

DEPARTMENT FOR ENVIRONMENT, FOOD AND RURAL AFFAIRS
CEFAS, LOWESTOFT, SUFFOLK, ENGLAND

2003 RESEARCH VESSEL PROGRAMME

REPORT : RV CEFAS ENDEAVOUR CRUISE 01b/03

NARRATIVE:

Endeavour sailed from Lowestoft at 14:00 on 22nd May 2003 and steamed directly to the area of Smiths Knoll to start work at the earliest opportunity. During the steam the EM3000 multibeam sonar was started and initial commissioning and tests undertaken. A hardware fault with the XXXX unit was uncovered which prevents the unit starting up successfully. After a number of attempts the unit started up and work continued.

Trials commenced at 17:30 with Nioz Corer and Hammond grab sampling. The sampling was undertaken using DP and the the side A frame, both pieces of equipment successfully obtained valid samples on the first attempt. The large shackle supplied for the coring winch sheave does not fit through the eye of the snatch block, a second smaller shackle was inserted which resolved the problem.

Once grab sampling was complete the Granton trawl was shot, similar problems to those encountered previously were encountered, the winch motors continued to work unbalanced and stalled, however, unlike previously, the brakes remained locked once a motor stalled and the winch did not freely pay-out when further operations were attempted. After examining the motor control parameters it was found that the units were not configured identically. Fishing was suspended at 21:00 to further investigate these issues allowing configuration and calibration of the EM3000 system to be undertaken.

The EM300 calibration consisted of running a controlled grid over relatively smooth ground with clearly defined features.

Overnight the engineering staff re-configured both trawl winch control systems to use what were considered to be the most appropriate of the two sets of parameters retrieved the previous evening. Trials of the trawl system re-commenced at 07:00 with the trawl being shot and retrieved successfully using hand separate, hand synchro and auto-trawl methods. The control parameters need confirming with the suppliers, there is need for some fine tuning of the system and user familiarisation but overall the system is now appears operational.

The Hydraulic Power Unit (HPU) was running on 2 pumps for the duration of the trip and no overheating problems were encountered.

With all the trials completed Endeavour sailed for Lowestoft at 10:00 on 23rd May.

Richard Ayers
23rd May 2003

Seen in draft by
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