

TRIP REPORT

M/V Puk Uk

08 Jan. – 17 Jan. 2014

The Puk Uk is a 72 foot steel hull vessel operating out of Homer AK. The Owner is Billy Choat, 907-299-0814. Single screw with a bow thruster. 7.5 to 8 knots average cruising speed, clean and comfortable platform. For this cruise we paid \$3200 per day and that included fuel. You can request another 1.5 to 2 Knots in travel speed but fuel costs go up considerably as would the cost per day.

The objective for this charter was to recover the 3 - 75 khz ADCP moorings off Gore Point and the 300 khz ADCP mooring in Port Lock Canyon. I flew to Anchorage the evening of Jan. 8th, 2014. Spent the night in Anchorage then drove a rental car to Homer on Jan. 9th. After loading some equipment onto the boat and holding a vessel safety meeting, we left the Homer AK pier around 8pm on Jan. 9th. At first light on Jan. 10th the Port Lock Canyon mooring (13-PCP-1A) was released. 58 deg 20.54 N 151 dg 08.55 W in about 123 meters of water. It should be noted that prior to this cruise the vessel owner changed out his deck crane to one that in theory had the capacity to lift the 1200 lb syntactic foam floats. It was after this first attempt to recover a buoy that we discovered there was something wrong with the installation and flow of hydraulic fluid to the new crane. It did not meet specifications and required some creative rigging and multiple lifts to get the equipment aboard. In post cruise conversations with the vessel owner, it was determined that a faulty flow valve was the issue and that has been repaired.

From the Port Lock Canyon site we traveled north to 13-GPP-36A, the southern Gore Point mooring site (58 deg. 44.73 N 150 deg. 51.88 N) with approx. 182 meters of water depth. The mooring was released at 1345 on Jan. 10th but with the crane issues it took about 3 hours to get the mooring aboard. The weather was building and the daylight hours were gone so we traveled north to Dicks Bay to shelter from the weather and wait for daylight before proceeding with recoveries. Leaving Dicks Bay we arrived at mooring 13-GPP-32A at first light.(59 deg. 06.13 N 151 deg. 00.19 W, 160 meters of water). The mooring was released at 1003 Jan. 11th and recovered. We traveled off shore to the final mooring site, 13-GPP-34A (58 deg. 58.13 N. 150 deg. 56.87 W, 147 meters depth). This mooring was released around noon Alaska time and recovered. We secured the equipment on deck and headed back to the dock in Homer arriving around 10pm the night of Jan. 11th.

The recovered equipment was covered extensively with barnacles and had to be pressure washed and scrapped before loading them into a truck or warehouse. I was able to borrow a pressure washer from the vessel owner and cleaned up the equipment. There were a couple logistics issues to contend with. First off, the floating dock where the Puk Uk tied up was not suited for offloading the recovered equipment. Arrangements were made with a nearby commercial pier to tie up at their facility and use their crane and folk lift to offload the vessel and load the shipping truck. There was a charge for this service but the vessel owner said he would absorb that cost.

Lynden shipping was supposed to have a truck in Homer on Monday Jan. 13th. It appears there was a communication lag between the Anchorage office and the Kenai Lynden office and the wrong truck was sent to Homer so nothing could be loaded for shipping that day. Lynden said Wed. would be the next

option for getting a flatbed truck to Homer. The truck scheduled for Wed. broke down in route, a truck finally showed up in Homer around 11am on Jan. 17th. The truck was loaded and I drove back to Anchorage. All the instruments except the 75 Khz ADCPs were air freighted to Seattle. I caught a 9:40 pm, Jan. 17th flight back to Seattle arriving home around 4am on the 18th. The air freight was picked up on Tuesday Jan. 21st. The Lynden shipment (5 pallets) is scheduled to arrive at NOAA on Jan. 30th.

Wm. Floering

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