

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

1976 RESEARCH VESSEL PROGRAMME

REPORT: RV CIROLANA: CRUISE 6B
(Provisional. Not to be quoted without prior reference to the author)

STAFF

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DURATION

Left Grimsby 0905h 18 June
Arrived Grimsby 2355h 20 June
All times are Greenwich Mean Time

LOCALITY

North Sea

AIMS

1. To service the permanent moored current meter stations JONSIS 1 and 2 and North East 1,2,3, and 4.
2. To test an improved version of the EG and G electromagnetic current meter.

NARRATIVE

After a delay caused by a malfunction of the steering mechanism, CIROLANA sailed from Grimsby at 0905h 18 June, arriving at station NE3 at 1315h. The current meter rig there, which had been damaged by interference, and from which the sub-surface buoy was missing, was lifted, serviced and replaced by 1455h, and similar work on station NE4 was completed by 1944h. The ship then steamed overnight to station NE2, and the servicing of this rig was finished by 0805h, 19 June. Station NE1 was reached at 1216h, and after an unsuccessful attempt to interrogate the acoustic release, and with no pellets visible, a conventional recovery of the rig was started. However, the end of the buoy tow was lost when a lifting strap parted, necessitating a grapnel recovery which was quickly successful, and the remains of the rig were brought in board. It was then seen that the meter tow had been hacked through at a point 4m above the anchor, and that the sub-surface buoy, 2 current meters and the acoustic release were missing. The station was re-established with a new rig by 1512h, and the ship proceeded to stations J1, where the rig was found to be in good order, and servicing was completed by 2156h. Advantage was taken of the very good weather conditions at this station to check the temperature structure of the top 4m of the water column for Dr Purdom. Thermistor readings were taken at the surface and then at 0.3m intervals through the layer. No change from the surface temperature of 10.15°C could be detected.

The rig on station J2 was found to be correctly positioned, despite the fact that it had been reported as missing, and the servicing process, including

some acoustic trials, was completed by 1130h 20 June. CIROLAN then went to anchor off Grimsby, allowing time for a short test of the u/v recorder as a means of reading acoustically transmitted data from Plessey current meters, before docking at 2355h 20 June.

RESULTS

1. The current meter stations J1, J2, NE1, 2, 3 and 4 were serviced and the rigs left in good order.
2. Insufficient time was available to allow tests of the E.M. current meter.

G C Baxter (NIC)
29 June 1976

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