

PROVISIONAL CRUISE REPORT

VESSEL: MT Swan Dancer

LOCATION: Waverider site west of Scilly Isles

PERIOD: 29 June-3 July 1982

PERSONNEL: B M Norman ASO Senior Scientist
E J Moore PTO III

OBJECTIVES: To move existing Waverider installation to new site, so as not to leave it in the middle of a shipping lane when the new shipping separation zone scheme is introduced on 1 July 1982.

PROCEDURE AND METHODS: The existing Waverider is larger than previous buoys and has a considerably longer battery life. It has only been on station for three months. For these two reasons it was decided to use the same buoy and mooring on the new site. However, another buoy and complete mooring was prepared and taken out on the vessel in case any part of the existing installation was found to be damaged or worn.

Rendezvous with Swan Dancer and skipper Dave Thompson on the pier at St Marys. The new buoy was energised on the pier but the aerial was not fitted. The buoy and new mooring was loaded aboard Swan Dancer. Sailed for Waverider site 0900.

Sighted the buoy, 67407-9, at approximately 1100. The buoy was 0.2 of a lane west of its original position according to Swan Dancer Decca Navigator. Skipper Thompson explained that this amount of difference was common between night and day time fixes. The buoy was originally deployed at night.

The buoy appeared to be in good condition. It was brought to the stern of the boat using a boat hook. A rope was passed from the winch through a block at the top of the 'A' frame and attached to one of the buoy's handles. The boat was put astern to gain slack on the mooring, the buoy was then lifted into the stern of the boat. The rope was then transferred to the top of the rubber cord, so that there was no strain directly on the buoy. At this stage the aerial was removed. The rubber cord was brought aboard while Swan Dancer went astern to give slack. As soon as the mooring rope was reached it was made fast on one of the stern posts. Enough slack was gained to enable a bight of rope to be passed right over the top of the 'A' frame, via a roller, and onto the winch drum. The mooring rope was then taken off the stern post so that the strain was taken directly on the winch drum. The mooring was raised until the bottom of the mooring rope was visible. The tail of rope with the two 11" trawl floats was twisted around the main mooring rope very tightly, it was impossible to untangle this. The bottom of the mooring rope was clean and showed no sign of wear indicating that the lower trawl floats were still doing their job. The shackle joining the rope to the anchor chain was in good condition. Its wire mousing was still intact, as were all other mousings inspected. The mooring could not be raised any further without putting considerable strain on the rope mooring.

PROCEDURE AND
METHODS: (Contd)

With the mooring in this state Swan Dancer sailed to the new site. At the new site the mooring was lowered to the sea bed. Swan Dancer went gently ahead to pull the anchor chain straight. The aerial was replaced after re-seating in silicon grease. The buoy was lifted by the handles and lowered into the water with the buoy deployed, Swan Dancer held station nearby until the tide pulled the mooring rope straight. The buoy appeared to be satisfactorily moored. Swan Dancer then returned to St Marys where the spare buoy was de-energised.

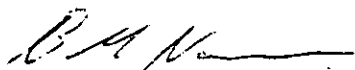
EQUIPMENT
PERFORMANCE:

All equipment used worked perfectly. The H_s/N_z meter installed in the computer room at IOS(T) proved very useful for judging when conditions were suitable to work at sea.

ITINERARY:

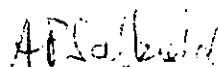
29.6.82	1100	Departure IOS(T).
	1700	Arrive Penzance.
30.6.82	0930	Departure Penzance.
	1145	Arrive St Marys.
1.7.82	0830	Load Swan Dancer.
	0845	Energise spare buoy.
	0900	Sail for site.
	1105	Arrived at original site.
	1110	Buoy lifted.
	1115	Aerial out.
	1130	Sailed for new site.
	1155	Aerial in.
	1201	Buoy gone.
	1500	Arrived St Marys.
	1510	De-energised spare buoy.
2.7.82	1630	Departure St Marys.
	1900	Arrive Penzance.
3.7.82	0830	Departure Penzance.
	1630	Arrive IOS(T).

PREPARED BY:



B M NORMAN

APPROVED BY:



A P SALKIELD

DATE:

21/8/82

ABRIDGED DETAILS

Buoy No	67047-9
Frequency	29.725 MHz
Battery Volts	19.80 + 20.00 on 10.2.82
Deployed	18.3.82
Calibrated	20.11.82
Sensitivity	1.882 Hz m ⁻¹
Old position	Decca Red 13.60 Purple 68.3 6° 40.0'W 49° 55.0'N
Depth	53 fathoms
New position	Decca Red 13.50 Purple 67.35 6° 36.6'W 49° 55.1'B
Depth	55 fathoms

ie 2.2 nautical miles towards the receiving site.