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Not to be cited without prior reference to the Marine Laboratory, Aberdeen

FRV *SCOTIA*

Cruise 1394S

REPORT

21-28 September 1994

Ports

Loading	Aberdeen
Unloading	Aberdeen

Personnel

P A Gillibrand	HSO (in charge)
R Payne	HSO
G Slessor	HSO
R D Adams	SO
J Barkess	Vessel Manager
A Ferguson	Visitor

Objectives

1. To perform hydrographic surveys along the Faroe Bank - Butt of Lewis [SEFOS standard section 17], Fair Isle-Munken (Faroe) [SEFOS standard section 18] and Nolso (Faroe)-Flugga (Shetland) [SEFOS standard section 19] standard sections.
2. To survey the standard JONSIS, East Shetland (ES) and northern North Sea (EC) sections.
3. Collect radio-caesium samples for analysis by MAFF, Lowestoft.

Out turn Costs per Project: GBG1 5.0; BKC1 3.0

Narrative

FRV *Scotia* sailed from Aberdeen at 1030 Wednesday 21 September (all times are BST), and proceeded immediately to the start of the Faroe Bank-Butt of Lewis standard section. The Aberdeen, Pentland Firth and Cape Wrath caesium samples were collected during the passage north. Hydrographic work commenced at 0745 Thursday 22 September. The Faroe Bank- Butt of Lewis line was completed by 0030 on Friday 23 September.

The Fair Isle-Munken line was commenced at 0930 on the same day and completed by 0930 on Saturday 24 September. The Nolso-Flugga line was started at 1330 on that day and completed by 1630 on Sunday 25 September. Wind states during this period were such that, although work remained possible, *Scotia* could not always steam at full speed and as a result these sections took longer than usual.

At 1715 on 25 September, the East Shetland section ES3 was commenced and this continued into SEFOS standard section 20 at 0545 on Monday 26 September. This line was completed by 1530 on the same day and the *Scotia* then proceeded to the JONSIS line. Deteriorating weather conditions meant that work could not be carried out and at 0930 on Tuesday 27 September *Scotia* proceeded southwards to the northern North Sea (EC) line, which was reached at 1400. Work was still not possible and the *Scotia* proceeded along the line until 1930 when work commenced. The final station was completed at 0030 on Wednesday 28 September.

In all 61 hydrographic stations were completed during the cruise, employing CTD casts and water sampling for calibration purposes. Continuous records of near-surface temperature and salinity were recorded throughout the trip.

P Gillibrand
30 November 1994

Seen in draft: P Ramsay

