Agri-Food and Biosciences Institute
Agriculture, Food and Environmental Science Division
Fisheries and Aquatic Ecosystems Branch

Cruise Report: CO 5009
Vessel: RV *Corystes*
Date: 3rd – 9th December 2009
Area: Irish Sea (north); ICES div. VIIa
Survey Type: Biological Oceanography & Mooring Service

Personnel:

B Stewart	SSO	AFBI	2 – 9 December
R Gilmore	SO	AFBI	2 – 9 December
A Mellor	SSO	AFBI	2 – 9 December
G Hamilton	ASO	AFBI	2 – 9 December
C Scherer	Student	Napier	2 – 9 December
N Greenwood		CEFAS	2 – 9 December
T Hull		CEFAS	2 – 9 December

Objectives:

i. To maintain an insitu monitoring programme at open Irish Sea station 38A.

ii. To investigate the distribution of dissolved nutrients and in the water column along a grid of stations at the Beaufort Dyke in the North Channel.

iii. To maintain an insitu SmartBuoy monitoring programme in the Celtic Sea

Circulation	✓
DCSO & CSO	✓
Ship Managers	✓
Fisheries Division	
ANIFPO	
NIFPO	

Comments

Signed Head of Branch

Methods:

- Stations were profiled using a Seabird SBE 32 water sampler and SBE 911 CTD

- Vertical zooplankton net hauls were taken using a 200 micron mesh bongo net with a 500mm diameter inlet.

Cruise Narrative:

Wednesday 2 December 2009
Following a talk on ship's safety and a demonstration of personal life saving equipment, the RV Corystes departed Belfast at 2145 hrs and sailed overnight to the mooring station 38A.

Thursday 3 December 2009
In strong westerly winds the mooring service operation was deferred and the vessel sailed to sample at inshore stations 37, 36, and 47D. The Corystes then sailed to arrive on mooring station 38A at 1500 hrs. In strong winds several unsuccessful attempts were made to recover the buoy and as day light deteriorated the recovery operation was abandoned. The vessel drifted overnight at the mooring site

Friday 4 December 2009
The weather was dry and bright with a fresh southerly wind when work commenced at mooring site 38A. At the first attempt the AFBI mooring was successfully recovered to ship deck at 0830 hrs. Data from thermistors, CTD and water sampler were down loaded. Samples were removed from the water sampler and following a detailed inspection of mooring components, instruments were reprogrammed and mooring components reassembled. The instrument mooring was then successfully redeployed at 1040 hrs in depth 92 metres on position 53^0 47^l.009N 005^0 38^l.106W. Following deployment of the rosette water sampler, CTD and zooplankton net the vessel sailed in a strengthening southerly wind to sample along the IOM and Liverpool transect stations.

Saturday 5 December 2009
Sampling of the Liverpool transect was completed at 0600 hrs and in gale force winds the Corystes sailed to shelter north of Anglesey.

Sunday 6 December 2009
As gales persisted the Corystes remained at shelter off Anglesey.

Monday 7 December 2009
With gales persisting and with insufficient time remaining to carry out the SmartBuoy service in the Celtic Sea the Corystes departed for Belfast at 1200 hrs.

Tuesday 8 December 2009
The Corystes sailed overnight to dock in Belfast at 0800 hrs.

Work Completed:
Southerly gales meant it was not possible to service the SmartBuoy at the exposed location in the Celtic Sea. However with careful manipulation of the sampling schedule all other objectives were achieved despite the unfavourable weather conditions.

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 ship's equipment nor indeed with any of the scientific equipment. The hotel and catering service was of an acceptable standard and there was a reasonable 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.

Acknowlegements:
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

Date: 18 March 2010