

Miss Mrs? Edwards.

PROVISIONAL CRUISE REPORT

Vessel : MFV JANET M

Location : Wavec site, Flamborough Head

Period : 15th to 17th October 1984

Personnel : E J Moore PTO III Principal Scientist
A J Marks SSO

Objectives : Recover Wavec buoy and buoy off mooring

Procedures and Method : There was a very last minute change of plan as D Joyce was unable to drive the lorry as arranged. EJM and AJM hired a Renault traffic but had to leave the inflatable at IOS.

The same vessel was used for the recovery but, having seen the strain put on the vessel's lifting equipment on the deployment, it was decided to attempt to tow the buoy back into Bridlington Harbour.

On the 16th the weather was not good, SW 4-5, but the long range forecast was worse, so it seemed worthwhile to sail to the site and make an attempt.

As the buoy was scheduled to be replaced on the same site the original mooring was to be left in situ, the Wavec and rubber cord being replaced with a rope section and an A3 size buoy painted yellow.

The sea state on the site was about state 4 and it was decided to make an attempt if possible, but if damage to the buoy was likely then it would be abandoned until weather conditions improved.

Several attempts were made to recover the rubber cord by coming almost alongside the buoy and throwing a large weighted loop over the buoy, allowing the weight to sink and then drawing in both ends. Each attempt ended in the rope being tangled with the mooring cross and the buoy being pulled too close to the ship's side.

A further attempt was made by towing a small anchor astern and steaming in a circle past the buoy. This caught the rubber cord far enough below the cross to enable a bight to be hauled over the stem. The vessel was then manoeuvred over the cord until the rubber cord was all on board, not an easy task. The rubber cord was then disconnected from the main mooring and replaced with the temporary rope mooring and marker buoy.

EJM then jumped onto the Wavec buoy and fitted the towing line to one of the eyes built into the Wavec framework. The tow was taken very slowly and speed increased to about 4 knots, at which speed the buoy became unstable. The return to Bridlington took 4 hours against the weather and the tide, and the vessel had to wait for tide before entering harbour.

The Wavec was lifted on to the quay by the harbour crane and dismantled on the quay. The instrument package was lifted into the van by a fork lift truck, but it was not possible to fit in the buoyancy segments. These were left in care of the Harbour master.

Weather : Forecast SW 5-6. Actual SW 4-5, visibility $\frac{1}{2}$ mile.

Equipment performance : It is not easy to recover the rubber cord on this buoy as the configuration of the mooring cross makes it difficult to lasso with a loop. In this instance use of a grapnel proved effective, but several grapnels may be required as they could easily become irretrievably caught in the safety line loops at the wrong height for recovery.

The size and weight of the Wavec means that it is likely to be sitting back quite heavily on its mooring, to wind and tide, and to require very careful boathandling to regain the rubber cord without fouling the propellor.

The buoy is quite stable to stand on, but is devoid of hand holds. The built-in hard eyes are too small to accommodate a suitable tow line, but a short length of 12 mm Waverider mooring rope was used at the final stage and proved strong enough for a 4 hour tow.

Itinerary :

15.10.84	1100. EJM and AJM left IOS(T) in hired van. Arrived Bridlington 1900.
16.10.84	0830. Boarded Janet M and sailed for site. Recovered buoy and took in tow at 1210. Arrived at Bridlington 1615. Entered harbour 1700. 1730. Hoisted buoy on to quay with crane. 1800-2100. Dismantled buoy completely and installed instrument package in van using fork lift truck.
17.10.84	Visited Harbour master and arranged storage for flotation units. Drove back to IOS(T).

Abridged details : IOS Wavec buoy. Recovered 16.10.84
 Decca Chain 2A. Green B.35.97
 Purple I.64.50
 Decca Chain 5B. Red H.22.93
 Purple I.59.82
 Depth 28 fathoms

Prepared by : *W. Moore*

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