



Survey Type: Biological Oceanography & Mooring Service

B Stewart (SIC)	SSO	AFBI	24 – 26 January
R Gilmore	SO	AFBI	24 – 26 January
P Irvine	ASO	AFBI	24 – 26 January

- i. To maintain insitu monitoring at the offshore mooring site in the NW Irish Sea
- ii. To conduct sampling at the AFBI standard stations in the western Irish Sea

<u>Circulation</u>	<input checked="" type="checkbox"/>	<u>Comments</u>
DCSO & CSO	<input checked="" type="checkbox"/>	
Ship Managers	<input checked="" type="checkbox"/>	
Fisheries Division	<input type="checkbox"/>	
ANIFPO	<input type="checkbox"/>	
NIFPO	<input type="checkbox"/>	
	<input type="checkbox"/>	
		Signed Head of Branch

- Stations 38A and 47D were sampled using a Seabird 911 water sampler and Falmouth Scientific CTD
- Vertical zooplankton net hauls were taken using a 200 micron mesh bongo net with a 500mm diameter inlet.

Cruise Narrative:Wednesday 24 January

In preparation for the cruise, all AFBI scientific crew were onboard by 2000 hrs when mooring components and the automated sampler were prepared for deployment. Following a talk on ship's safety and a demonstration of personal life saving equipment, the RV Corystes departed Belfast at 2100 hrs and sailed overnight in a moderate westerly wind to the mooring site at station 38A.

Thursday 25 January

The vessel arrived on the mooring site at 0600 hrs. The weather was dry and bright with a moderate westerly wind when the vessel responded to Mayday call from a stricken fishing vessel south of Kilkeel. As the Corystes approached the fishing boat the Clogher Head lifeboat arrived and began towing the vessel to safety. The survey began on inshore station 47D at 0910 hrs when the water sampler and zooplankton net were deployed. Work completed the vessel sailed to arrive at the mooring station at 1100 hrs 38A where, in ideal conditions, the instrument mooring was quickly recovered to ship deck. The thermistors and Sea-bird CTD were removed from the mooring and data downloaded. A close inspection of the McLane automated water sampler identified serious corrosion at a crucial load bearing point on the frame. The sampler was removed from the mooring array to be returned ashore for repair. Following a detailed inspection the mooring components, thermistors and CTD were then reassembled and the instrument mooring was successfully redeployed at 1310 hrs in depth 93 metres on position $53^{\circ} 46' .916\text{N } 005^{\circ} 38' .1083\text{W}$. Following the deployment of the rosette water sampler and zooplankton net the vessel sailed to dock in Belfast at 2115 hrs.

Friday 26 January

Work for the day commenced at 0800 hrs when scientific staff prepared equipment for unloading. Equipment was transferred to Newforge and stored when work for the day finished at 1700hrs.

Work Completed:

The calm seas and good weather during the survey enabled scientific staff to comfortably complete all work objectives.

Results:

Detailed results of the hydrographic data collected during the cruise will be made available as the data is worked up and interpreted by the laboratory. Samples taken for nutrient analysis were returned to the laboratory and processed for ammoniacal nitrogen, phosphate, total oxidised nitrogen, silicate, nitrite and chlorophyll. Results will be available when the data is fully worked up by the laboratory.

Operational Aspects of the Ship:

During the cruise the A-frame, main trawl winches, both hydrographic winches and the ship's clean seawater supply were used. No problems were encountered with any of the ship's equipment nor indeed with any of the scientific equipment. The hotel and catering service was of the usual high standard and there was a good working relationship between the scientists and the ship's crew. Prior to the ship departing Belfast a comprehensive and detailed safety briefing was delivered to the scientific crew.

Acknowledgements:

I am indebted the deck crew of the RV Corystes for their co-operation and assistance during the mooring recovery and deployment operation. The ship's master, officers, engineers and catering staff are also thanked for their co-operation during this cruise.

Scientist in Charge

Master (seen in draft)

Date: 2 February 2007

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