

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

1972 RESEARCH VESSEL PROGRAMME

REPORT: RV CLIONE: CRUISE 14

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

STAFF

F R Harden Jones  
D Maclellan (Aberdeen)  
T Wyatt  
B K Clarke  
T J Storeton-West  
M G Pawson

DURATION

Left Lowestoft 1800 h 1 November

Arrived Lowestoft 0930 h 8 November

All times are Greenwich Mean Time

LOCALITY

Southern North Sea

AIM

To continue the acoustic tag/gear studies started on CLIONE 13/72  
and CORELLA 15/72.

NARRATIVE

CLIONE left Lowestoft at 1800 h 1 November and steamed to IJmuiden where the sonar dome was fitted. CLIONE joined CORELLA in the working area and work started at 1230 h 2 November and continued until 1430 h 4 November when the sector scanner hydraulic system failed. As soon as it was established that the unit could not be retracted without the help of divers, arrangements were made to mount a recovery operation: RV CORELLA was sent to Yarmouth to collect a diving team and CLIONE went to Den Helder to berth at 1100 h 5 November where she was joined by CORELLA at 1300 h. The recovery operation started at 1430 h and the unit was raised safely at 1800 h. The direct cause of the hydraulic failure was a fractured pipe and a section of the system was stripped down for repairs ashore the following day. On 6 November CORELLA left Den Helder at 0730 h to return the diving team to Yarmouth. Shore repairs to the hydraulic pipe were completed quickly and the system reassembled, bled, and pressure rested by 1530 h. CLIONE left her berth at 1600 h to lie in the deep water anchorage where an adequate supply of sea water could be obtained for the live plaice on board. Tests with the stabilisation system continued until 2315 h and the results showed contamination of the hydraulic fluid and gave concern as to possible damage to the hydraulic motor. It was decided that further investigation and repair work would best be carried out at Lowestoft. Arrangements were therefore made to return to the quay at Den Helder the following morning. CLIONE returned to her berth at 0900 h 7 November and the dome was removed. CLIONE left Den Helder at 1500 h and returned to Lowestoft at 0930 h 8 November.

RESULTS

Up to the moment of the hydraulic failure the work was going well; 15 attacks had been made on 6 fish and in 9 attacks (64%) the fish was between the doors. This was an improvement on previous cruises; during the 'run-in' CORELLA was using a simple tabular aid devised by Mr Bridger which may lead to a consistent increase in the proportion of useful attacks. Of the 9 attacks on fish within the doors, 6 were on fish between the doors and wing end. On four occasions fish were herded into the path of the net and in three of these attacks the fish were caught. One fish lying just outside a door swam away from the gear for 58 m.

Reliability of equipment

All the tags worked satisfactorily and there were no failures. The dome cover (new this cruise) was in good condition when removed at Den Helder and was used for 108 n miles.

F R Harden Jones  
14 November 1972

SEEN IN DRAFT        MRS  
                          AHB

INITIALLED            AJL

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