	CLOUD Type	Amt.	REMARKS AND GEAR USE…
0650.		55 07·45	12° 13·00	S. NAV												WIRE RECOVERED, SLEDGE LO…
	329	O/B						B DECCA C	CHAIN 36	G	LORAN 'C' TDA	TDB				
											35					
0935		55 03·48	12° 03·48	S. NAV				11·8	40·1	52·9	315596 (SUSPECT)	503492				ON STATION
37																O/B ANCHOR O/B
38																Paying out
42																Wire caught on reel
44																Wire stoppered off. Fixing f…
1116		55° 02·98	12° 04·67	S. NAV				11·8	40·2	52·6	315508 (SUSPECT)	503472				New satellite posn
1119																Paying out wire.
1133																Wire jammed on reel
1135																Wire cut.
1136		55° 02·79	12° 05·31	S. NAV				11·9	40·3	52·5	315595 (SUSPECT)	503456				New satellite fix Dhan buoy laying abo…
		330 Corer			DECCA RED	GREEN	PURPLE	CHAIN	LORAN 7970							
1200																On station preparing co…
1240.		55°02·7	12°05·5	Sna				3								Lowering Corer.
1330		55 02·29.	12 07·11		B 12·0	C 60·52	G 52·12	315?36/50360·4								Corer on bottom.
1612																Corer on board.

BOOK Nº

STATION POSITION LOG

Station No. 331 / Corer. Date 5.9.75 Time from

Time	Log	POSITION Lat. N	Long. W	Method of Determination	WIND Dir. from	Speed Kts.	Weath. and Vis.	WAVES Dir. from	Period secs.	Height ft.	Corrected Barometric Press. mbs.	TEMPERATURE Dry Bulb	Wet Bulb	CLOUD Type	Amt.	REMARKS AND GEAR USE
						DECCA	3B	7070	LORAN							
					B	C	G									
.45		55°03.51	12°03.52	S NAV.	~~11.76~~	~~60.14~~	~~53.08~~	~~50344.5~~		~~31563.7~~						On station
.52		"	"		11.76	60.14	53.08	50344.5		31563.7						Corer launched
530		55°03.3	12° 05.6	S NAV	11.76	60.14	53.08	50344.5		31563.7						on bottom
.07		55 03.23	12 05.68	S NAV.	11.70	40.09	53.24	50342.1		31567.1						M.C. I/B.
STN 332 / Mult. Corer																
.28.		55 03.45	12 03.55	S NAV.	11.61	39.91	53.33	50348.2		31563.2						M/C O/B.
706		55 03.85	12° 04.71	S. NAV	11.7	40.05	53.12	50347.2		31562.4						Corer on bottom
49		55 03.36	12 04.92	S NAV.	11.77	40.15	52.99	50345.2		31562.8						M/C I/B.
STN 333 / Mult Corer.																
806.		55 03.49.	12 03.46	S NAV.	11.65	40.00	53.13	50347.4		31561.4						M/C O/B.
42		55 03.43	12 04.74	— " —	11.65	40.04	53.11	50346.7		31555.7						Corer bottomed.
9.20		03.51	05.05	— " —	11.65	40.05	53.12	50344.9		31564.7						M/C I/B.
STN 334 / Multi Corer																
932		55 03.57.	12 03.45	— " —	11.60	39.98	53.10	50348.0		31557.9						M/C O/B.
005		55 03.57	12 03.15	— " —	11.65	39.97	53.09	503468		315628						Corer on bottom
2044		55 03.50	12 05.27		11.52	40.0	53.21	503450		315647						M/C I/B
STN 335 / Multi Corer																
2107		55° 3.44	12 03.~~44~~ 42	SAT NAV	11.84	39.99	52.89	503494		315603						M/C O/B
2140		55° 3.41	12 03.36	SAT NAV	11.84	39.42	52.68	503478		315610						Corer on bottom

BOOK No E

STATION POSITION LOG

Station No. 335 / Multiple Corer Date 5-9-75 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
					DECCA 33			Loran								
					A	C	G									
2115		55 03.41	12 03.36	SAT. NAV	11.75	40.06	52.54	503547	3	15 6.30						M/C I/B 2 cores
						336 / Corer										
2245		55° 03.45	12° 03.44	SAT NAV	11.72	40.08	52.62	503488	3	15588						M/C O/B
2318		55° 03.45	12° 03.44	SAT NAV	11.76	40.0	52.16	503491	3	15595						Corer on bottom.
2358		55° 02.78	12° 04.30	SAT NAV	11.82	40.22	51.54	503462	3	1567.0						M/C I/B
						337 / Corer										
0024		55° 03.51	12° 03.44	SNav.	11.60	39.66	52.93	503697	3	15589						M/C O/B.
0058		55 03.51	12° 03.44	"	11.51	40.20	52.63	503687	3	1559.5						Corer on bottom
0140		55 03.51	12° 03.44	"	11.63	41.56	52.16	503665	3	1561.4						M/C I/B.
						338 / Box dredge										
0211		55° 03.61	12° 59.57	SNav.	11.86	40.41	52.97	503607	3	15502						270° 1 knot Dawning R
0300		55° 03.52	12 01.54	SNav.	11.86	40.18	52.82	503541	3	15533						Dredge on bottom
0324		55° 03.1	12° 03.3	SNav.	11.88	40.38	52.54	503516	3	15643						SAT Fix. Hauling
0441.		55 03.26.	12 01.65	SNAV	12.18	42.45	52.16	503446	3	15610						Box dredge inboard.
		339 / Corer Box dredge.														
0519.		55 03.46.	12 01.62	SNAV.	12.45	42.83	59.92.	503604	3	1562.1						Box dredge overboard.
0616.		55 03.76.	12 03.05.	SNAV	12.21	44.50	58.29.	503463	3	15580						— " — on bottom
0630		55 03.70	12 03.18.	SNAV.	12.00	44.75	58.05.									Hauling Box dredge Dra
0809		55 02.50.	12 10.40	SNAV.	12.25	44.88	58.00	503414	3	15671						Box dredge Inboard.

BOOK No

STATION POSITION LOG

Station No. 340 / Multiple Corer Date 6.9.95 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
					Decca 30			Loran								
					B	C	G									
0852		55° 03·52	12° 03·45	S.NAV	11·84	44·24	58·70	5034	90	3	55·10					ON STATION.
0929		55 02·97	12° 06·88	(Loran Fix) S.NAV	12·01	44·56	58·19	5034	32	3	55·94					M/C O/B
1000		55°02·97	12° 06·88	S.NAV	12·01	44·56	58·19	5034	32	3	55·94					Corer on bottom
1039		55°02·17	12° 06·03	S.NAV	12·10	44·76	57 58·92	5034	12	3	55·57					M/C I/B
						341	/ Corer									
1125		55° 03·49	12° 03·52	S.NAV	11·76	44·1	58·76	5034	97	3	55·98					M/C O/B
1158		55°03·49	12° 03·52	S.NAV	11·90	44·3	58·61	5034	62	3	55·85					Corer on bottom
1233		55°02·68	12° 05·23	"	11·90	44·39	58·55	5034	44	3	55·13					M/C I/B
						342	SPADE Corer.									
1318.		55° 03·53	12° 03·67	SNav	11·74	44·08	58·96	5036	0·5	3	55·82					Spade corer O/B.
1409		55° 03·53	12° 03·67	"	11·77	44·14	58·98	5036	89	3	55·13					Spade corer on bottom.
1423.		55° 03·29	12° 04·60	"												SAT FIX
1459		55 03·29	12° 04·60		11·79	44·21	58·99	5036	0·6	3	55·01					corer on board
1605																Modifications to corer
1616.		55 03·54	12° 03·34	S.NAV	12·62	343 45·95	/ CORER (SPADE) 57·55	5035	4·8	3	56·62					corer launched.
1650.																P.D.R. OUT OF PAPER.
1728.		55 03·67	12 06·00.	S. NAV.	12·72	44·11	59·15	5034	4.6	3	56·79					Spade corer bottomed.
1824		55 03.65	12° 06.47	S. NAV	11·5	40·0	63·5	5034	4·2	3	56·70					Corer inboard.

BOOK No

STATION POSITION LOG

Station No. 343 / Spade corer Date 6 AUG 1975 Time from

Time	Log	POSITION Lat. N	Long. W	Method of Determination	WIND Dir. from	Speed Kts.	Weath. and Vis.	WAVES Dir. from	Period secs.	Height ft.	Corrected Barometric Press. mbs.	TEMPERATURE Dry Bulb	Wet Bulb	CLOUD Type	Amt.	REMARKS AND GEAR USE
					DECCA 3B			LORAN								
					D	C	Q									
1915		55 03·44	12 03·34	S.NAV	12·73	44·0	58·92	50	361·83	1558·4						Corer launched.
16		55° 03·60	12° 03·54	"												Pinger attached @ 25m
2002		55°03·4	12°03·54	"	12·74	43·94	58·89	503626		31565·87						Corer on bottom.
2017																Pinger I/B
2122		55°03·3	12°03·12	S.NAV	13·11	44·39	58·98	503571		315672						Corer I/B Not TRIPPED
		344 / Spade corer														
2142		55°03·5	12°03·54	S.NAV	12·72	43·98	58·80	503591		315603						ON STATION
2151		55°03·5	12°03·54	S NAV	12·64	43·96	58·52	503577		315601						Corer O/B
2200		—— " ——		S.NAV												Pinger attached @ 25 m
2246		55°03·5	12°03·54	S.NAV	12·69	44·14	58·46	503567		315701						Corer on bottom
2334		55°02·71	12° 03·14	S.NAD	12·74	44·34	58·09	503540		315520						Pinger I/B
2338		55°02·71	12° 03·14	S.NAV	12·84	44·38	57·06	503553		315692						Corer I/B
						345 Multicorer.										
0028		55°03·49	12°03·52	SNAV	12·99	44·39	55·88	503601		315565						Corer O/B
0104		55 02·85	12 03·56	SNAV	13·16	44·44	59·10	503626		315579						on bottom
0144		55 02·85	12 03·56	"	13·08	44·44	57·98	503365		315599						Corer in/B.

BOOK No

STATION POSITION LOG

Station No. 346 / ~~Run~~ 2m Seamin Date 7.9.75 Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat.	Long.	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
						O Ecco	313.									
0201					B	C	G									
~~0158~~		55°02.9	12°04.3	S.N.Av.	13.10	44.54	58.12.									Net away 060° 1 knot.
0203																
~~0158~~																2 knots.
0210		55°02.5	12°06.1	"	12.90	44.26	58.70.									
0225		55°02.6	12°04.8.	"	13.22	44.30	58.84									1000m
0240		55°03.5	12°03.4	"	1319	44.28	59.00									Paying out to 1500
0255		55°03.6	12°02.7.	"	12.85	43.74	59.00									1500 m.
0309		55°03.9	12°02.0	"	12.62	43.46	58.98.									1½ knots commence hauling.
0358		55°04.6	11°59.8	"	12.53	45.65	59.14									1 knot.
0405		55 04.7	11°59.3	"	12.50	45.62	60.50									Net on board.
	347/	Multiple cover														
0542		55 03.4.	12 03.4		12.65	46.45	59.22									Mult cover 0/8. with
0633		55 03.4	12 04.0		12.68	45.98	59.05									cover on bottom.
0724		55 03.8	12 04.7		12.70	46.09	58.95									cover inboard.
	348/	Single cover						Loran								
0815		55°03.48	12° 03.52		12.72	45.98	58.94	5 6 3 508			3 15 487					Cover 0/8.
0845																Pinger attached
0930		55°03.63	12° 03.70		12.68	45 98	59.18	5 02 530			3 15 601					Cover on bottom
1019		55° 03.68	12° 03.61		12.66	45 94	59.24	503 492			3 15 615					Pinger up
1023		55°03.68	12° 03.61		12.66	45.94	59.26	503 503			315 614					Cover 8/8

STATION POSITION LOG

BOOK №

Station No. 349 / STRAMIN Date 7/9/75 DECCA UNRELIABLE. Time from

Time	Log	POSITION Lat.	POSITION Long.	POSITION Method of Determination	WIND Dir. from	WIND Speed Kts.	Weath. and Vis.	WAVES Dir. from	WAVES Period secs.	WAVES Height ft.	Corrected Barometric Press. mbs.	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUD Type	CLOUD Amt.	REMARKS AND GEAR USE
					DECCA 3B B	C	G			LORAN						
1127		55° 03.42	12° 05.81	S. NAV	12.26	46.12	59.02							Cs		Net Stramin 2m O/B W
1128					200	15	O'cast drizzle 10 miles	200	4	4	1017.7	14.6	12.9	Cs	8/8	2 kts paying out.
1153		55° 02.5	12° 06.25	S. NAV	DECCA 3B 13.01	46.51	58.28									Stopped paying out @ 1000 m
1209		55° 01.6	12° 06.4	"	13.12	46.85	57.56									paying out to 1500m
1220		55° 01.5	12° 06.7		13.24	47.00	57.46									1500m.
1236		55 01.4	12 07.2		13.34	47.20	57.00									hauling
[illegible]8		56° 59.4	12° 08.8		13.64	47.50	55.94									Net on board.
		STN 350 BOX CORE.														
1426		55° 03.89	12° 03.93		12.68	46.00	59.20.		50347.8	315	62.9.					Core O/B
1517		55° 03.89	12° 03.93		11.17	40.18	53.16		50346.1	315	64.0					Core on bottom.
1616		55 03.89	12 03.93.		11.63.	39.91	53.46									Corer I/B.
			STN 351 Box Corer.													
1636		55 03.34	12 03.54		11.74	40.11	53.07									Corer O/B.
1726		55 03.42	12 05.32.		11.77	40.10	53.11									Corer on bottom.
1815		55 03.42	12 05.32		11.64.	40.00	53.23									Corer I/B.

BOOK No

STATION POSITION LOG

Station No. 352 / Box corer. Date 7/9/75. Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
								Decca 36 B	C	G						
1845		55 03·26	12 03·00	S. NAV				11·70	39·90	55·15						Corer O/B.
1932		55 04·10	12 02·51	S. NAV				11·55	39·83	53·32						Corer on bottom.
2019		55° 04·30	12° 02·22	S. NAV				11·54	39·80	53·54						Corer I/B
	353	/ Spade Corer														
2101		55° 03·57	12° 03·52	S. NAV				11·84	40 39·08	52·98						Corer O/B
2104		~~55° 03·34~~	~~12° 02·69~~	~~S. NAV~~				~~11·66~~	~~40·0~~	~~52·12~~						Purge attached
2149		55° 03·34	12° 02·69	S. NAV				11·66	40·0	52·12						Corer on bottom
2250																Purge up.
2253		55° 03·24	12° 02·44	S. NAV				11·80	39·98	52·22						Corer I/B

BOOK Nº

STATION POSITION LOG

Station No. 352 / Box Core. Date 7/9/75. Time from

Time	Log	POSITION			WIND		Weath. and Vis.	WAVES			Corrected Barometric Press. mbs.	TEMPERATURE		CLOUD		REMARKS AND GEAR USE
		Lat. N	Long. W	Method of Determination	Dir. from	Speed Kts.		Dir. from	Period secs.	Height ft.		Dry Bulb	Wet Bulb	Type	Amt.	
								DECCA 5B. B	C	G.						
1845.		55 03.66	12 03.00	S. NAV				11.70	39.90	53.15.						Corer O/B.
1932.		55 04.10	12 02.51	S. NAV				11.55.	39.33	53.32						Corer on bottom.
2019		55° 04.30	12° 02.22	S. NAV				11.54	39.80	53.54						Corer I/B
	353 / Spade Corer															
2101		55° 03.57	12° 03.56	S. NAV				11.84	~~24~~ 40.08	52.98						Corer O/B
2104		~~55° 03.34~~	~~12° 02.69~~	~~S. NAV~~				~~11.66~~	~~40.0~~	~~52.12~~						Pinger attached
2149		55° 03.34	12° 02.69	S. NAV				11.66	40.0	52.12						Corer on bottom
2250																Pinger up.
2253		55° 03.24	12° 02.44	S. NAV				11.80	39.98	52.22						Corer I/B