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FRV *Clupea*

Cruise 0693C

REPORT

29 March-3 April 1993

Ports

Loading Fraserburgh
Unloading Fraserburgh

Personnel

W R Turrell SSO (in charge)
R D Adams SO
L Campbell SO
M Lyons PhD Student

Objectives

1. To service four current meter moorings (numbers 2, 3, 4 and 6 - Tay series).
2. To undertake a hydrochemical survey of the north east coast.

Narrative

Scientific staff joined *Clupea* at 1000 on Monday 29 March. Equipment was loaded, set up and secured. Owing to poor weather conditions *Clupea* did not sail that day. A forecasted reduction in wind did not occur until the early hours of Wednesday 31 March. *Clupea* sailed at 0630 and proceeded directly to mooring position 2 off the Tay estuary. On arrival at 1700 it was discovered that the two legs of this mooring had become fouled with each other. After initial attempts at separating the legs of the mooring, and with darkness approaching, a last attempt was made by anchoring *Clupea* upwind from the mooring and laying down on it. This proved entirely successful and by 2000 the mooring had been recovered, serviced and relayed in its correct configuration. *Clupea* then proceeded to anchor in Buddon Ness Bay.

Clupea sailed at 0730 the following day to mooring 6 (Fifeness). The servicing of this mooring commenced at 0930 and was completed by 1210. *Clupea* proceeded to mooring 4 (Bell Rock). Servicing commenced at 1330 and was completed by 1410. On arrival at mooring 3, at 1500, only the yellow spar marker buoy was visible. After a visual and acoustic search for the sub-surface float and pick-up line it was determined that the instrument line was lying close to the buoy and had been fouled. Owing to approaching darkness and the presence of a heavy sea swell recovery attempts were abandoned at 1830 and *Clupea* proceeded to an anchorage in St Andrews Bay.

At 0600 on Friday 2 April *Clupea* returned to the mooring and by 0830 it was completely recovered onto the deck of the vessel. Damaged parts were replaced, new instruments attached and by 1000 the mooring was redeployed on position. *Clupea* then proceeded to Fraserburgh, arriving at 1930. Scientific staff departed at 1000 on Saturday 3 April.

Results

Owing to the time lost to poor weather at the beginning of the trip, and the time taken to deal with fouled current meter moorings, it was not possible to conduct any of the hydrochemical surveys of the coastal zone project. Results are hence restricted to data obtained from the instruments recovered from the four serviced moorings. These data will be available after processing at the Laboratory. Temperature and salinity along the ship's track are also available for this cruise.

W R Turrell

27 April 1993

Seen in draft: S Clark

SCOTTISH NORTH SEA COASTAL ZONE PROJECT 1993

