

DC

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

1974 RESEARCH VESSEL PROGRAMME

REPORT: RV CLIONE: CRUISE 11

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

STAFF

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DURATION

Left Lowestoft 1730h 30 July
Arrived Lowestoft 1930h 8 August
All times are Greenwich Mean Time

LOCALITY

Solent

AIMS

1. To make a hydrographic survey of the Solent
2. To compare the performance of the MO21 Plessey, the Aanderraa Model 4 and the Marconi Time Correlated Ocean Current Metering Systems.

NARRATIVE

31 July: CLIONE arrived in the Solent and laid three current meter stations in the western part.

1 August: Five current meter stations were laid completing the main Solent array. An inshore current meter rig was laid in Stanswood Bay and CLIONE then began working a 25 hour hydrographic station to the south-west of the Bourne Gap buoy.

2 August: All current meters in Stanswood Bay were recovered. CLIONE then proceeded to the south-west of the Isle of Wight where two current meter rigs were laid. One of these rigs had 3 Marconi recording current meters and an Aanderraa and a Plessey meter for intercomparison. The ship then returned to the western Solent and anchored just to the north of the main channel to the East of Lyminster. A 25 hour hydrographic station was commenced at 1700hours.

4 August: The 25 hour hydrographic station was completed.

5 August: CLIONE steamed to moored current meter station I off the Nab shoal, having been informed that the buoy was unlit. The station was recovered and the buoy light repaired. A 25 hour hydrographic station was commenced in St Helen's Road.

6 August: The hydrographic station in St Helen's Road was completed and current meter station I was then relaid. CLIONE then proceeded to station K, to the south-west of the Isle of Wight. Working in very good conditions this station was lifted and the two current meters were changed as planned. The ship then returned to the western Solent where station D was lifted for inspection.

The propellor of this meter was found to be clogged with seaweed, in all other respects the meter appeared to be in good order. After cleaning the weed from the propellor the station was relaid. Station B and H, also in the eastern Solent were similarly treated before darkness intervened.

RESULTS

Until the results of the recording current meters are available only a very preliminary evaluation is possible. Results obtained from the anchor stations will supplement existing data for the Solent. In the western part velocities were, as expected, high and particularly on the ebb tide, when over 3 knots were recorded. It remains to be seen how effectively recording current meters can be deployed in this area, and especially in the western part, where there are quantities of drifting seaweed.

J W Talbot
14 August 1974

SEEN IN DRAFT W C A & G J L

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DISTRIBUTION

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