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Cooperative project SFIA/DAFS Observations on Twin Trawls

St Adrian II SFIA Charter

Report

3-7 November 1986

Personnel

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Objective for DAFS staff

To observe using the diving towed underwater vehicle the behaviour of a twin trawl rig using a 3 warp system.

Narrative

The underwater vehicle and diving gear was transported by lorry to Troon on Monday 3 November, loaded and prepared for operations on 4 November.

Due to bad onshore winds, difficulty was experienced in finding a suitable diving area in shallow water where clear water could be found. Eventually a suitable area was found off Largs where direct observations of the twin trawl rig were made from the TUVII using underwater television.

From the direct observations both nets were found to be towing squarely but one had very little spread. Both ground rigs were in good contact with the sea bed along their total length. ~~A number of minor faults were observed at the nets and these~~ will be studied from the video recordings.

The Vee boards on the outer warps and the clump of chain ($\frac{1}{2}$ ton) on the central warp were in line but the starboard door was not giving the correct spread and was leaning in.

From these observations Mr Ashcroft of the SFIA was able to ascertain that the Vee boards were too big for this rig. A smaller set of boards were obtained and from the spread on the Scanmar instruments the rig appeared to be improved. Similar catches were produced by both trawls on the rig.

Copies of the direct observations on video tape are held by both SFIA and DAFS.

The underwater vehicle and diving gear were unloaded on Thursday 6 November and returned to Aberdeen.

J Main
24 November 1986