

Cruise Report: TN211
AFSC Cruise Number 1TT07
R/V Thomas G. Thompson
September 24-October 11, 2007
Eastern Bering Sea

Cruise Objectives: The primary purpose of Cruise TN211 was to monitor the ecosystem of the eastern Bering Sea. It primarily consisted of a hydrographic survey with zooplankton sampling along transects which had also been occupied in May 2005 and April 2006. Because of time constraints caused by high winds, we had to omit some stations, most noticeably at the east end of line SL and near the north end of the 70m isobath transect (Figure 1). The cruise supported research for the North Pacific Climate Regimes and Ecosystem Productivity (NPCREP) study at Eco-FOCI (the Ecosystems and Fisheries-Oceanography Coordinated Investigations). The work was sponsored by NOAA's North Pacific Climate Regimes & Ecosystem Productivity Program, the North Pacific Research Board (NPRB), the Alaskan Ocean Observing System (AOOS), and PMEL/AFSC base funding.

Personnel:

Chuck Bartlett (USCG)
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David Strausz (NOAA)

The cruise track for cruise TN211 is shown in Figure 1, and a list of the stations occupied during the cruise is included as Table 1. CTD casts were made at every station, and zooplankton were collected with bongo tows at every other station.

The maximum depth of CTD casts was 5 m from the bottom. Water samples were collected when the CTD was at depth, and at 100m, 75m, 50m, 40m, 30m, 20m, 10m and at the surface. We collected nutrient samples from every bottle. The samples were filtered and analyzed aboard the ship. We also collected chlorophyll samples at every CTD cast from the Niskins at depths of 50m or less. These samples were filtered and the filters were frozen to be processed in Seattle.

Zooplankton sampling to 5m above the bottom was accomplished with MARMAP bongo tows, using 60 cm and 20cm bongo nets. The depth of the nets was determined with a SeaCat attached to the cable just above the nets. The mesh size of the 60 cm nets was 0.333 mm and the 20 cm bongo frame was fitted with nets whose mesh size was 0.153 mm. Samples from the nets were preserved for later analysis.

Figures 2-6 depict the temperature, salinity, density and fluorescence from the transects, in the order they were occupied. Beyond the inner front, the transects all show a strong thermocline. There was a cold or cool pool in the bottom layer at stations where water depth was 50 to about 100m. Bottom temperatures were lowest at northern transects. The progression in temperature and the gradual deepening (and cooling) of the surface mixed layers are obvious in the 70m contour. The warmest surface temperatures (7-8+) were seen near the shore where the water was well-mixed or farther offshore, beyond the cold/cool pool.

We were hoping to finish the transects before autumn winds mixed the water column, in order to see regional differences in the summer hydrographic conditions. However, we encountered high winds at several times during the cruise, so that mixing was occurring as the cruise proceeded. Because of time constraints caused by these winds, we had to omit stations just southwest of St. George Island where we had hoped to

study possible interleaving. We also abandoned the east end of line SL and left a gap near the north end of the 70m transect.

Figure 7 displays wind fields from the Quikscat scatterometer for the time of the cruise. The highest winds, greater than 40 knots for ~ 30 hours, arrived when we had just started down the 70m isobath. Figures 8 and 9 present the sea-chest temperature and salinity from the cruise. If you look at the areas in Figure 8 where the 70m transect passes over transects we had also sampled earlier, you can see that surface temperatures after these winds were noticeable colder. However, this pattern is somewhat patchy, possibly because of variable wind speed over the area, or because of earlier hydrographic structure. There were no exact repeats of stations before and after high winds, but we present (Figure 10) two temperature comparisons from stations close to each other (respectively, transects MN and PN compared to 70m stations) that were occupied near the start of the cruise, and near its end.

Aknowledgements: We would like to thank the officers and crewmembers of the R/V Thompson for their help in carrying out the goals of this cruise. We would especially like to acknowledge the help of two Coast Guard Marine Technicians, Chuck Bartlett and Thomas Kruger, for their hours of hard work and companionship.

Table 1:

| Event Log TN 211 Sept-Oct 2007 | | | | | | |
|--------------------------------|----------|-----------|---------|--------|------|-------------------------------------|
| GMT Month,day,hour | Latitude | Longitude | Depth m | FOCI # | Stn | Event |
| 25-Sep | | | | | | High winds, departure delayed 24 hr |
| Sep 26 1636 | 55 15.07 | 169 45.23 | 2290 | 1-1 | | ARGO float 3399 |
| Sep 26 2026 | 55 30.08 | 170 30.06 | 3155 | 2-1 | | ARGO float 2896 |
| Sep 27 0214 | 56 01.99 | 171 20.50 | 2854 | 3-1 | WOCE | CTD 1 |
| Sep 27 0613 | 56 17.10 | 171 02.94 | 138 | 4-1 | PN1 | CTD 2 |
| Sep 27 0645 | 56 17.00 | 171 02.13 | 138 | 4-2 | PN1 | Bon001 |
| Sep 27 0907 | 56 30.60 | 170 45.58 | 124 | 5-1 | PN2 | CTD 3 |
| Sep 27 1142 | 56 43.81 | 170 32.38 | 112 | 6-1 | PN3 | CTD 4 |
| Sep 27 1215 | 56 43.52 | 170 31.49 | 113 | 6-2 | PN3 | Bon002 |
| Sep 27 1457 | 56 58.23 | 170 16.86 | 76 | 7-1 | PN4 | CTD 5 |
| Sep 27 1819 | 57 19.33 | 169 55.10 | 59 | 8-1 | PN5 | CTD 6 |
| Sep 27 1839 | 57 19.06 | 169 54.32 | 59 | 8-2 | PN5 | Bon003 |
| Sep 27 2039 | 57 28.67 | 169 44.37 | 71 | 9-1 | PN6 | CTD 7 |
| Sep 28 0312 | 57 37.91 | 169 33.58 | 74 | 10-1 | PN7 | CTD 8 |
| Sep 28 0331 | 57 37.76 | 169 33.57 | 73 | 10-2 | PN7 | Bon004 |
| Sep 28 0514 | 57 47.19 | 169 22.62 | 68 | 11-1 | PN8 | CTD 9 |
| Sep 28 0705 | 57 56.49 | 169 11.71 | 69 | 12-1 | PN9 | CTD 10 |
| Sep 28 0722 | 57 56.39 | 169 11.57 | 68 | 12-2 | PN9 | Bon005 |
| Sep 28 0910 | 58 05.77 | 169 00.92 | 72 | 13-1 | PN10 | CTD 11 |
| Sep 28 1104 | 58 15.05 | 168 50.05 | 69 | 14-1 | PN11 | CTD 12 |
| Sep 28 1125 | 58 14.99 | 168 50.52 | 69 | 14-2 | PN11 | Bon006 |
| Sep 28 1312 | 58 24.36 | 168 39.17 | 65 | 15-1 | PN12 | CTD 13 |
| Sep 28 1445 | 58 33.66 | 168 28.18 | 59 | 16-1 | PN13 | CTD 14 |
| Sep 28 1509 | 58 33.86 | 168 28.75 | 59 | 16-2 | PN13 | Bon007 |
| Sep 28 1648 | 58 42.83 | 168 17.16 | 50 | 17-1 | PN14 | CTD 15 |
| Sep 28 1835 | 58 52.23 | 168 06.41 | 45 | 18-1 | PN15 | CTD 16 |
| Sep 28 1852 | 58 52.39 | 168 06.67 | 45 | 18-2 | PN15 | Bon008 |
| Sep 28 2045 | 59 01.39 | 167 55.68 | 43 | 19-1 | PN16 | CTD 17 |
| Sep 28 2200 | | | | | | Winds, 6-hour loss, skip PN17-20 |
| Sep 29 1359 | 59 53.97 | 168 00.07 | 30 | 20-1 | MN22 | CTD 18 |
| Sep 29 1413 | 59 53.97 | 168 00.43 | 30 | 20-2 | MN22 | Bon009 |
| Sep 29 1628 | 59 54.03 | 168 32.18 | 40 | 21-1 | MN21 | CTD 19 |
| Sep 29 1643 | 59 53.94 | 168 32.36 | 40 | 21-2 | MN21 | Bon010 |
| Sep 29 1910 | 59 54.00 | 169 04.32 | 45 | 22-1 | MN20 | CTD 20 |
| Sep 29 2133 | 59 53.98 | 169 36.63 | 51 | 23-1 | MN19 | CTD 21 |
| Sep 29 2147 | 59 53.75 | 169 36.43 | 50 | 23-2 | MN19 | Bon011 |

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|-------------|----------|-----------|------|------|---------|------------------|
| Sep 30 0015 | 59 54.02 | 170 08.84 | 60 | 24-1 | MN18 | CTD 22 |
| Sep 30 0223 | 59 54.01 | 170 41.05 | 68 | 25-1 | MN17 | CTD 23 |
| Sep 30 0237 | 59 53.97 | 170 40.92 | 67 | 25-2 | MN17 | Bon012 |
| Sep 30 0503 | 59 53.99 | 171 14.98 | 74 | 26-1 | MN16 | CTD 24 |
| Sep 30 0519 | 59 53.88 | 171 15.10 | 73 | 26-2 | MN16 | Bon013 |
| Sep 30 0750 | 59 42.05 | 171 24.96 | 72 | 27-1 | M5-S | CTD 25 |
| Sep 30 0814 | 59 41.91 | 171 30.27 | 75 | 27-2 | M5-S | Bon014 |
| Sep 30 1018 | 59 54.39 | 171 42.36 | 71 | 28-1 | M5 | CTD 26 |
| Sep 30 1035 | 59 54.39 | 171 42.36 | 71 | 28-2 | M5 | Cal001 |
| Sep 30 1053 | 59 54.39 | 171 42.36 | 71 | 28-3 | M5 | Cal002 |
| Sep 30 1109 | 59 54.39 | 171 42.36 | 71 | 28-4 | M5 | Cal003 |
| Sep 30 1130 | 59 54.01 | 171 43.02 | 71 | 28-5 | M5 | Bon015 |
| Sep 30 1344 | 60 04.44 | 172 00.11 | 64 | 29-1 | M5-N | CTD 27 |
| Sep 30 1442 | 60 05.07 | 172 00.68 | 64 | 29-3 | M5-N | Bon017 |
| Sep 30 1649 | 59 54.04 | 172 10.92 | 75 | 30-1 | M5-W | CTD 28 |
| Sep 30 1706 | 59 53.88 | 172 10.85 | 75 | 30-2 | M5-W | Bon018 |
| Sep 30 1954 | 59 54.00 | 172 49.91 | 76 | 31-1 | MN13 | CTD 29 |
| Sep 30 2010 | 59 53.84 | 172 49.89 | 76 | 31-2 | MN13 | Bon019 |
| Sep 30 2235 | 59 53.97 | 173 22.17 | 86 | 32-1 | MN12 | CTD 30 |
| Oct 01 0049 | 59 53.99 | 173 54.39 | 102 | 33-1 | MN11 | CTD 31 |
| Oct 01 0110 | 59 53.77 | 173 54.82 | 101 | 33-2 | MN11 | BOn020 |
| Oct 01 0310 | 59 53.99 | 174 26.68 | 111 | 34-1 | MN10 | CTD 32 |
| Oct 01 0527 | 59 54.02 | 174 59.90 | 120 | 35-1 | MN09 | CTD 33 |
| Oct 01 0547 | 59 54.12 | 174 59.18 | 118 | 35-2 | MN09 | Bon021 |
| Oct 01 0823 | 59 54.00 | 175 31.09 | 126 | 36-1 | MN08 | CTD 34 |
| Oct 01 1056 | 59 53.92 | 176 03.29 | 137 | 37-1 | MN07 | CTD 35 |
| Oct 01 1127 | 59 53.96 | 176 04.53 | 137 | 37-2 | MN07 | Bon022 |
| Oct 01 1358 | 59 54.00 | 176 35.53 | 142 | 38-1 | MN06 | CTD 36 |
| Oct 01 1629 | 59 54.00 | 177 07.74 | 138 | 39-1 | MN05 | CTD 37 |
| Oct 01 1657 | 59 53.79 | 177 08.17 | 137 | 39-2 | MN05 | Bon023 |
| Oct 01 1935 | 59 54.00 | 177 39.97 | 140 | 40-1 | MN04 | CTD 38 |
| Oct 01 2204 | 59 54.00 | 178 12.15 | 146 | 41-1 | MN03 | CTD 39 |
| Oct 01 2223 | 59 53.96 | 178 12.50 | 145 | 41-2 | MN03 | Bon024 |
| Oct 02 0049 | 59 53.98 | 178 44.34 | 148 | 42-1 | MN02 | CTD 40 |
| Oct 02 0331 | 59 54.02 | 17916.55 | 2057 | 43-1 | MN01 | CTD 41 (to 250m) |
| Oct 02 0409 | 59 53.79 | 179 16.88 | 1949 | 43-2 | MN01 | Bon025 (to 300) |
| Oct 02 1906 | 62 12.05 | 175 58.46 | 93 | 44-1 | SL01 | CTD 42 |
| Oct 02 1925 | 62 12.00 | 175 58.94 | 92 | 44-2 | SL01 | Bon026 |
| Oct 02 2115 | 62 12.05 | 175 33.88 | 87 | 45-1 | SL02 | CTD 43 |
| Oct 02 2241 | 62 12.00 | 175 12.04 | 81 | 46-1 | SL03M8W | CTD 44 |
| Oct 02 2256 | 62 12.01 | 175 12.24 | 81 | 46-2 | SL03M8W | Bon027 |

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|--------------|----------|-----------|----|------|---------|---------------------|
| Oct 03 0215 | 62 25.30 | 174 42.00 | 74 | 47-1 | M8N | CTD 45 |
| Oct 03 0229 | 62 25.28 | 174 42.30 | 73 | 47-2 | M8N | Bon028 |
| Oct 03 0528 | 62 11.99 | 174 44.88 | 76 | 48-1 | M8SL4 | CTD 46 |
| Oct 03 0545 | 62 11.97 | 174 45.02 | 75 | 48-2 | M8SL4 | CalVet004 |
| Oct 03 0609 | 62 11.94 | 174 45.02 | 75 | 48-3 | M8SL4 | CalVet005 |
| Oct 03 0630 | 62 11.99 | 174 45.02 | 75 | 48-4 | M8SL4 | CalVet006 |
| Oct 03 0652 | 62 11.94 | 174 45.35 | 75 | 48-5 | M8SL4 | Bon029 |
| Oct 03 0903 | 61 58.51 | 174 37.01 | 77 | 49-1 | M8S | CTD 47 |
| Oct 03 0922 | 61 58.56 | 174 37.45 | 77 | 49-2 | M8S | Bon030 |
| Oct 03 1133 | 62 12.00 | 174 18.03 | 70 | 50-1 | SL05M8E | CTD 48 |
| Oct 03 1149 | 62 11.93 | 174 18.48 | 70 | 50-2 | SL05M8E | Bon031 |
| Oct 03 1326 | 62 11.99 | 173 55.87 | 65 | 51-1 | SL6 | CTD 49 |
| Oct 03 1502 | 62 11.98 | 173 31.48 | 62 | 52-1 | SL7 | CTD 50 |
| Oct 03 1516 | 62 12.06 | 173 31.82 | 62 | 52-2 | SL7 | Bon032 |
| Oct 03 1702 | 62 11.96 | 173 07.09 | 60 | 53-1 | SL8 | CTD 51 |
| Oct 03 1840 | 62 12.02 | 172 42.51 | 57 | 54-1 | SL9 | CTD 52 |
| Oct 03 1855 | 62 12.05 | 172 42.99 | 56 | 54-2 | SL9 | Bon033 (bad) |
| Oct 03 1919 | 62 12.13 | 172 43.00 | 57 | 54-3 | SL9 | Bon034 (redo) |
| Oct 03 2057 | 62 12.01 | 172 18.03 | 56 | 55-1 | SL10 | CTD 53 |
| Oct 03 2136 | 62 11.9 | 172 20.18 | 55 | 55-2 | SL10 | Bon035 |
| Oct 04 0307 | 61 56.53 | 174 21.80 | 75 | 56-1 | 70m03 | CTD 54 |
| Oct 04 0320 | 61 56.57 | 174 21.54 | 75 | 56-2 | 70m03 | Bon036 |
| Oct 04 0436 | 61 51.74 | 174 06.85 | 74 | 57-1 | 70m04 | CTD 55 |
| Oct 04 0611 | 61 43.63 | 173 51.35 | 74 | 58-1 | 70m05 | CTD 56 |
| Oct 04 0627 | 61 43.65 | 173 51.27 | 73 | 58-2 | 70m05 | Bon037 |
| Oct 04 0648 | 61 43.85 | 173 51.40 | 73 | 58-3 | 70m05 | Bon038 (redo) |
| Oct 04 0840 | 61 33.65 | 173 42.74 | 75 | 59-1 | 70m06 | CTD 57 |
| Oct04-Oct 05 | | | | | | Winds, 30 hour loss |
| Oct 05 2253 | 60 44.34 | 173 38.83 | 73 | 60-1 | 70m11 | CTD 58 |
| Oct 05 2307 | 60 44.40 | 173 39.12 | 72 | 60-2 | 70m11 | Bon039 |
| Oct 06 0110 | 60 34.33 | 173 38.23 | 69 | 61-1 | 70m12 | CTD 59 |
| Oct 06 0236 | 60 25.49 | 173 35.59 | 66 | 62-1 | 70m13 | CTD 60 |
| Oct 06 0253 | 60 25.45 | 173 35.84 | 66 | 62-2 | 70m13 | Bon040 |
| Oct 06 0433 | 60 15.11 | 173 31.28 | 71 | 63-1 | 70m14 | CTD 61 |
| Oct 06 0606 | 60 06.03 | 173 19.00 | 73 | 64-1 | 70M15 | CTD 62 |
| Oct 06 0621 | 60 05.92 | 173 19.26 | 72 | 64-2 | 70m14 | Bon041 |
| Oct 06 0757 | 60 02.22 | 173 00.38 | 69 | 65-1 | 70m16 | CTD 63 |
| Oct 06 0913 | 59 58.68 | 172 44.79 | 70 | 66-1 | 70m17 | CTD 64 |
| Oct 06 0929 | 59 58.55 | 172 44.38 | 70 | 66-2 | 70m17 | Bon042 |
| Oct 06 1057 | 59 54.66 | 172 20.10 | 75 | 67-1 | 70m18 | CTD 65 |
| Oct 06 1231 | 59 50.74 | 172 05.63 | 77 | 68-1 | 70m19 | CTD 66 |

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|-------------|----------|-----------|----|------|----------|------------------|
| Oct 06 1246 | 59 50.71 | 172 05.90 | 76 | 68-2 | 70m19 | Bon043 |
| Oct 06 1406 | 59 50.40 | 171 50.18 | 75 | 69-1 | 70m20 | CTD 67 |
| Oct 06 1545 | 59 46.63 | 171 26.89 | 74 | 70-1 | 70m21 | CTD 68 |
| Oct 06 1602 | 59 46.56 | 171 27.40 | 74 | 70-2 | 70m21 | Bon044 |
| Oct 06 1748 | 59 42.91 | 171 08.39 | 73 | 71-1 | 70m22 | CTD 69 |
| Oct 06 1914 | 59 35.71 | 170 55.69 | 72 | 72-1 | 70m23 | CTD 70 |
| Oct 06 1933 | 59 35.47 | 170 55.87 | 72 | 72-2 | 70m23 | Bon045 |
| Oct 06 2105 | 59 26.13 | 170 54.34 | 72 | 73-1 | 70m24 | CTD 71 |
| Oct 06 2233 | 59 20.12 | 170 39.35 | 71 | 74-1 | 70m25 | CTD 72 |
| Oct 06 2249 | 59 20.24 | 170 39.02 | 70 | 74-2 | 70m25 | Bon046 |
| Oct 07 0020 | 59 14.90 | 170 24.78 | 69 | 75-1 | 70m26 | CTD 73 |
| Oct 07 0150 | 59 06.45 | 170 14.85 | 69 | 76-1 | 70m27 | CTD 74 |
| Oct 07 0204 | 59 06.53 | 170 14.45 | 68 | 76-2 | 70m27 | Bon047 |
| Oct 07 0342 | 58 56.87 | 170 19.60 | 72 | 77-1 | 70m28 | CTD 75 |
| Oct 07 0512 | 58 46.43 | 170 17.58 | 72 | 78-1 | 70m29 | CTD 76 |
| Oct 07 0527 | 58 46.53 | 170 17.71 | 72 | 78-2 | 70m29 | Bon048 |
| Oct 07 0702 | 58 37.0 | 170 16.52 | 73 | 79-1 | 70m30 | CTD 77 |
| Oct 07 0839 | 58 26.74 | 170 11.20 | 73 | 80-1 | 70m31 | CTD 78 |
| Oct 07 0855 | 58 26.97 | 170 11.69 | 73 | 80-2 | 70m31 | Bon049 |
| Oct 07 1037 | 58 17.00 | 170 05.72 | 73 | 81-1 | 70m32 | CTD 79 |
| Oct 07 1207 | 58 08.83 | 169 55.08 | 72 | 82-1 | 70m33 | CTD 80 |
| Oct 07 1223 | 58 08.98 | 169 55.31 | 72 | 82-2 | 70m33 | Bon050 |
| Oct 07 1407 | 58 02.53 | 169 40.30 | 71 | 83-1 | 70m34 | CTD 81 |
| Oct 07 1555 | 57 55.61 | 169 19.33 | 67 | 84-1 | 70m35M4W | CTD 82 |
| Oct 07 1612 | 57 55.64 | 169 19.62 | 67 | 84-2 | 70m35M4W | Bon051 |
| Oct 07 1818 | 57 51.47 | 168 52.68 | 72 | 85-1 | M4 | CTD 83 |
| Oct 07 1843 | 57 51.45 | 168 52.73 | 72 | 85-2 | M4 | CalVet007 (fail) |
| Oct 07 1857 | 57 51.41 | 168 52.81 | 72 | 85-3 | M4 | CalVet008 |
| Oct 07 1913 | 57 51.37 | 168 52.94 | 72 | 85-4 | M4 | CalVet009 |
| Oct 07 1924 | 57 51.44 | 168 52.81 | 72 | 85-5 | M4 | CalVet010 |
| Oct 07 1938 | 57 51.32 | 168 54.25 | 72 | 85-6 | M4 | Bon053(fail) |
| Oct 07 2000 | 57 51.32 | 168 54.25 | 72 | 85-7 | M4 | Bon054 |
| Oct 07 2200 | 58 04.01 | 168 43.87 | 71 | 86-1 | M4N | CTD 84 |
| Oct 07 2214 | 58 04.14 | 168 44.23 | 70 | 86-2 | M4N | Bon054 |
| Oct 08 0030 | 57 46.03 | 168 27.90 | 72 | 87-1 | M4E | CTD 85 |
| Oct 08 0042 | 57 46.14 | 168 28.15 | 71 | 87-2 | M4E | Bon055 |
| Oct 08 0253 | 57 39.19 | 169 01.16 | 70 | 88-1 | M4S | CTD 86 |
| Oct 08 0306 | 57 39.19 | 169 01.36 | 70 | 88-2 | M4S | Bon056 |
| Oct 08 0445 | 57 54.28 | 169 03.75 | 70 | 89-1 | 70m36 | CTD 87 |
| Oct 08 0540 | 57 50.94 | 168 56.00 | 72 | 90-1 | 70m37 | CTD 88 |
| Oct 08 0557 | 57 50.76 | 168 56.14 | 71 | 90-2 | 70m37 | Bon057 |

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|-------------|----------|-----------|----|-------|----------|-----------|
| Oct 08 0652 | 57 47.34 | 168 51.05 | 72 | 91-1 | 70m38 | CTD 89 |
| Oct 08 0818 | 57 37.72 | 168 49.56 | 71 | 92-1 | 70m39 | CTD 90 |
| Oct 08 0834 | 57 37.61 | 168 50.01 | 71 | 92-2 | 70m39 | Bon058 |
| Oct 08 1010 | 57 31.44 | 168 36.84 | 72 | 93-1 | 70m40 | CTD 91 |
| Oct 08 1139 | 57 30.16 | 168 18.25 | 72 | 94-1 | 70m41 | CTD 92 |
| Oct 08 1154 | 57 30.10 | 168 18.57 | 72 | 94-2 | 70m41 | Bon059 |
| Oct 08 1409 | 57 30.07 | 167 39.88 | 72 | 95-1 | 70m43 | CTD 93 |
| Oct 08 1422 | 57 30.02 | 167 40.15 | 72 | 95-2 | 70m43 | Bon060 |
| Oct 08 1627 | 57 31.28 | 167 02.20 | 71 | 96-1 | 70m45 | CTD 94 |
| Oct 08 1641 | 57 33.11 | 167 02.37 | 71 | 96-2 | 70m45 | Bon061 |
| Oct 08 1838 | 57 20.19 | 166 30.65 | 70 | 97-1 | 70m47 | CTD 95 |
| Oct 08 1854 | 57 25.98 | 166 30.62 | 69 | 97-2 | 70m47 | Bon062 |
| Oct 08 2050 | 57 19.25 | 166 00.70 | 69 | 98-1 | 70m49 | CTD 96 |
| Oct 08 2107 | 57 19.07 | 166 01.08 | 69 | 98-2 | 70m49 | Bon063 |
| Oct 08 2310 | 57 06.44 | 165 36.81 | 71 | 99-1 | 70m51 | CTD 97 |
| Oct 08 2323 | 57 06.27 | 165 37.03 | 71 | 99-2 | 70m51 | Bon064 |
| Oct 09 0141 | 56 51.55 | 165 07.28 | 75 | 100-1 | 70m53 | CTD 98 |
| Oct 09 0154 | 56 51.43 | 165 07.23 | 74 | 100-2 | 70m53 | Bon065 |
| Oct 09 0321 | 56 54.54 | 164 49.54 | 73 | 101-1 | 70m54 | CTD 99 |
| Oct 09 0435 | 56 51.20 | 164 34.36 | 74 | 102-1 | 70m55 | CTD 100 |
| Oct 09 0451 | 56 51.27 | 164 34.01 | 73 | 102-2 | 70m55 | Bon066 |
| Oct 09 0615 | 56 46.01 | 164 19.98 | 75 | 103-1 | 70m56M2W | CTD 101 |
| Oct 09 0631 | 56 46.10 | 164 19.81 | 75 | 103-2 | 70m56M2W | Bon067 |
| Oct 09 0842 | 57 00.75 | 164 12.78 | 70 | 104-1 | M2N | CTD 102 |
| Oct 09 0855 | 57 00.79 | 164 12.54 | 69 | 104-2 | M2N | Bon068 |
| Oct 09 1033 | 56 51.5 | 164 2.10 | 73 | 105-1 | M2 | CTD 103 |
| Oct 09 1046 | 56 51.51 | 164 2.10 | 73 | 105-2 | M2 | CalVet011 |
| Oct 09 1059 | 56 51.50 | 164 2.10 | 73 | 105-3 | M2 | CalVet012 |
| Oct 09 1113 | 56 51.50 | 164 2.10 | 73 | 105-4 | M2 | CalVet013 |
| Oct 09 1127 | 56 51.54 | 164 1.74 | 73 | 105-5 | M2 | Bon069 |
| Oct 09 1228 | 56 47.27 | 163 57.60 | 74 | 106-1 | 70m58 | CTD 104 |
| Oct 09 1242 | 56 47.42 | 163 57.43 | 74 | 106-2 | 70m58 | Bon070 |
| Oct 09 1407 | 56 40.02 | 163 52.06 | 77 | 107-1 | M2-S | CTD 105 |
| Oct 09 1424 | 56 40.16 | 163 51.73 | 76 | 107-2 | M2-S | Bon071 |
| Oct 09 1621 | 56 56.54 | 163 49.96 | 76 | 108-1 | M2-E | CTD 106 |
| Oct 09 1636 | 56 56.63 | 163 49.71 | 71 | 108-2 | M2-E | Bon072 |
| Oct 09 2117 | 57 38.23 | 163 16.54 | 47 | 109-1 | SEB15 | CTD 107 |
| Oct 09 2129 | 57 38.26 | 163 16.36 | 47 | 109-2 | SEB15 | Bon073 |
| Oct 09 2312 | 57 22.99 | 163 31.68 | 53 | 110-1 | SEB14 | CTD 108 |
| Oct 10 0104 | 57 7.84 | 163 47.87 | 67 | 111-1 | SEB13 | CTD 109 |
| Oct 10 0122 | 57 7.89 | 163 47.62 | 66 | 111-2 | SEB13 | Bon074 |

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|-------------|----------|-----------|-----|-------|-------|---------|
| Oct 10 0559 | 56 33.82 | 164 54.26 | 79 | 112-1 | SEB10 | CTD 110 |
| Oct 10 0801 | 56 25.30 | 165 18.17 | 85 | 113-1 | SEB09 | CTD 111 |
| Oct 10 0817 | 56 25.39 | 165 17.87 | 85 | 113-2 | SEB09 | Bon075 |
| Oct 10 1007 | 56 16.69 | 165 42.03 | 93 | 114-1 | SEB08 | CTD 112 |
| Oct 10 1146 | 56 08.22 | 166 06.20 | 110 | 115-1 | SEB07 | CTD 113 |
| Oct 10 1205 | 56 08.25 | 166 05.72 | 110 | 115-2 | SEB07 | Bon076 |
| Oct 10 1407 | 55 59.23 | 166 30.62 | 128 | 116-1 | SEB06 | CTD 114 |
| Oct 10 1605 | 55 51.02 | 166 54.43 | 135 | 117-1 | SEB05 | CTD 115 |
| Oct 10 1625 | 55 51.00 | 166 53.91 | 135 | 117-2 | SEB05 | Bon077 |
| Oct 10 1828 | 55 41.99 | 167 18.26 | 137 | 118-1 | SEB04 | CTD 116 |
| Oct 10 2025 | 55 33.36 | 167 42.06 | 138 | 119-1 | SEB03 | CTD 117 |
| Oct 10 2047 | 55 38.19 | 167 41.75 | 137 | 119-2 | SEB03 | Bon078 |
| Oct 10 2243 | 55 25.96 | 168 03.65 | 203 | 120-1 | SEB02 | CTD 118 |
| Oct 10 2335 | 55 22.33 | 168 10.63 | 514 | 121-1 | SEB01 | CTD 119 |
| Oct 11 0024 | 55 22.04 | 168 10.27 | 529 | 121-2 | SEB01 | Bon079 |

Figure 1 Cruise Map:

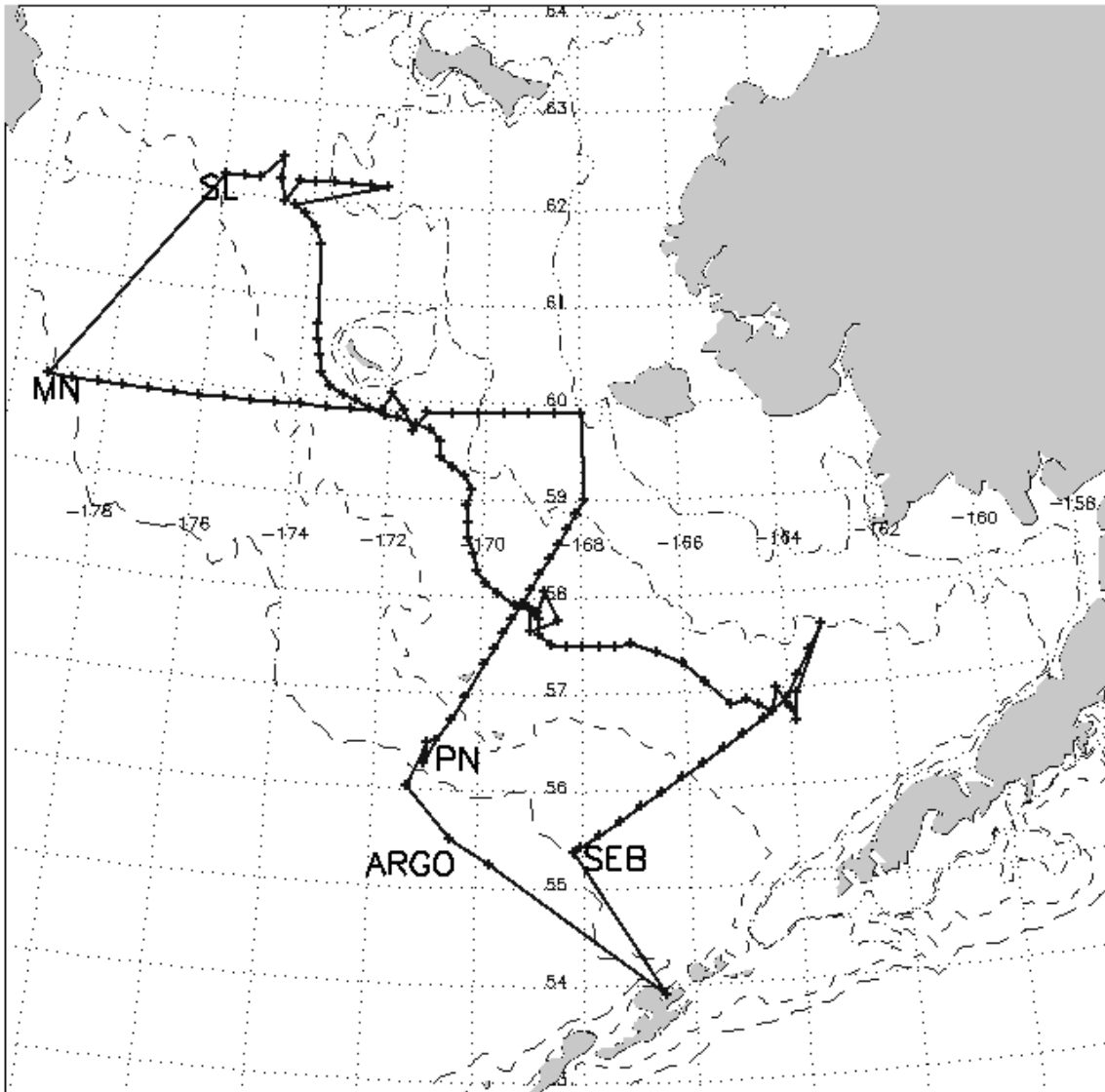
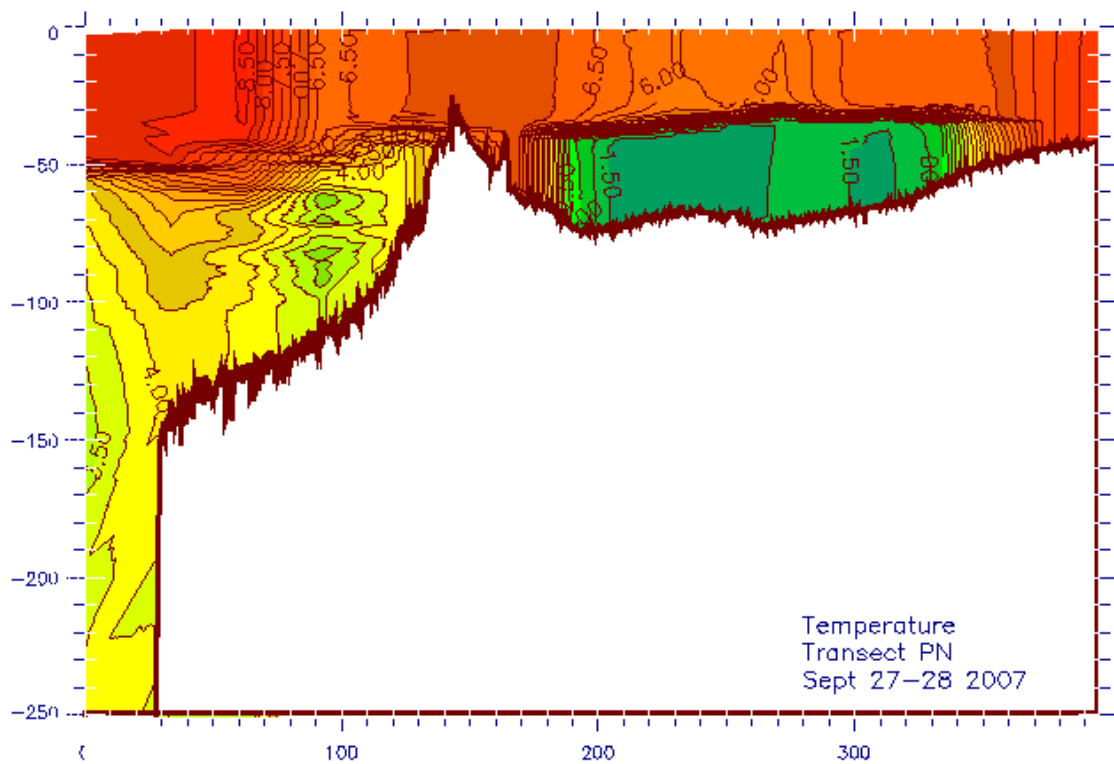
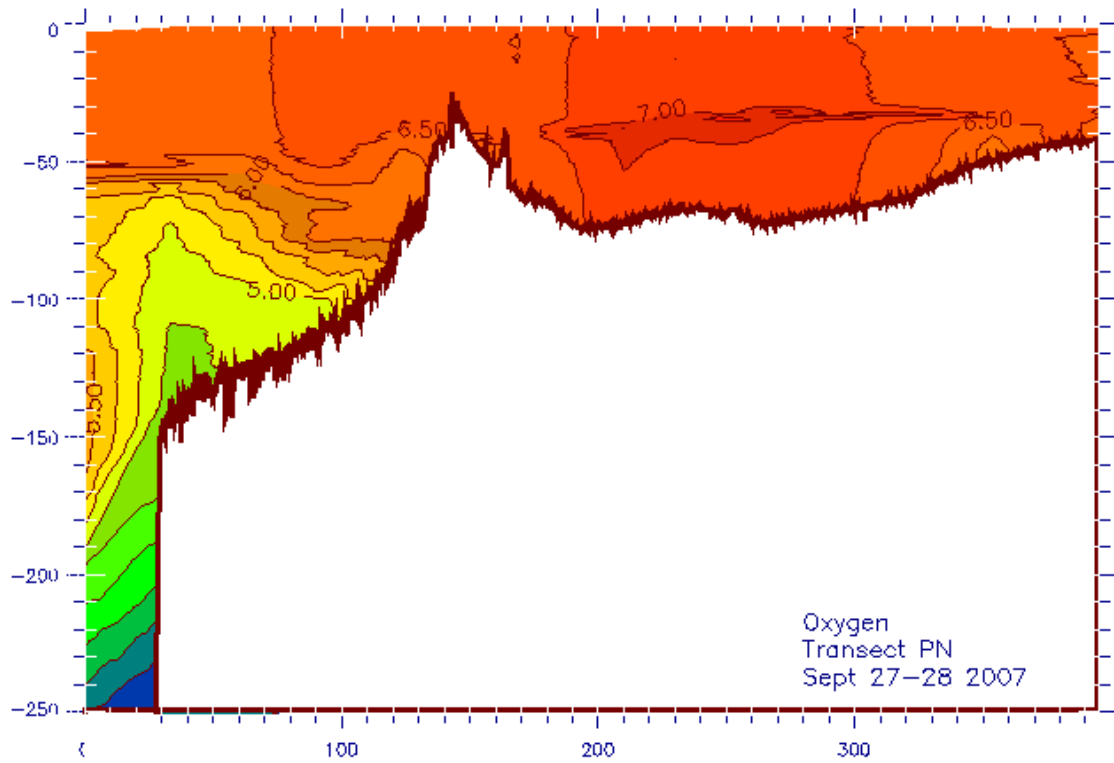
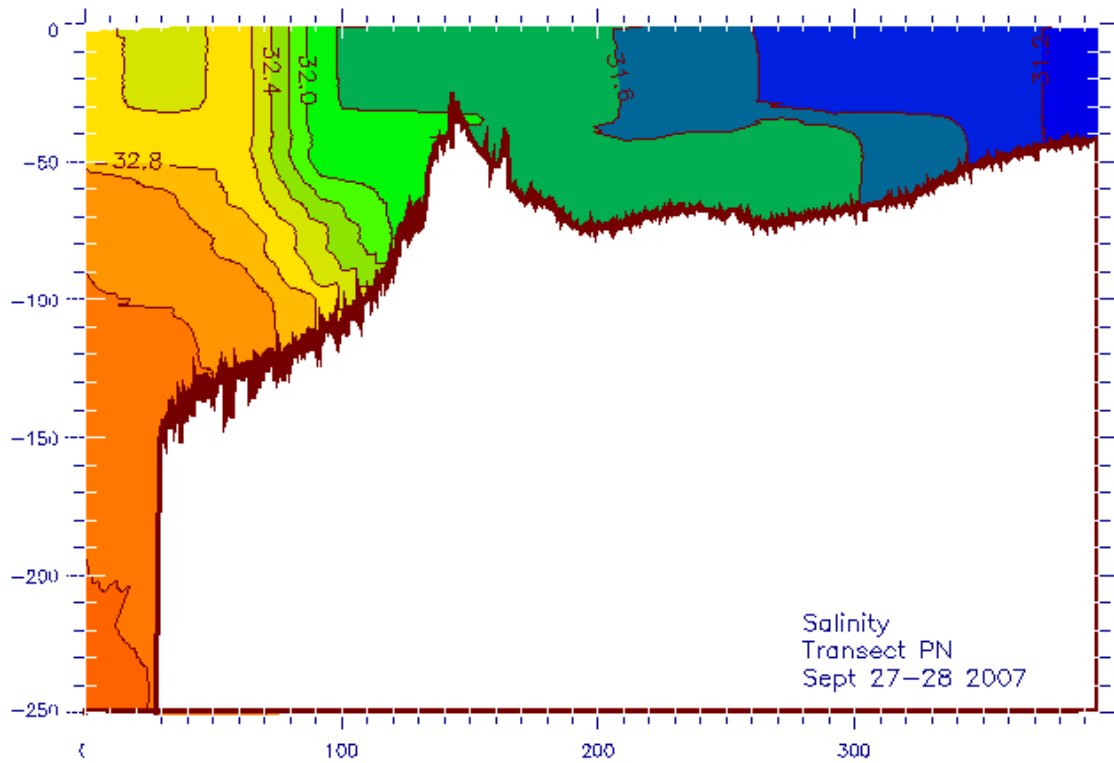


Figure 2:





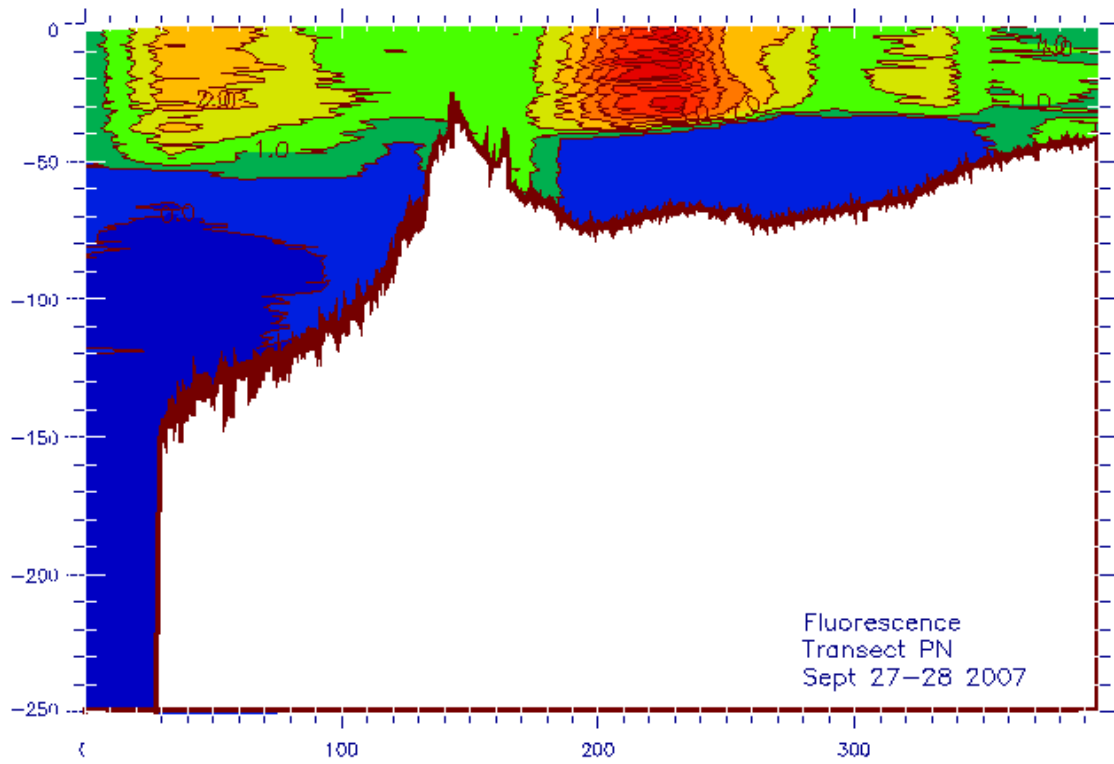
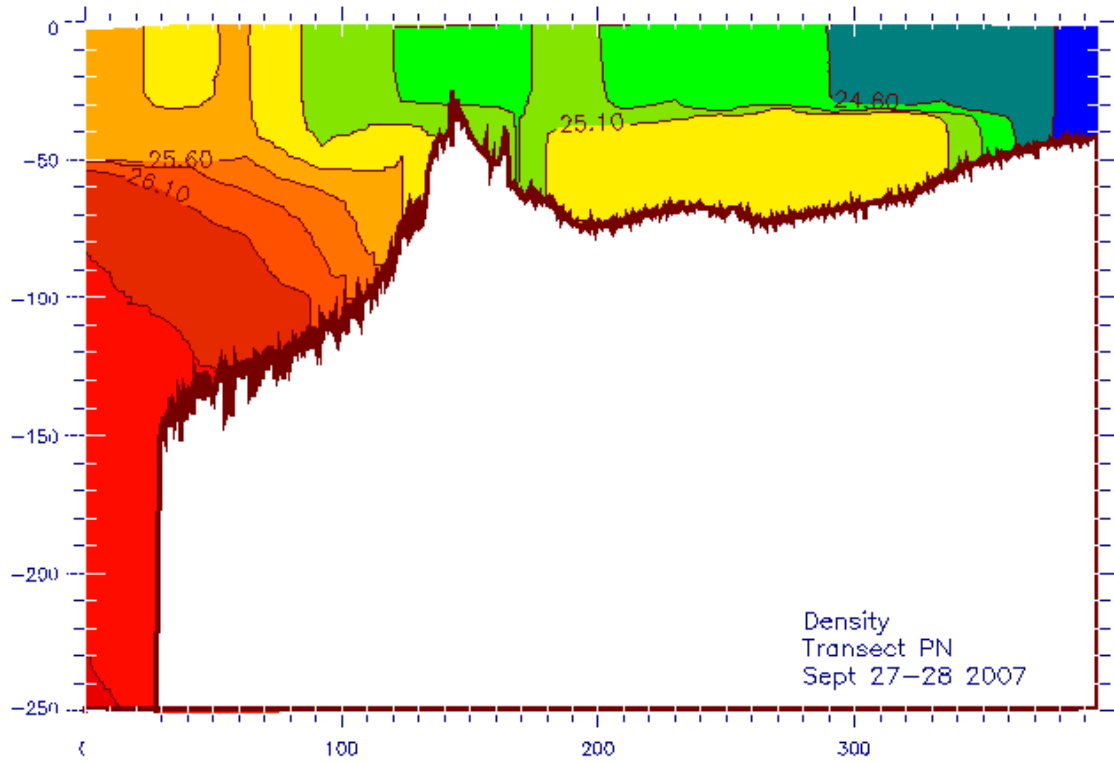
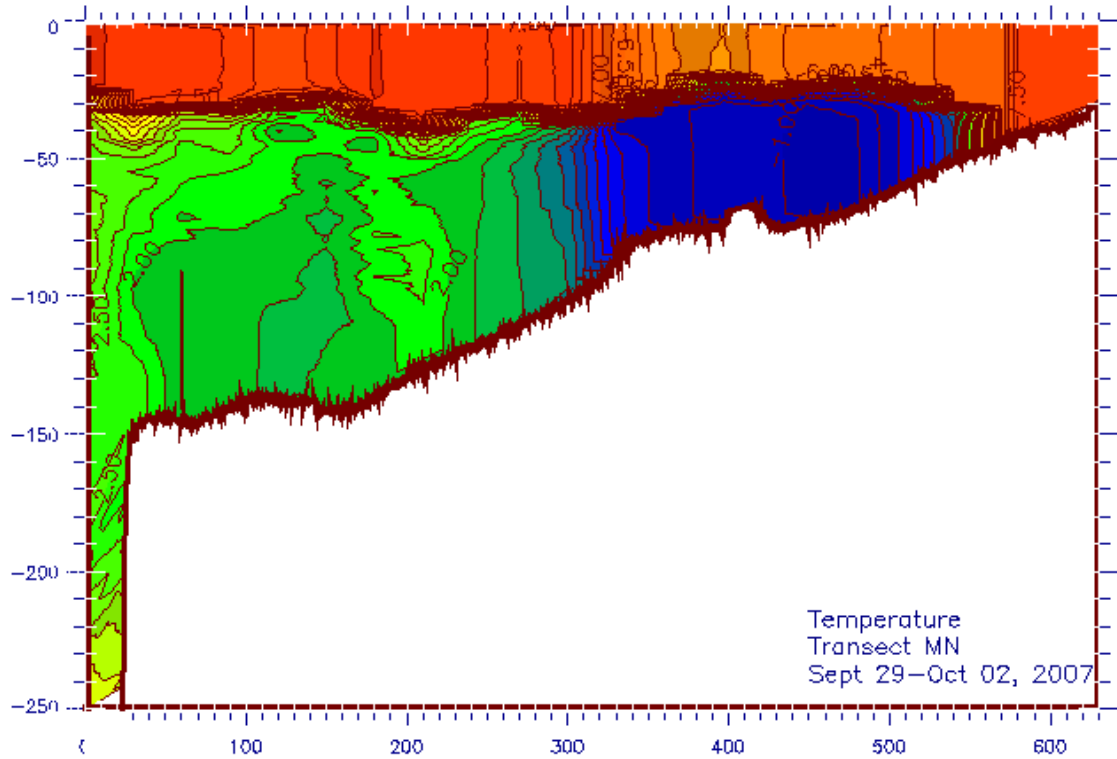
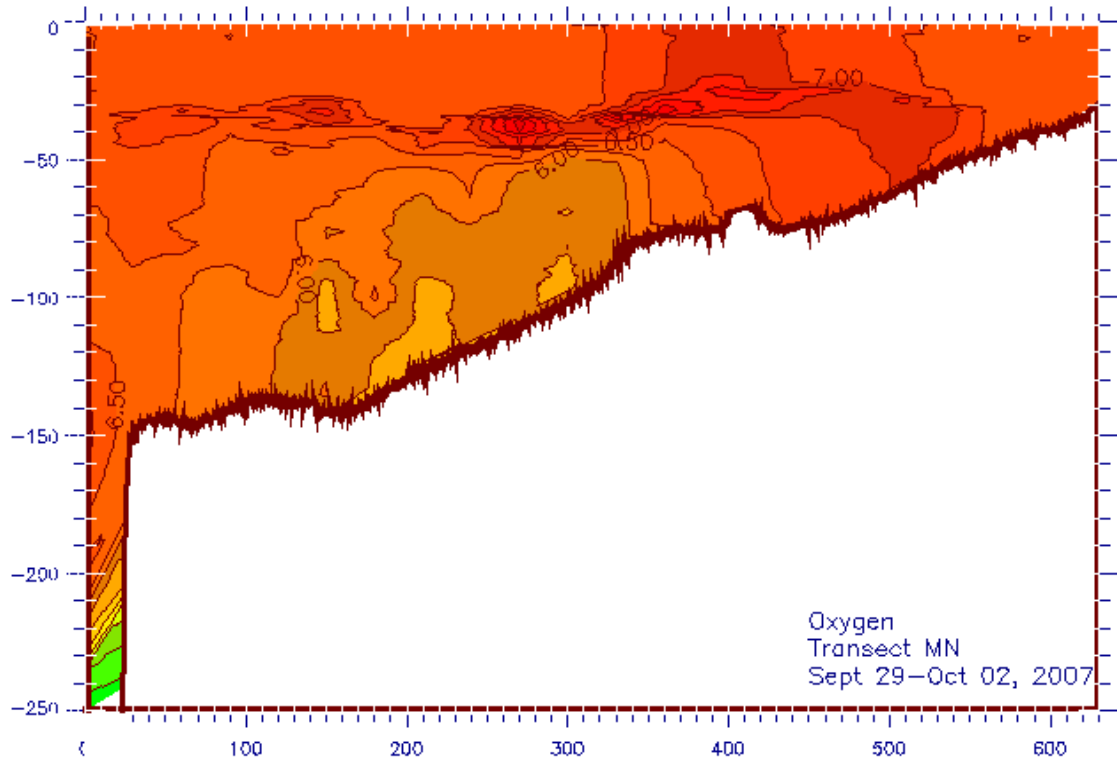
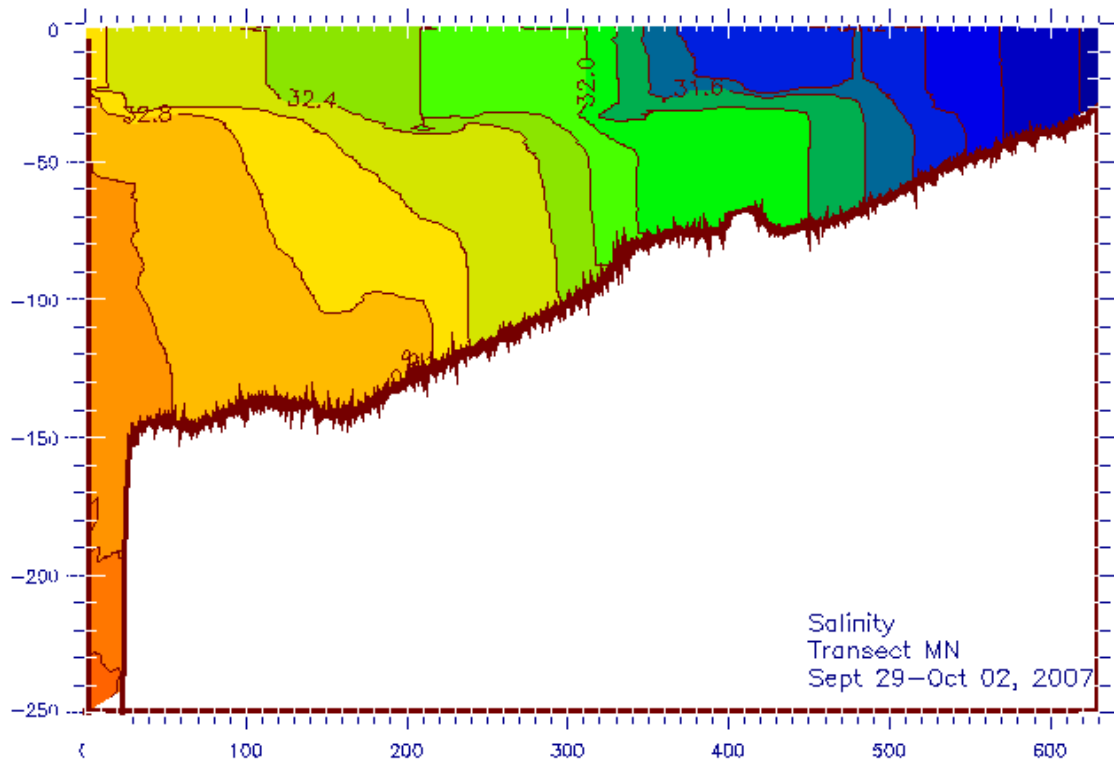


Figure 3:





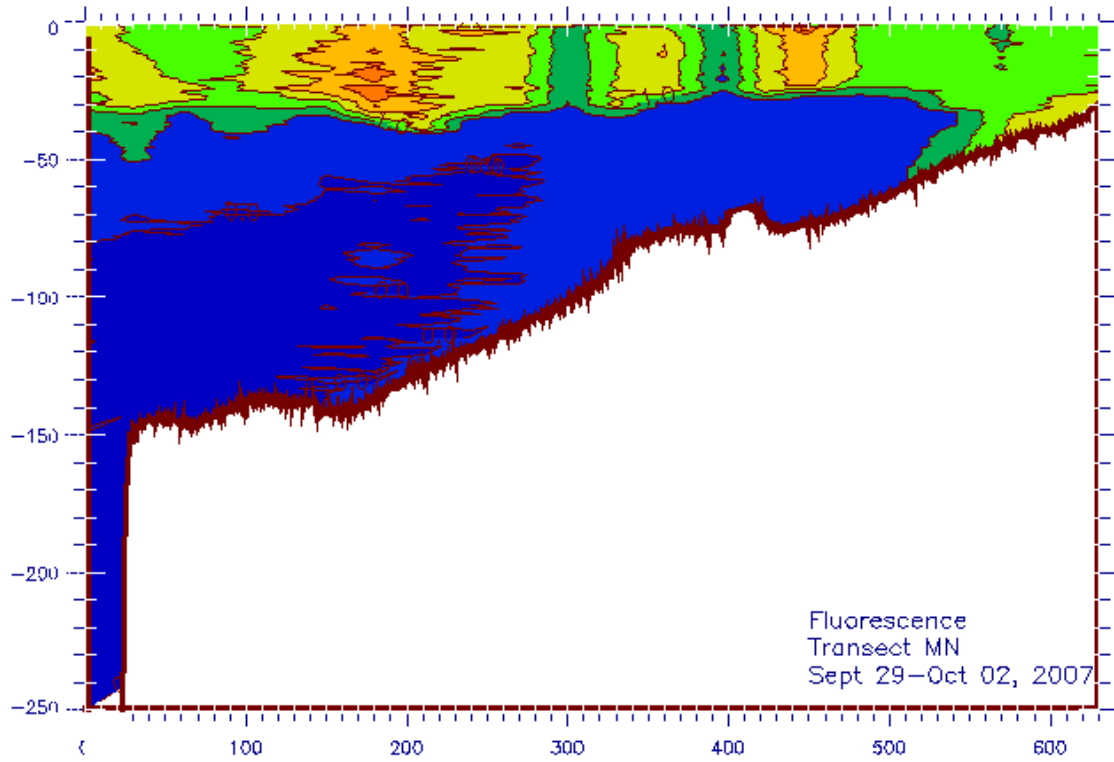
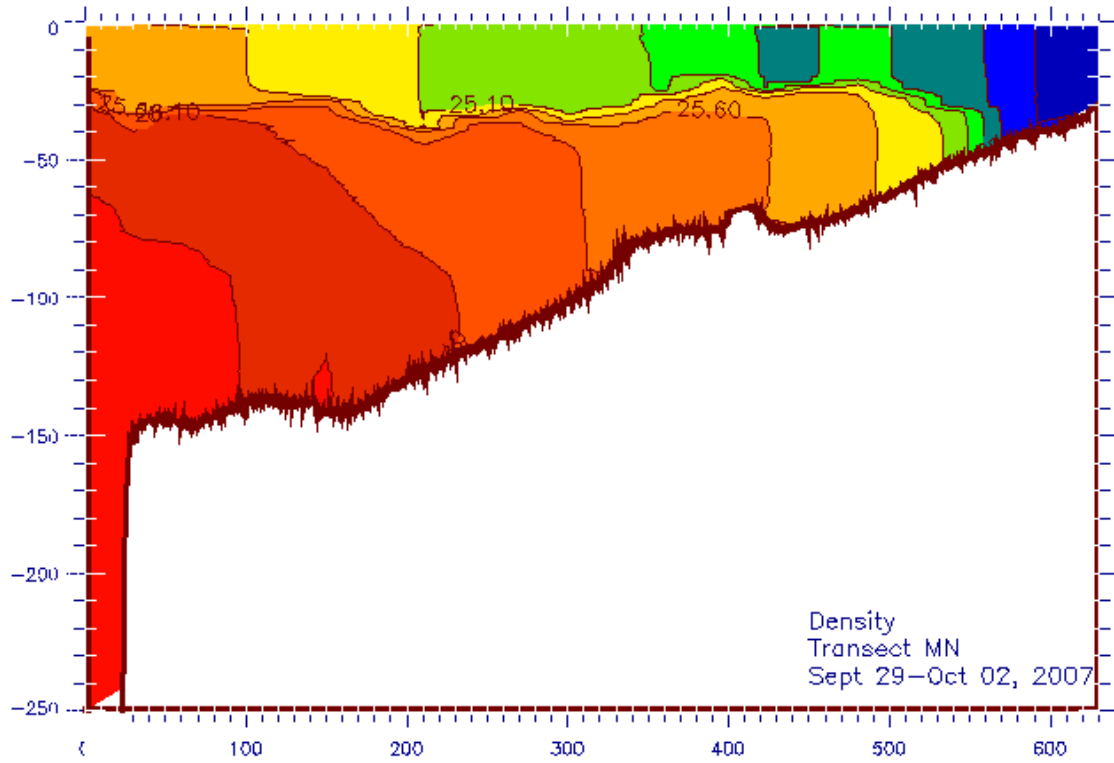
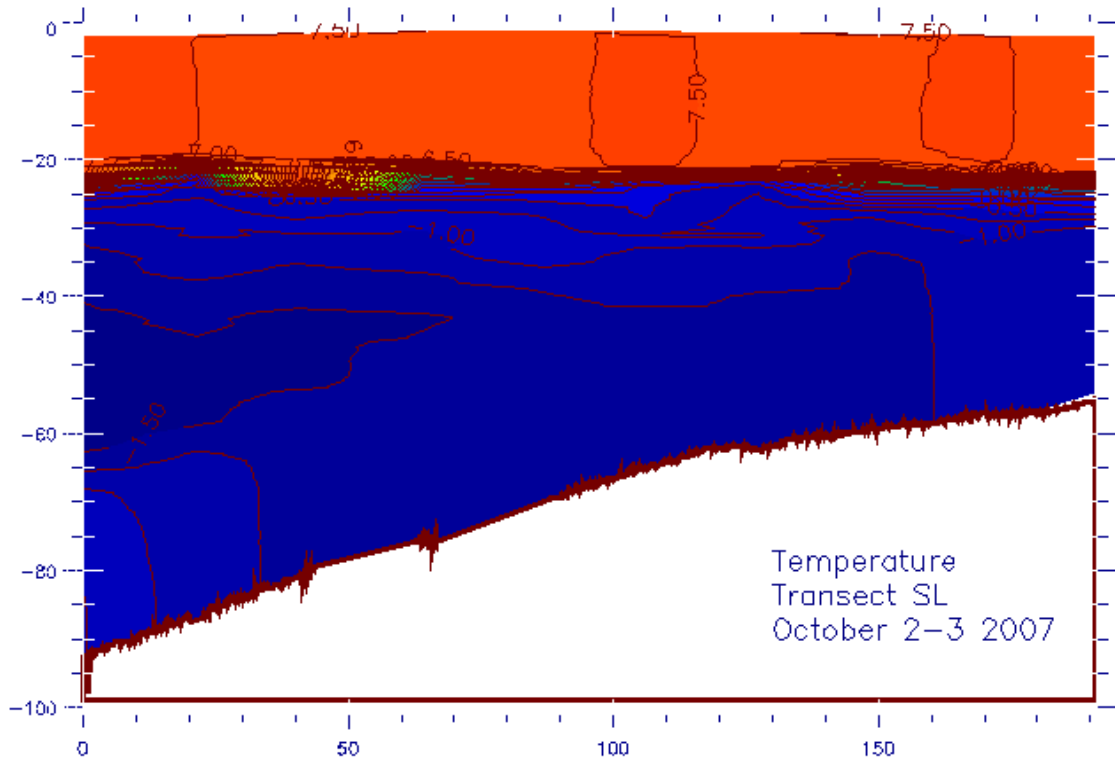
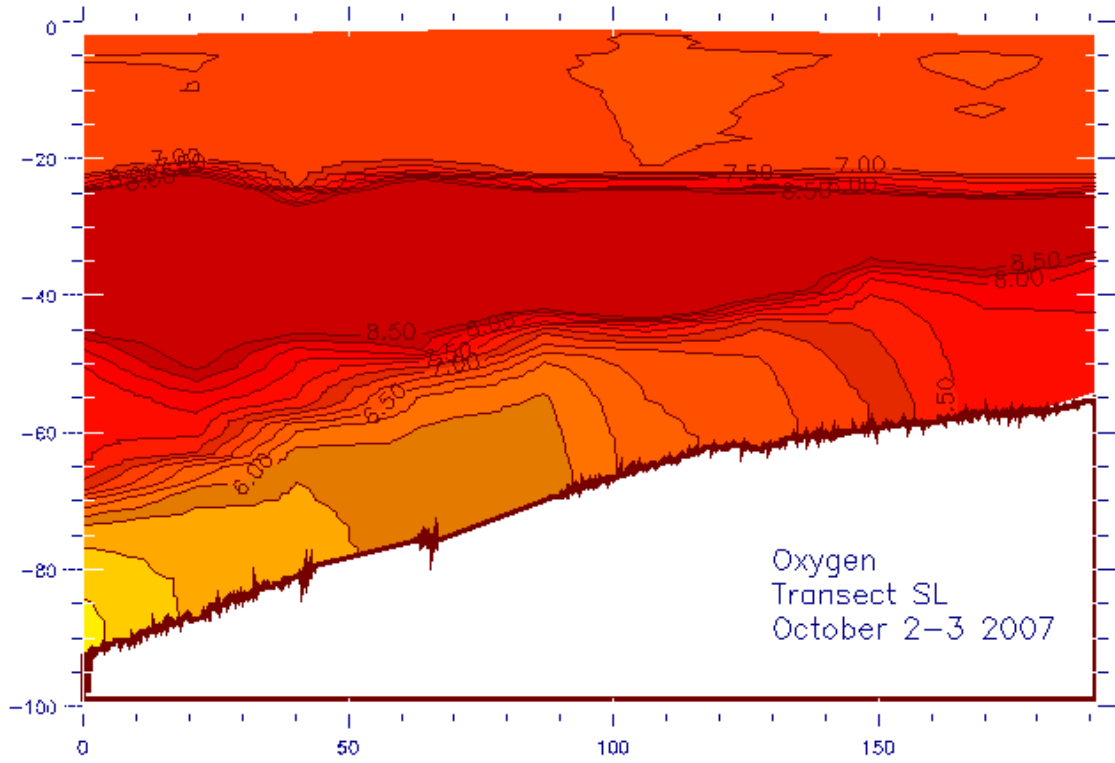
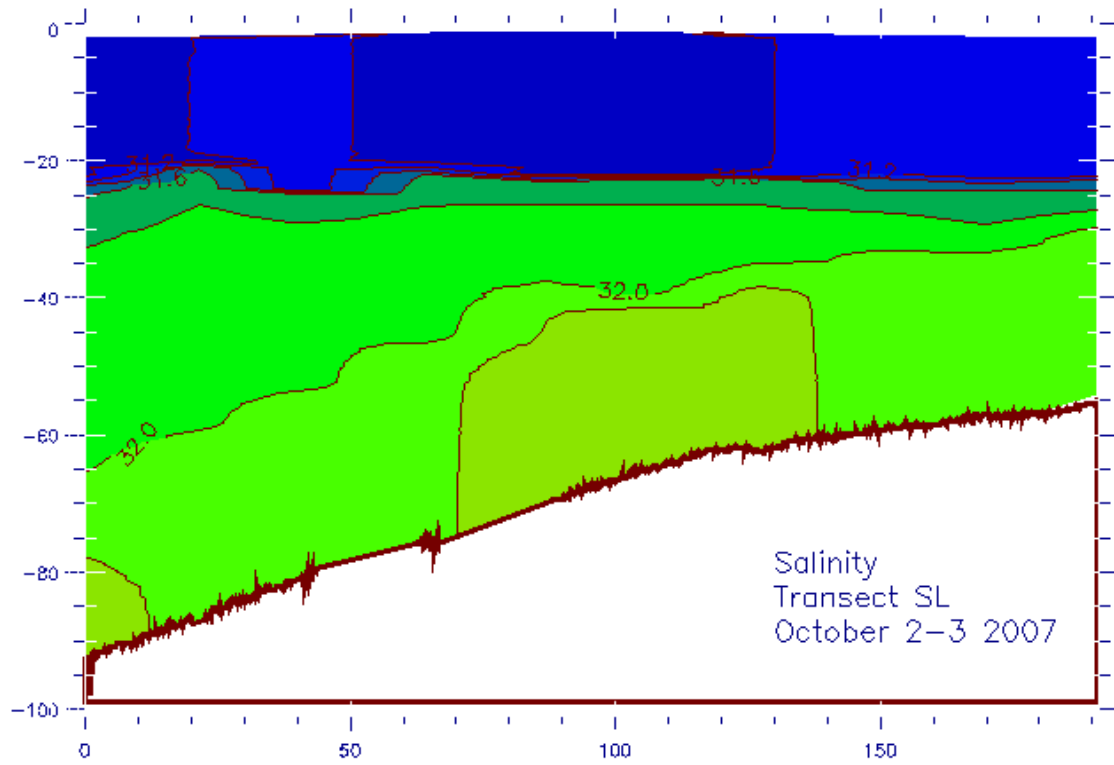


Figure 4:





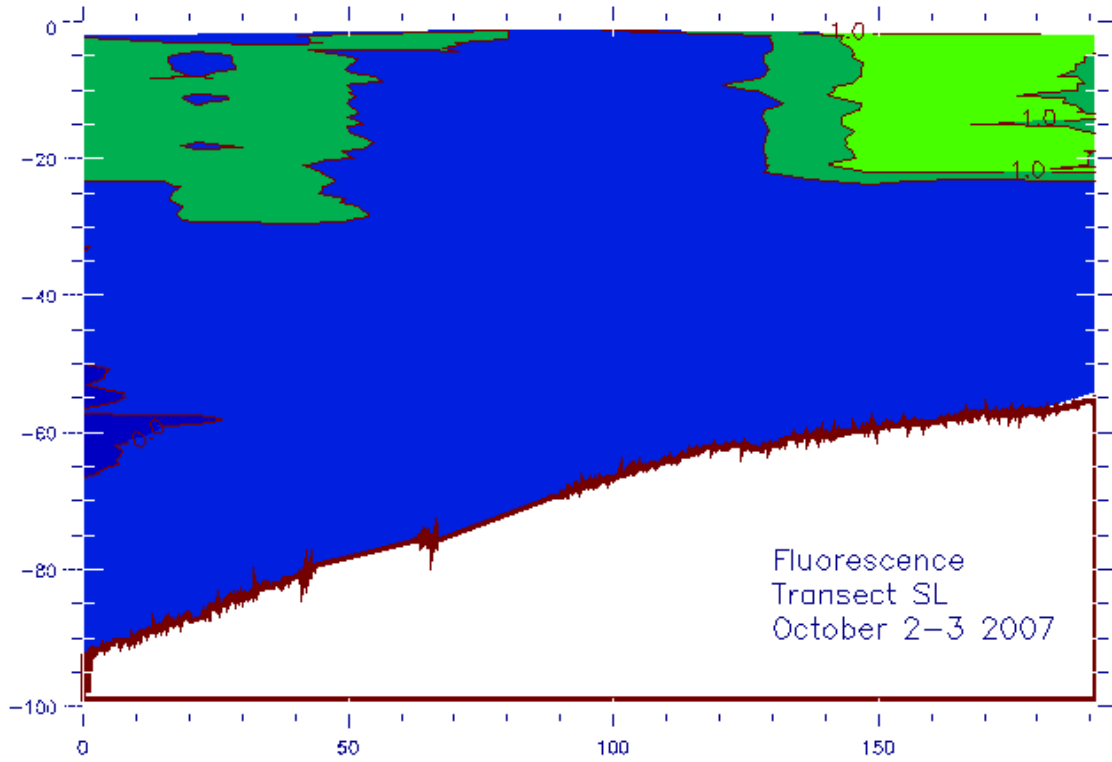
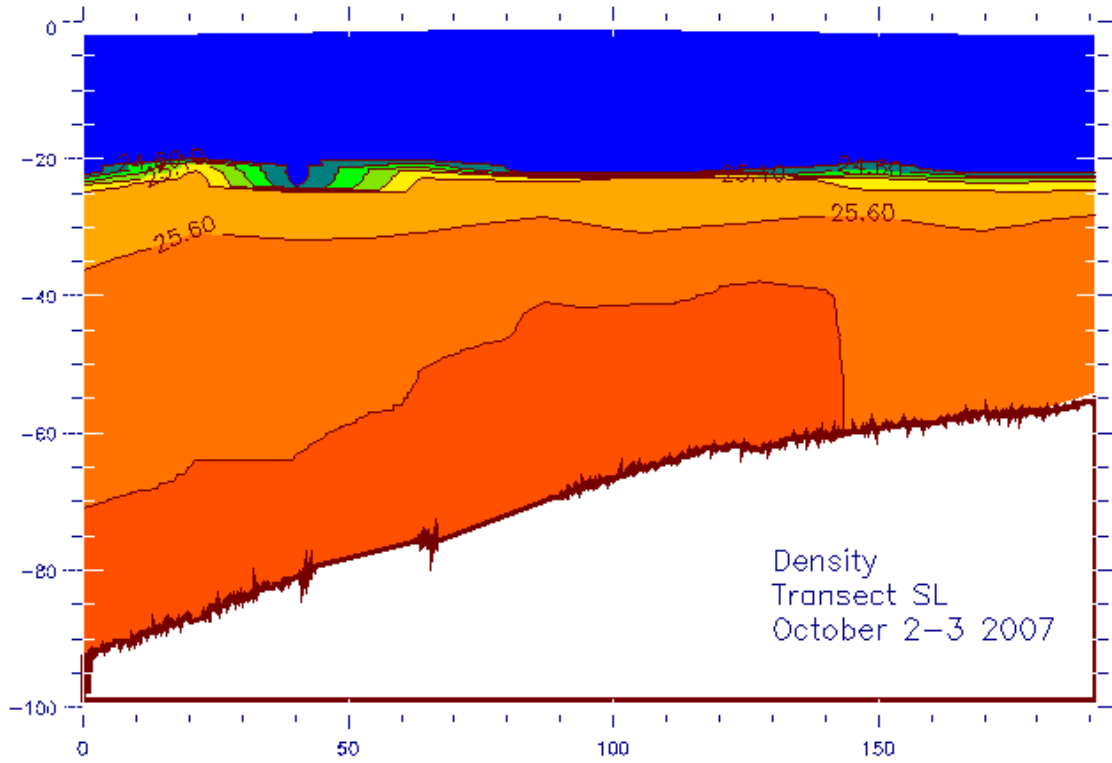
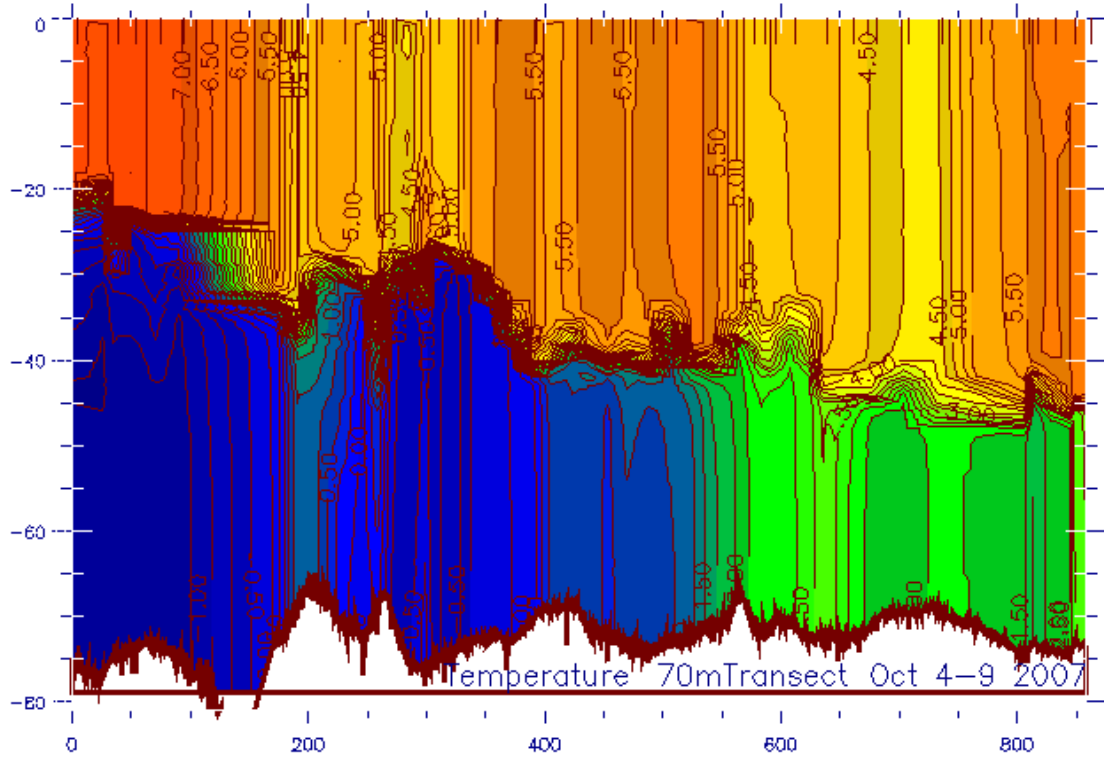
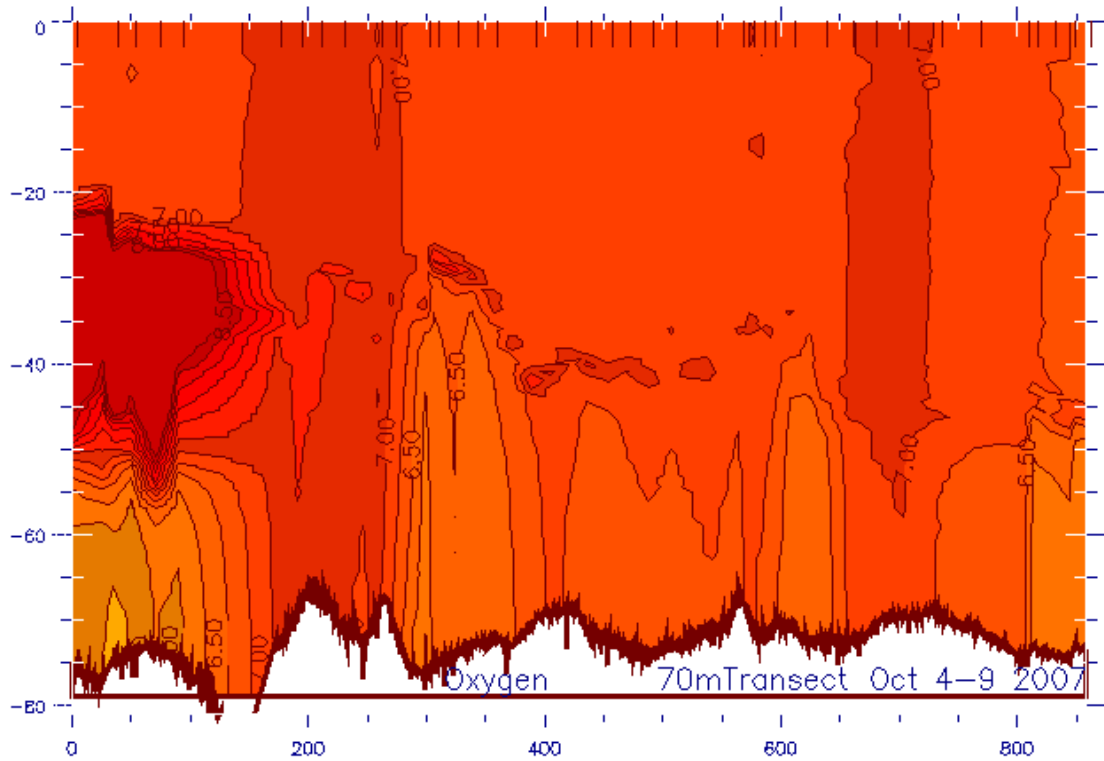
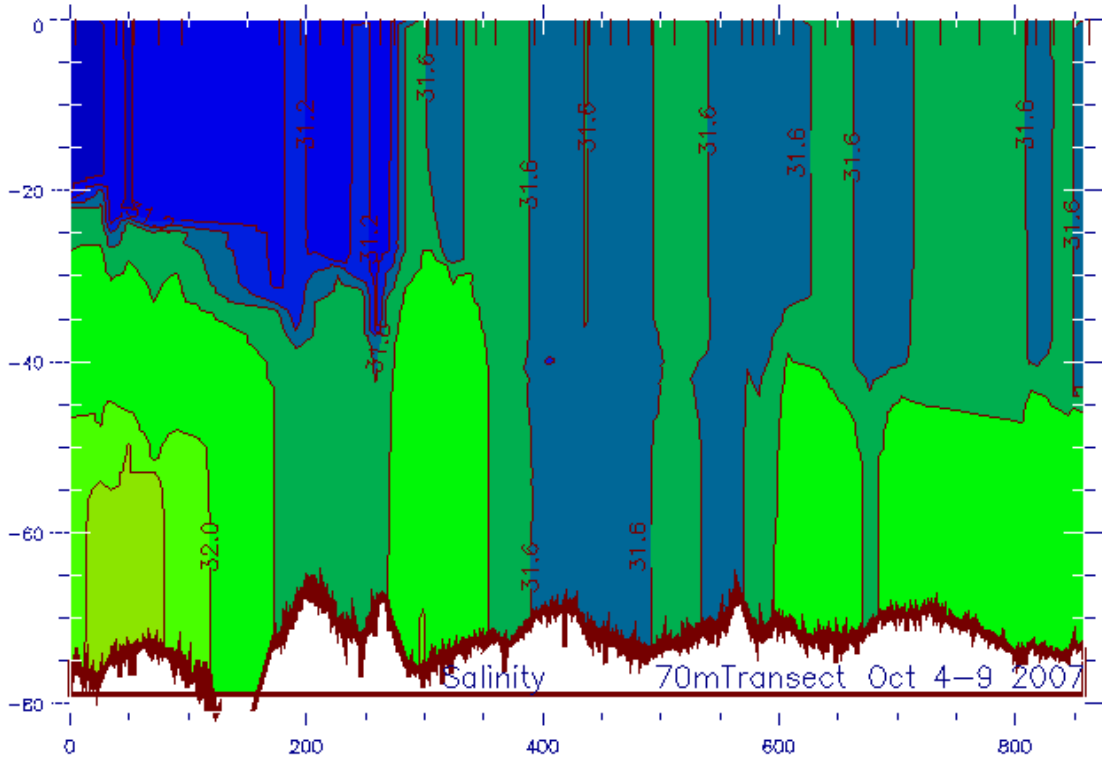


Figure 5:





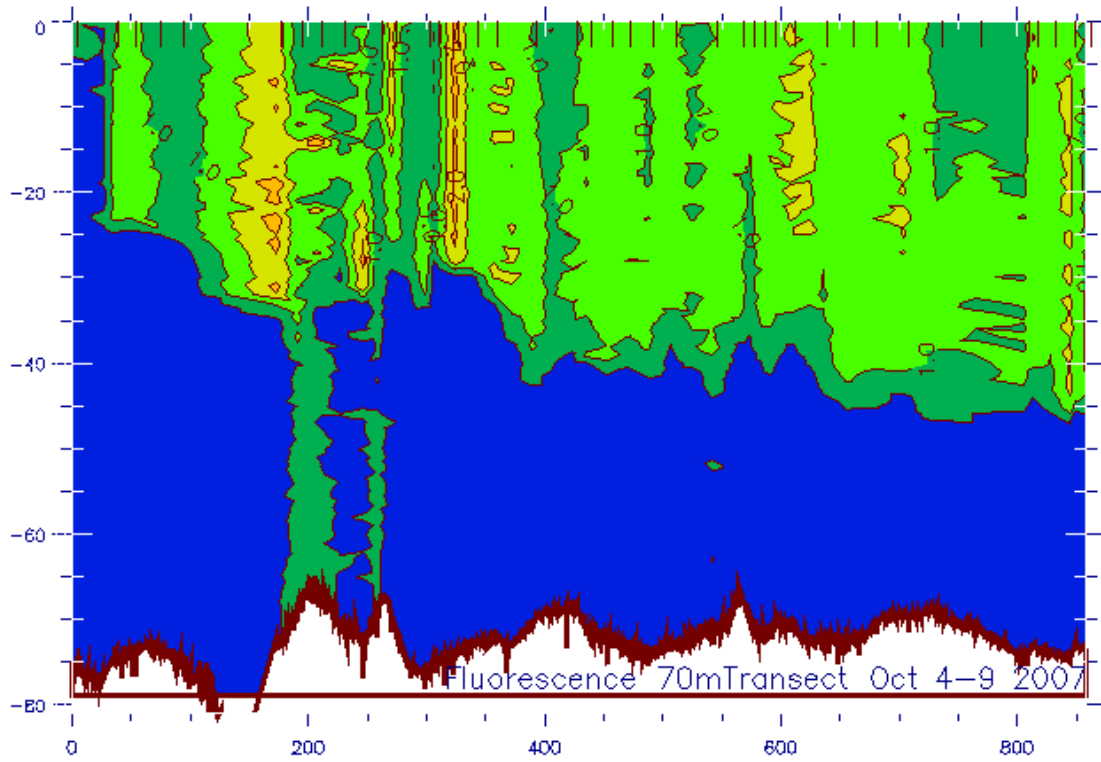
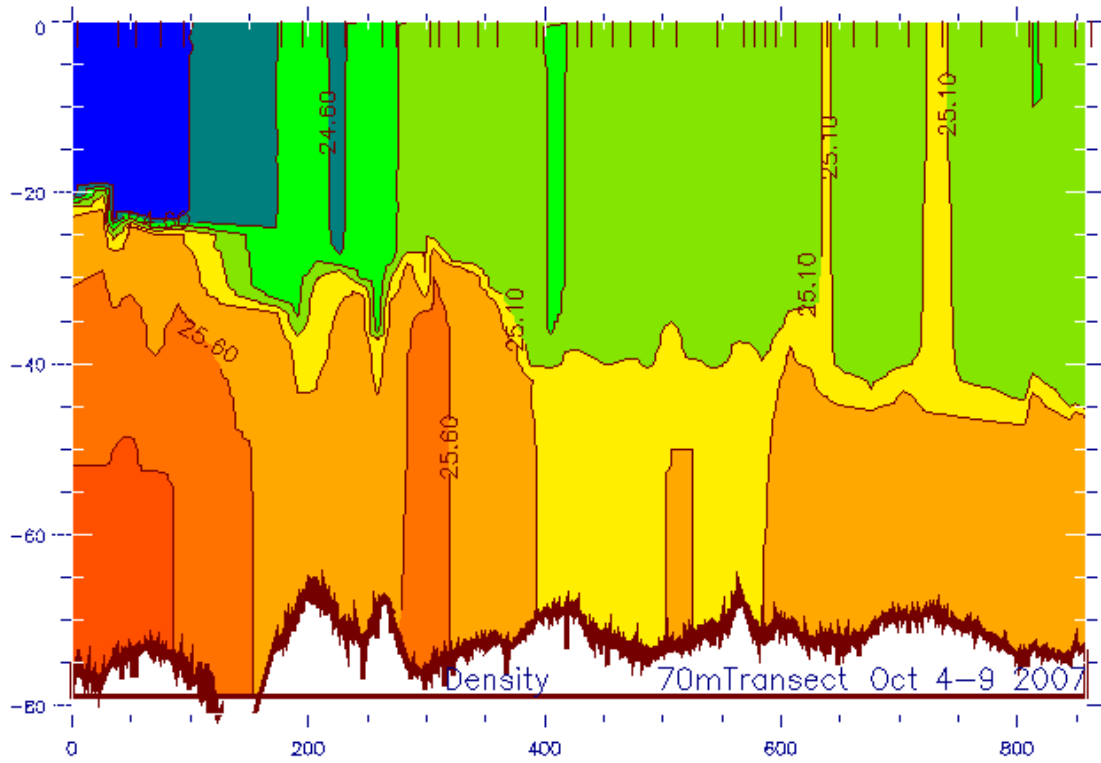
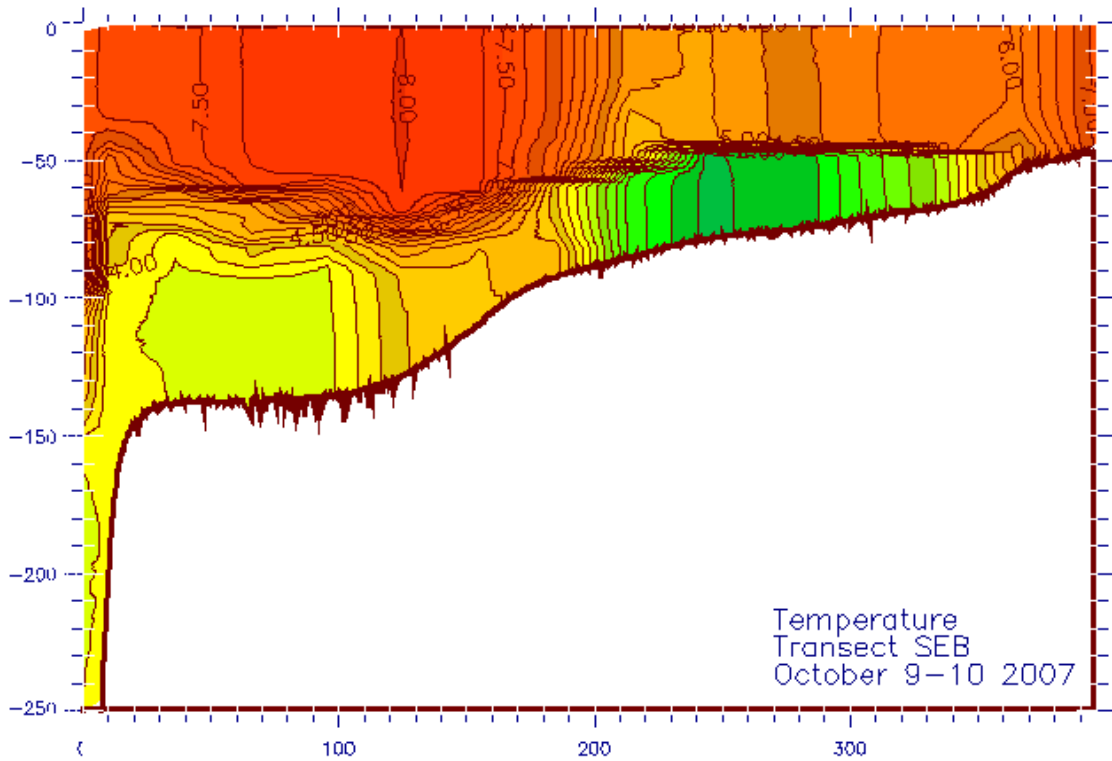
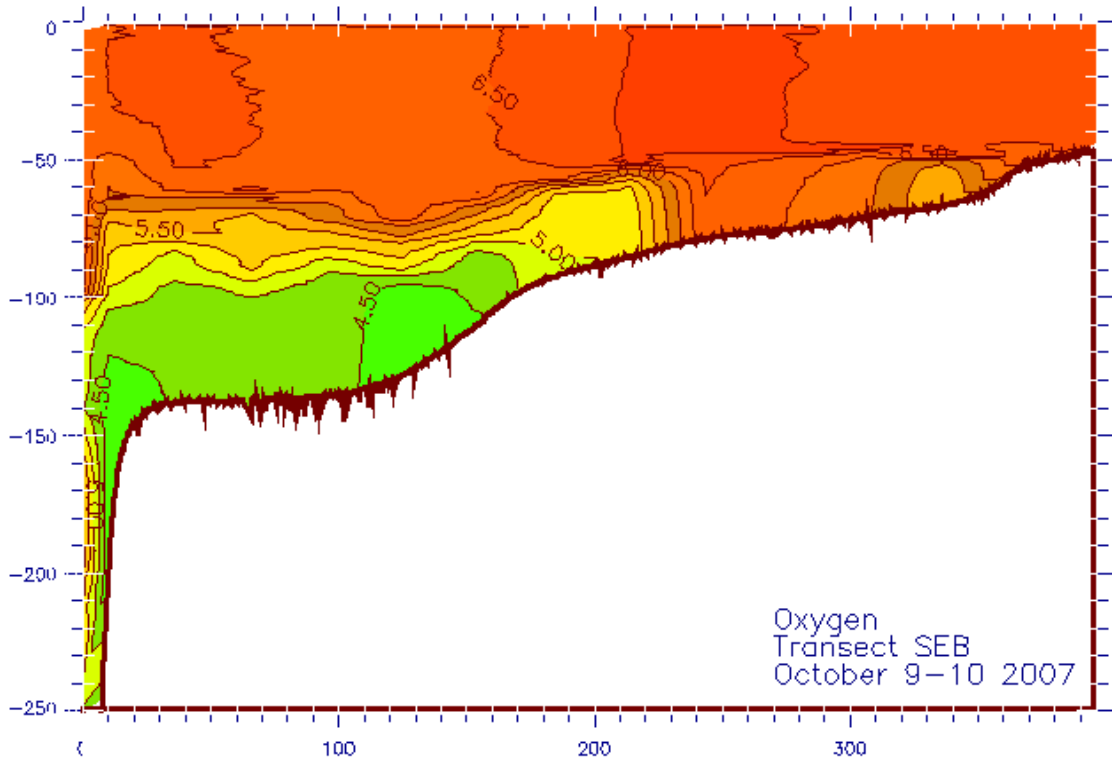
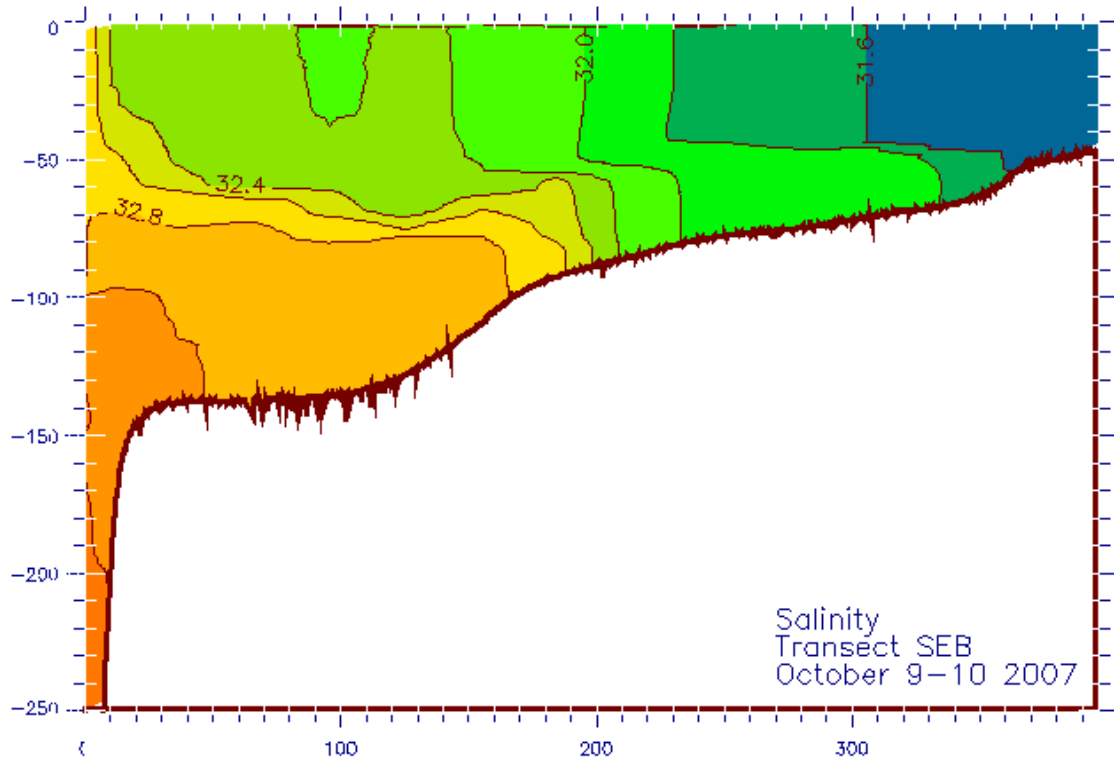


Figure 6:





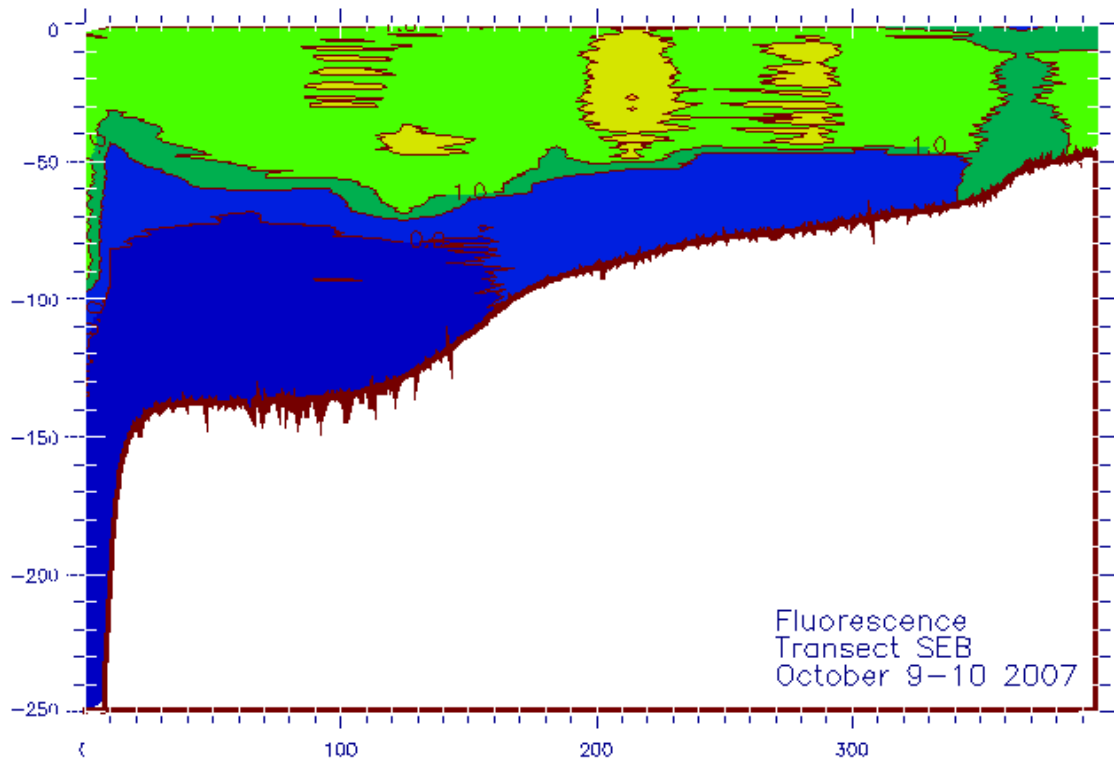
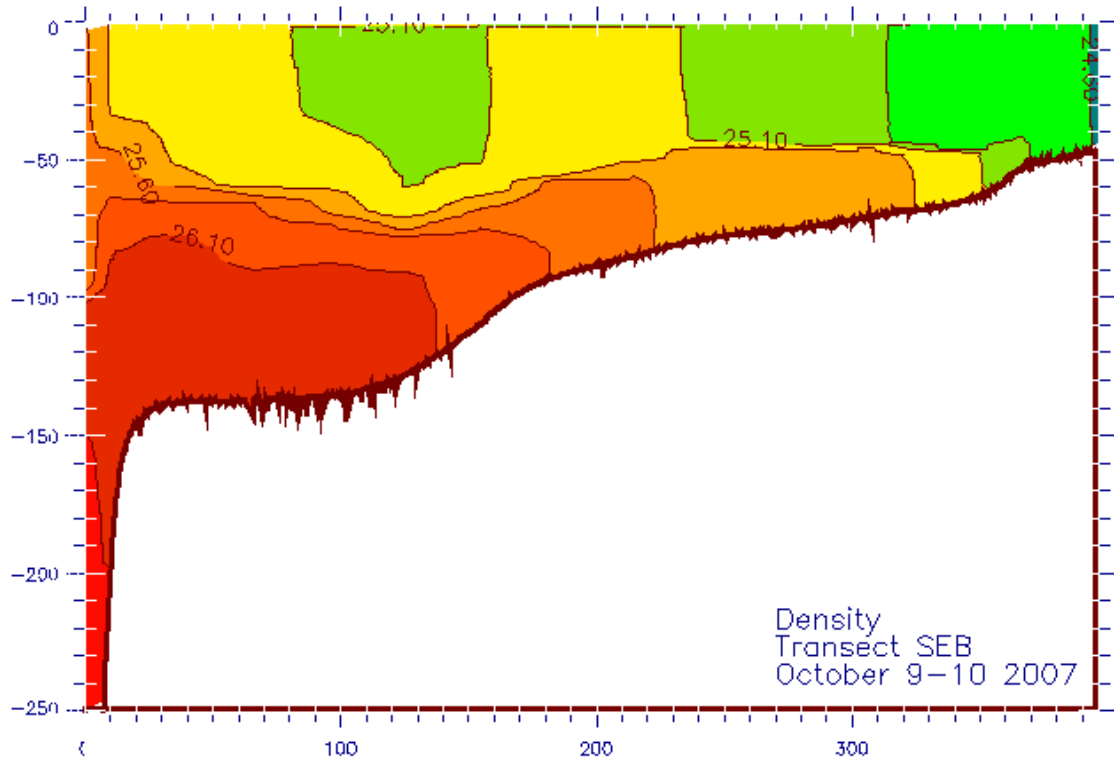
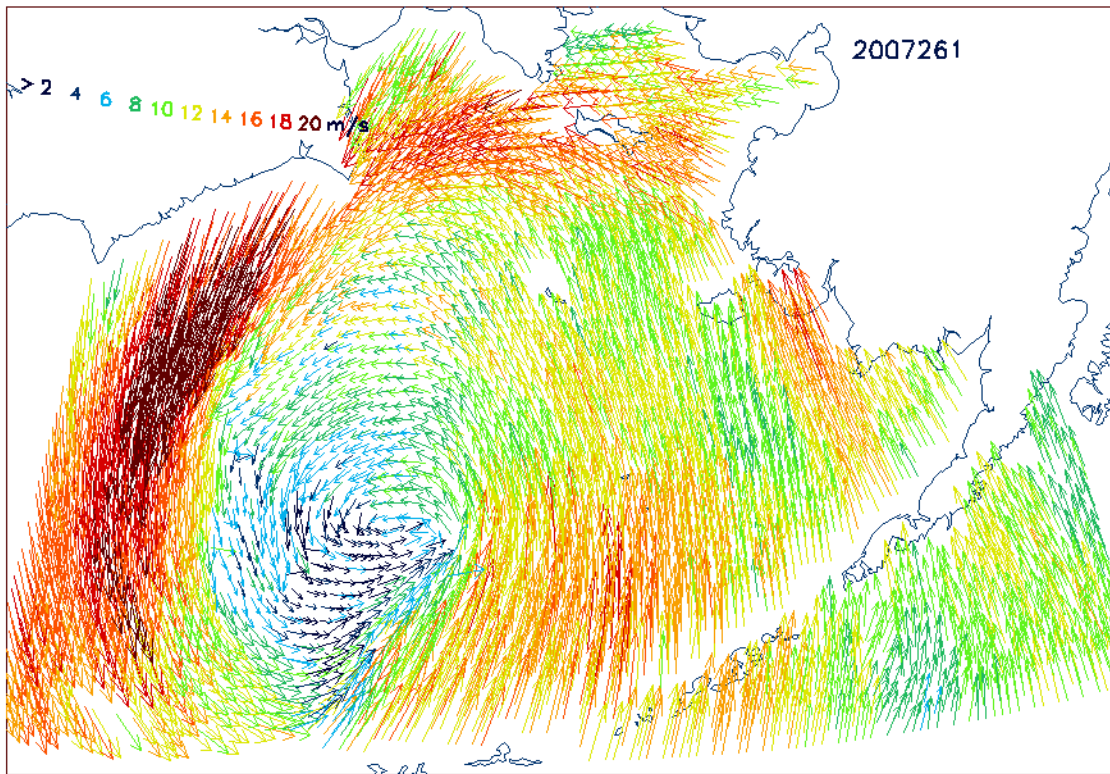
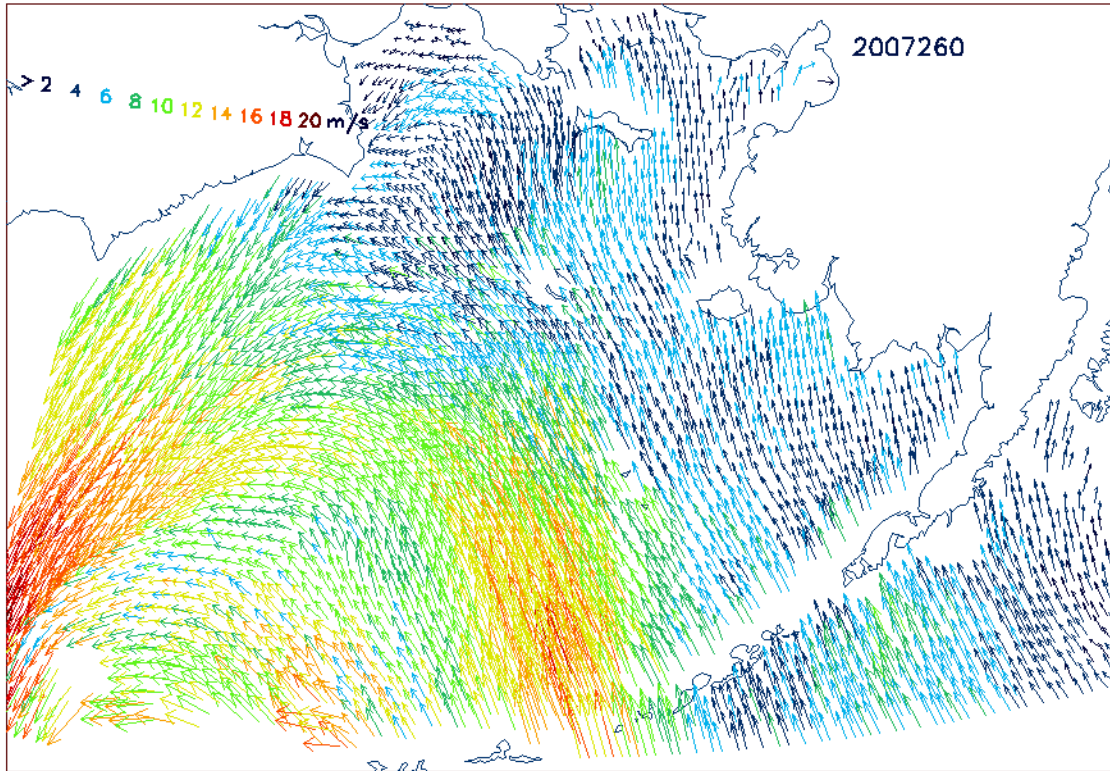
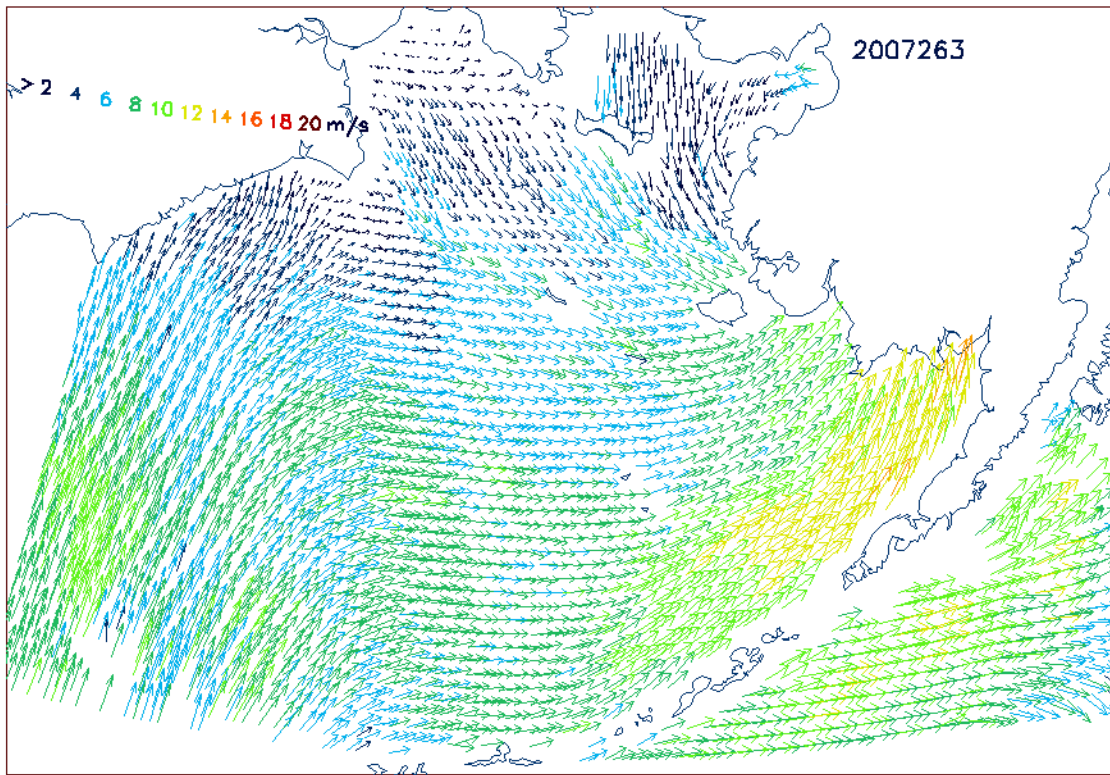
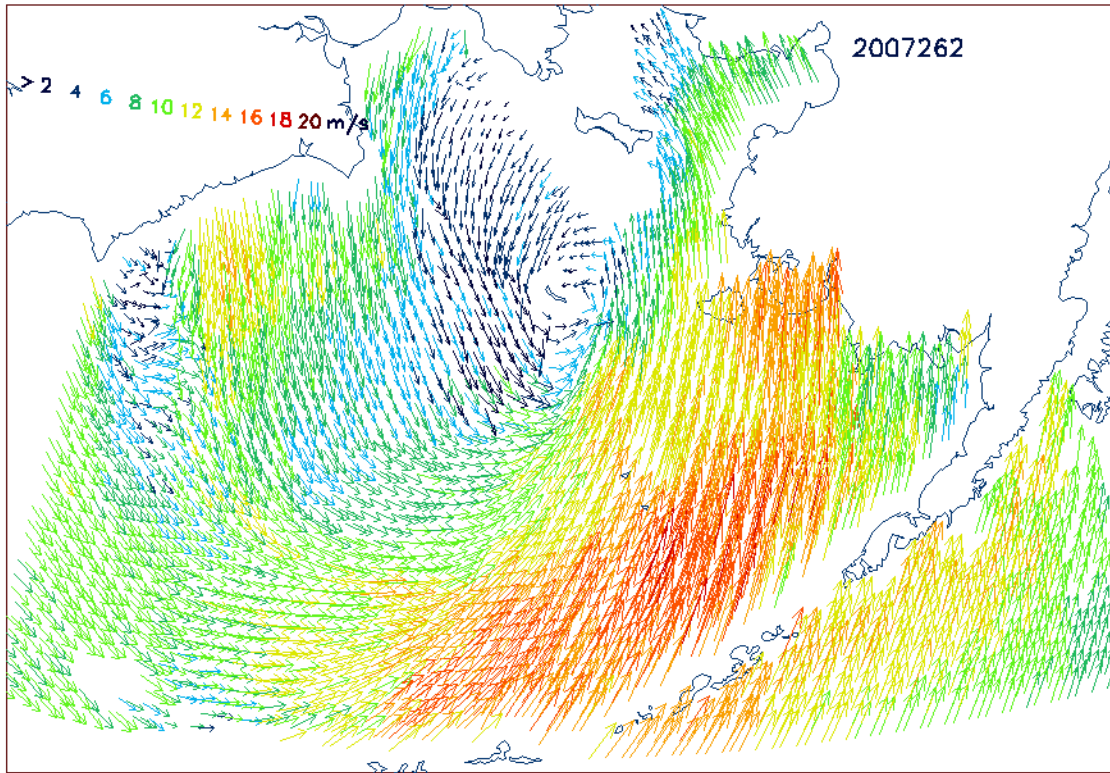
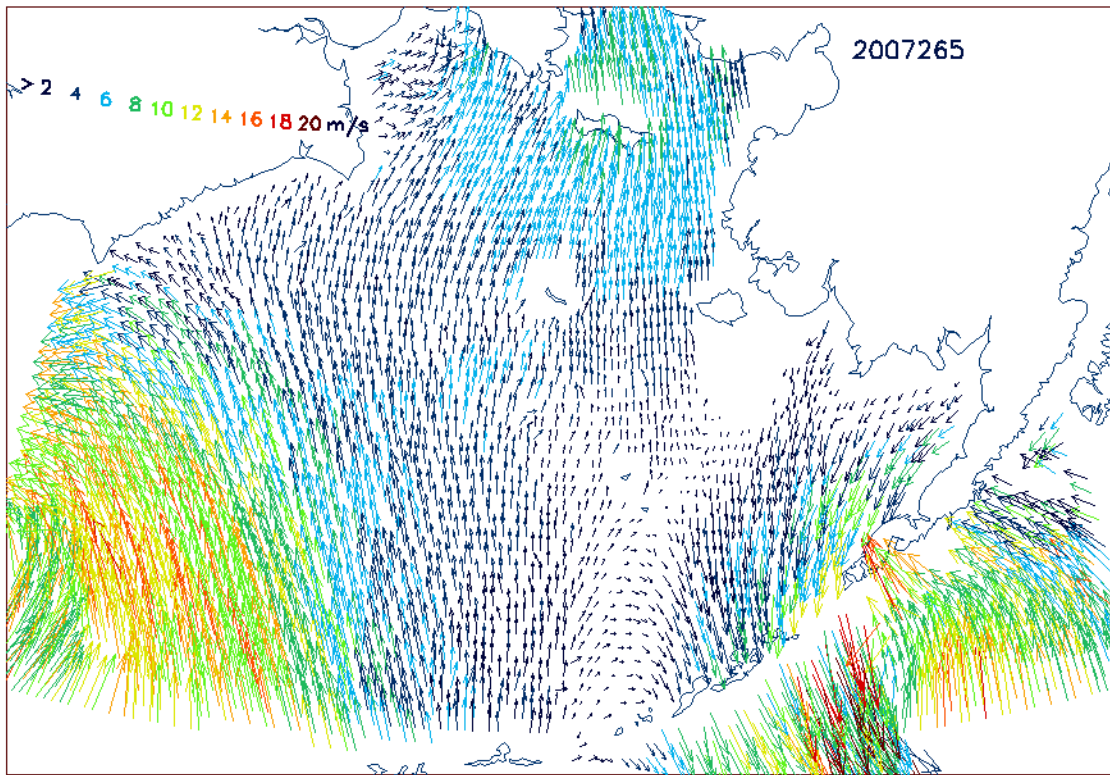
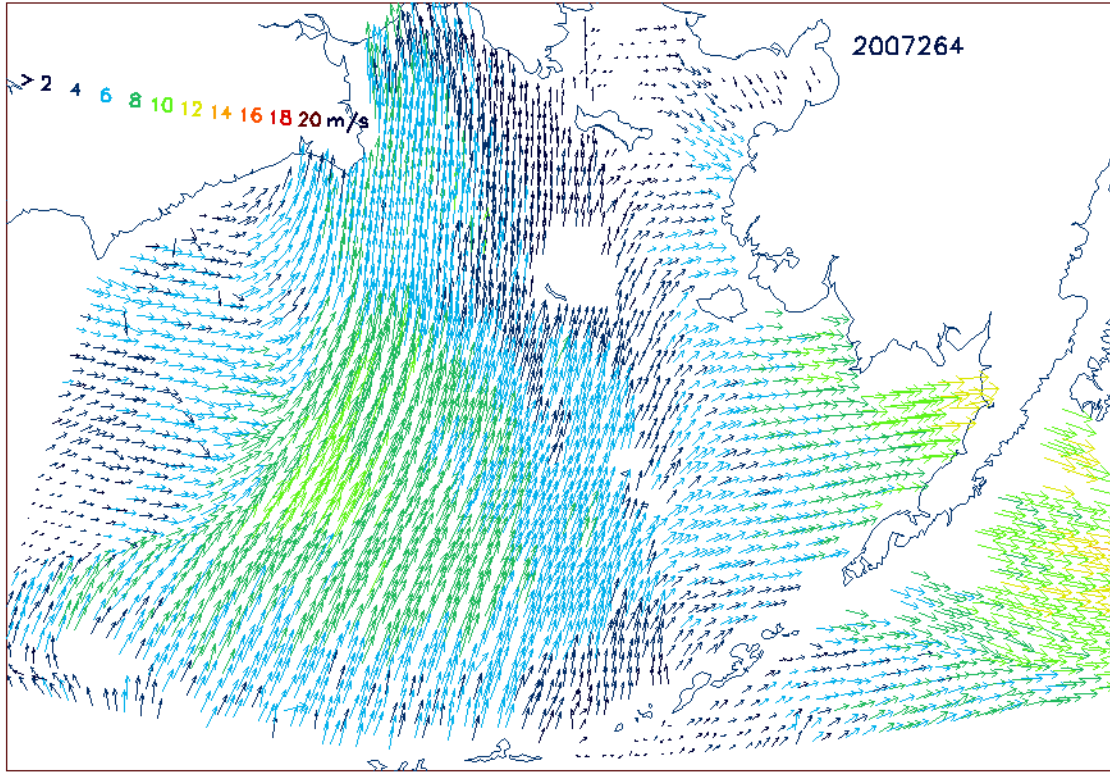
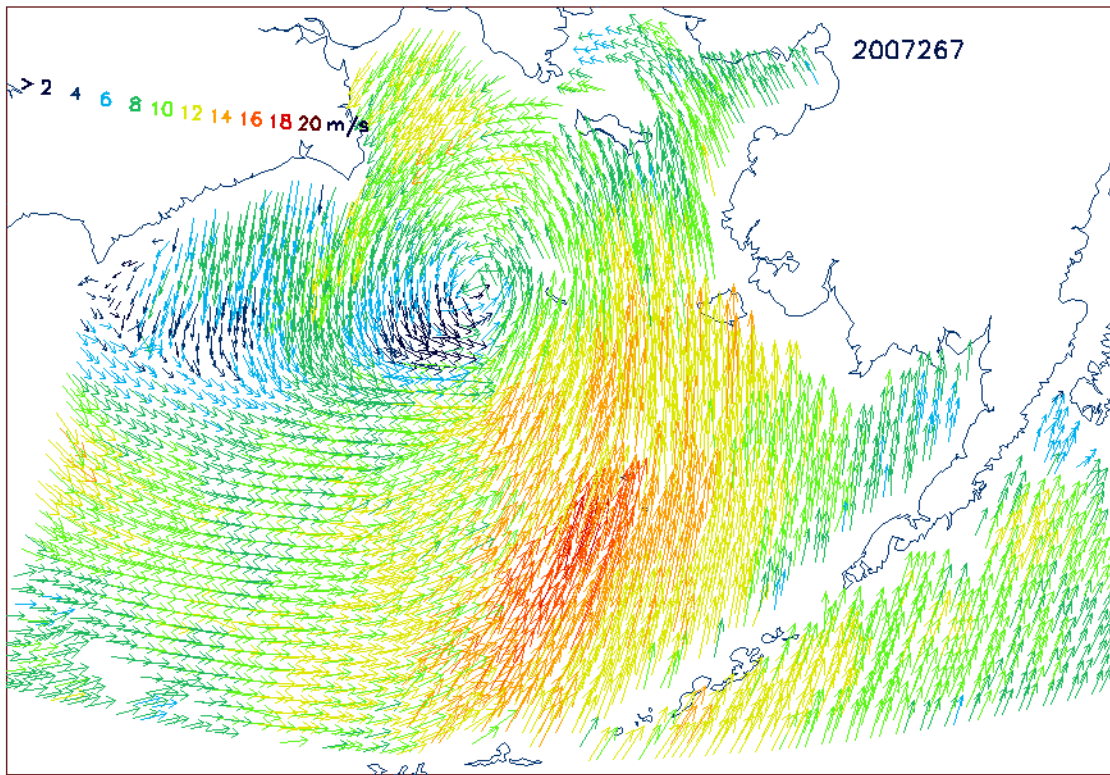
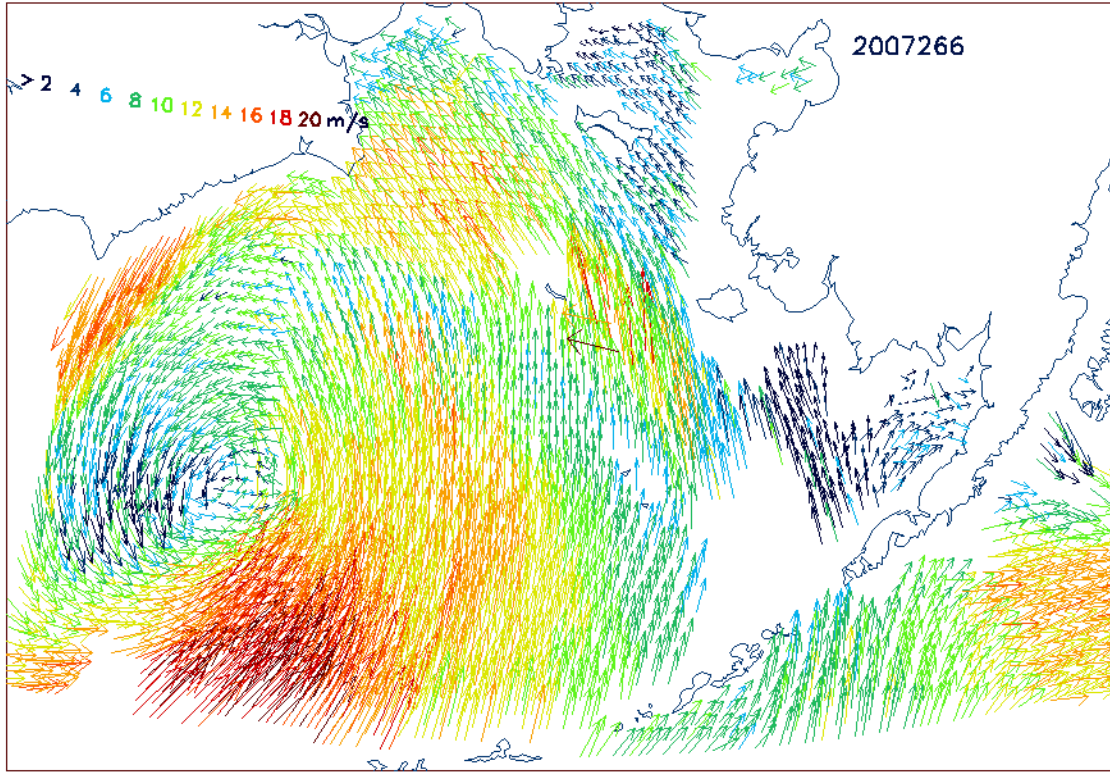


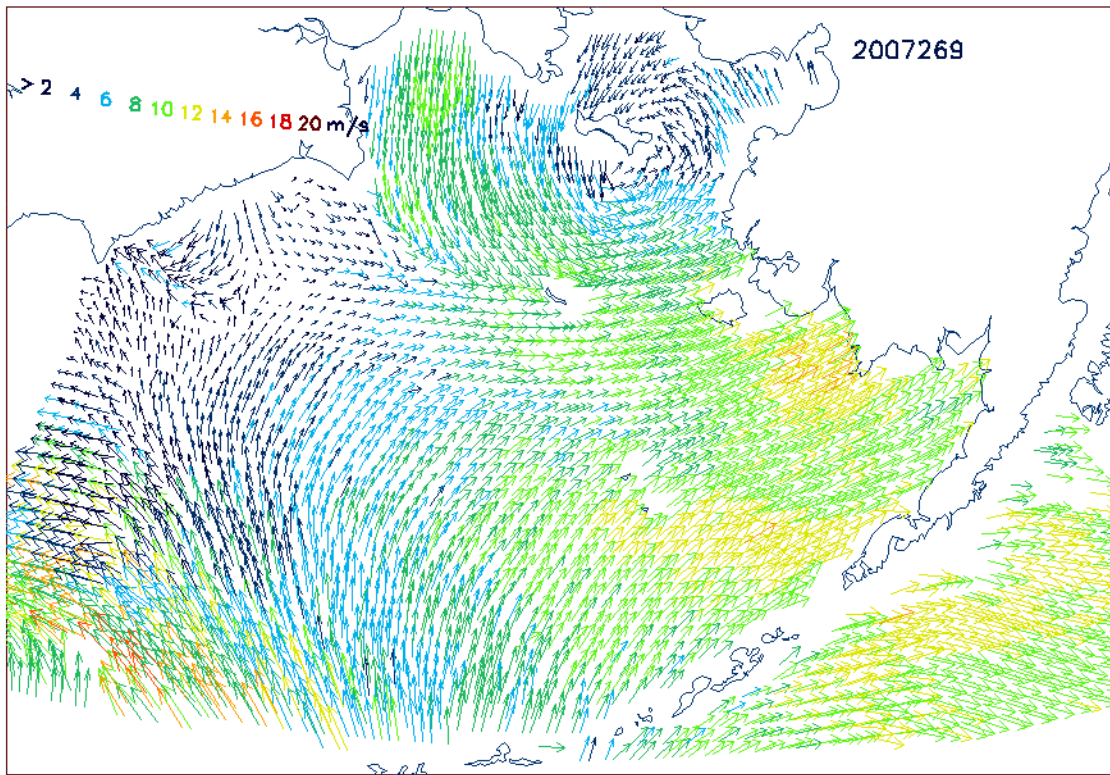
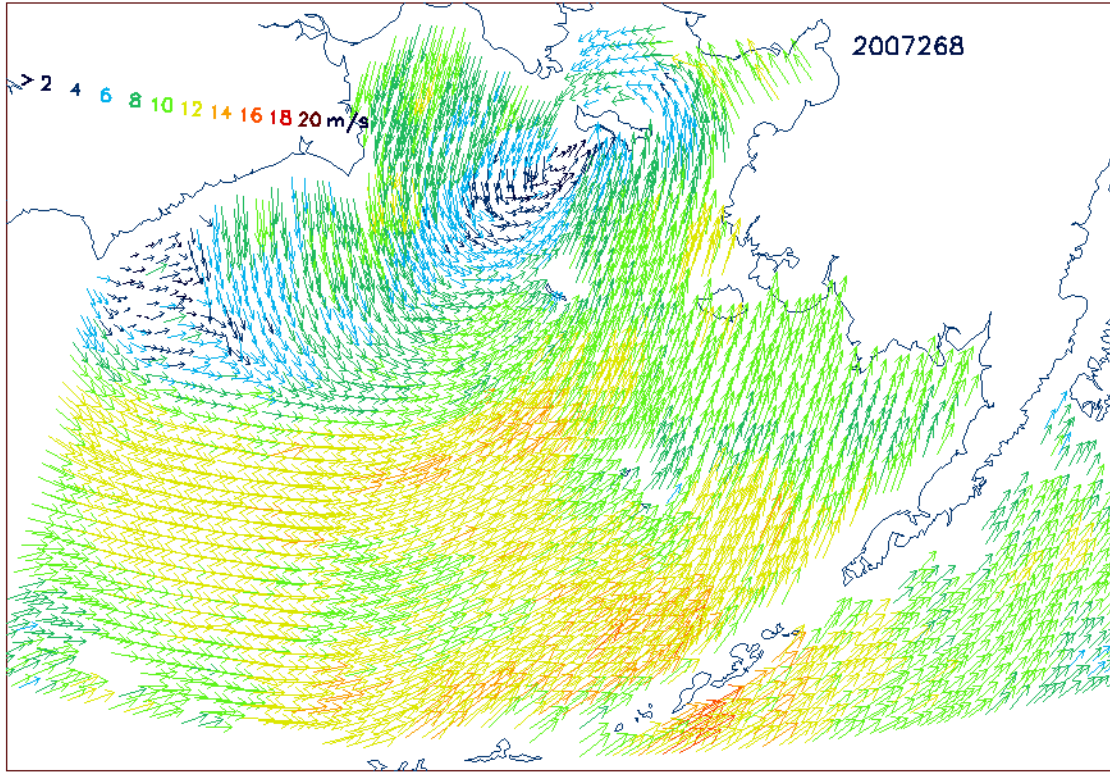
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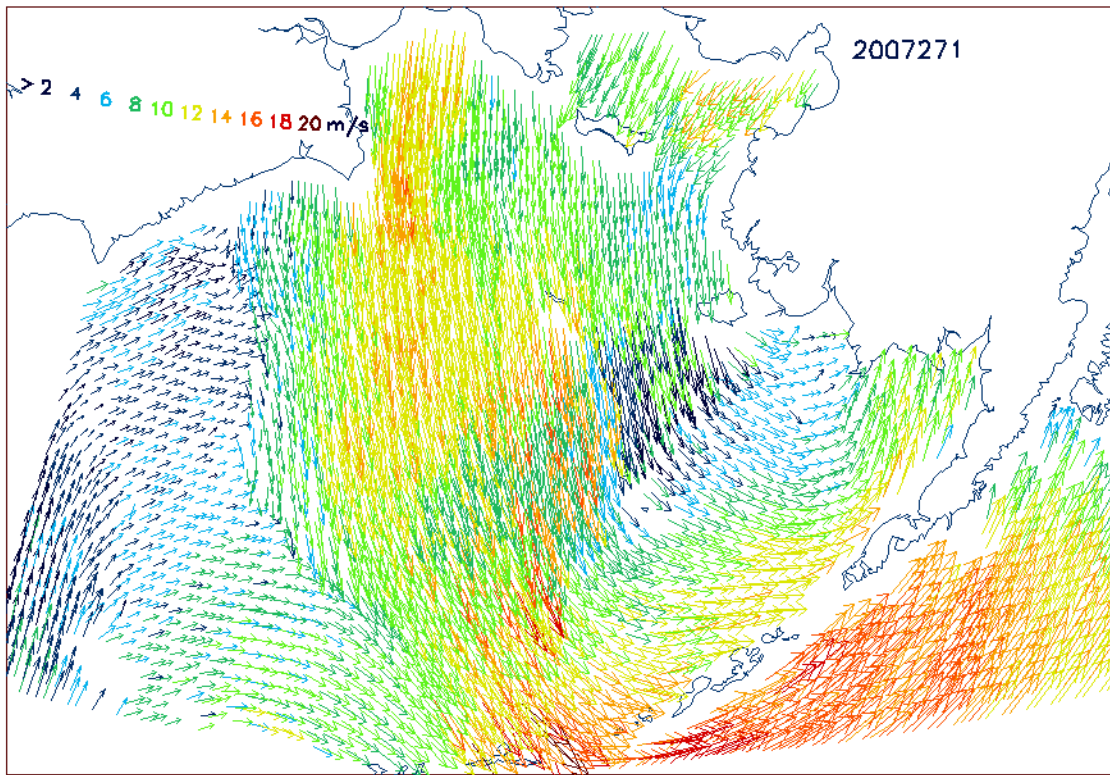
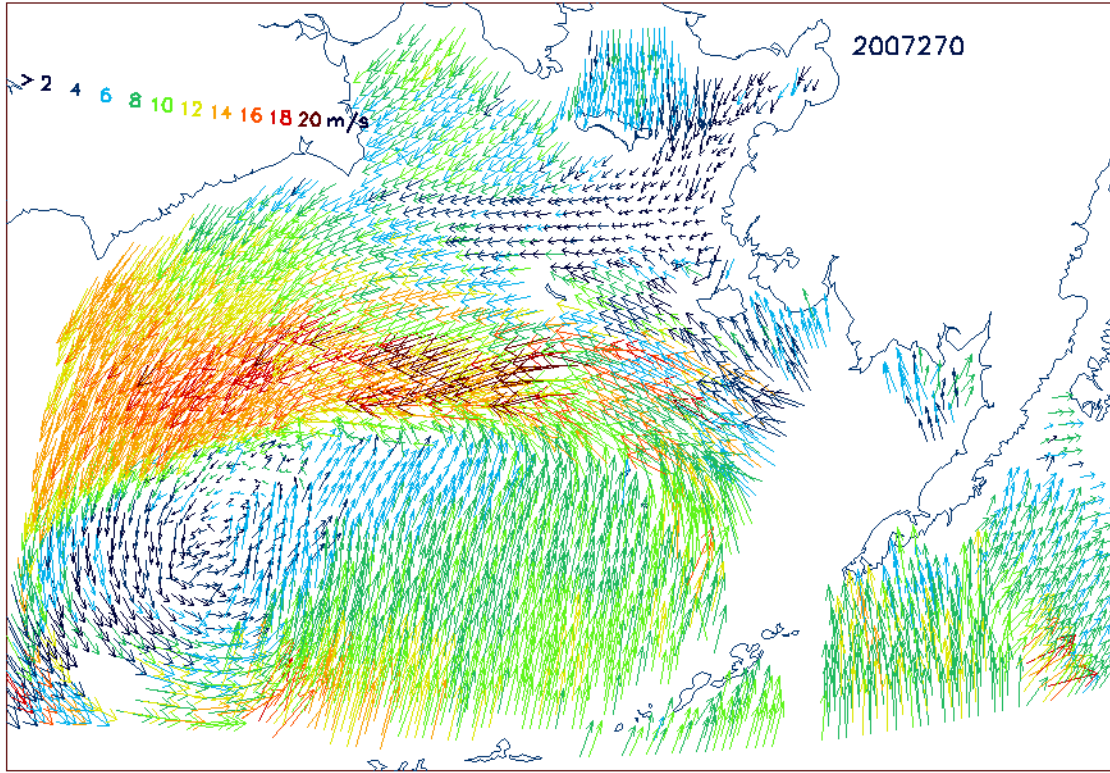


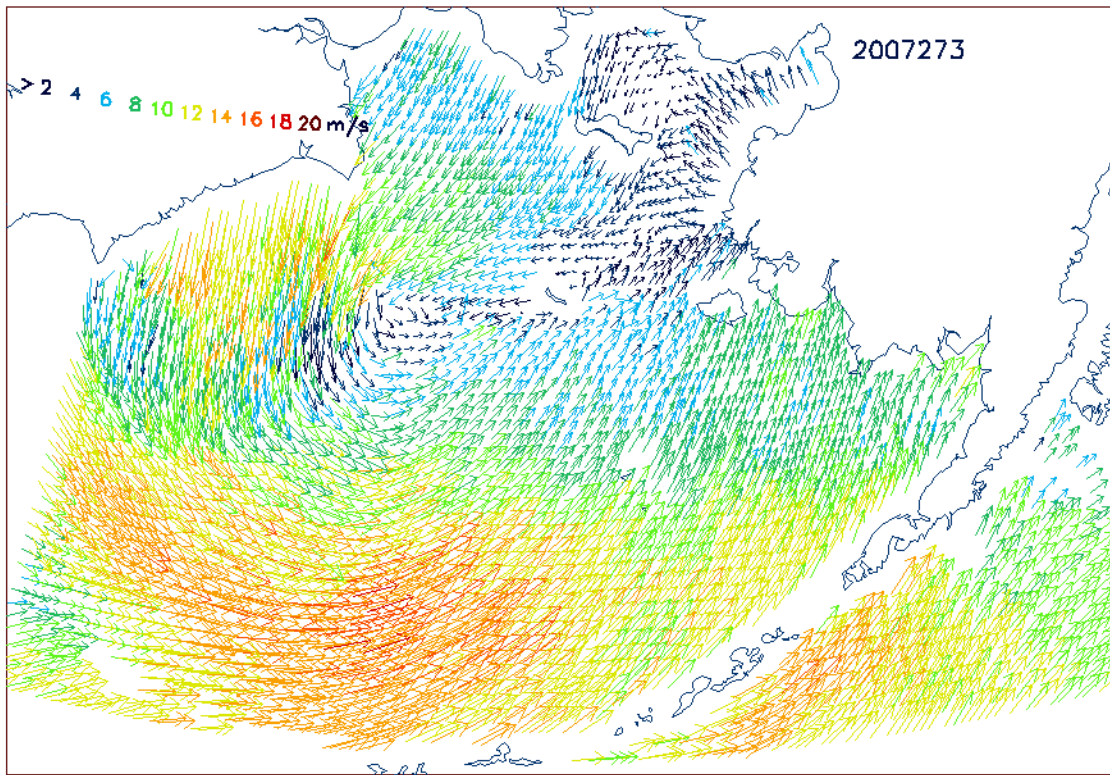
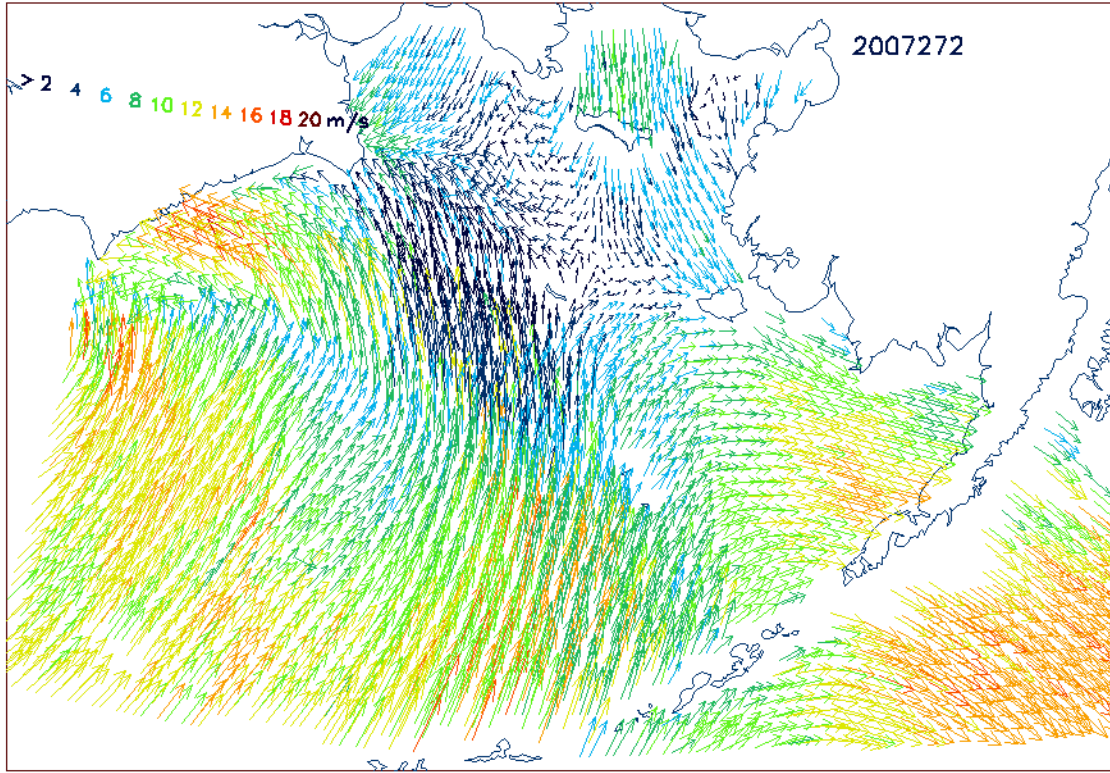


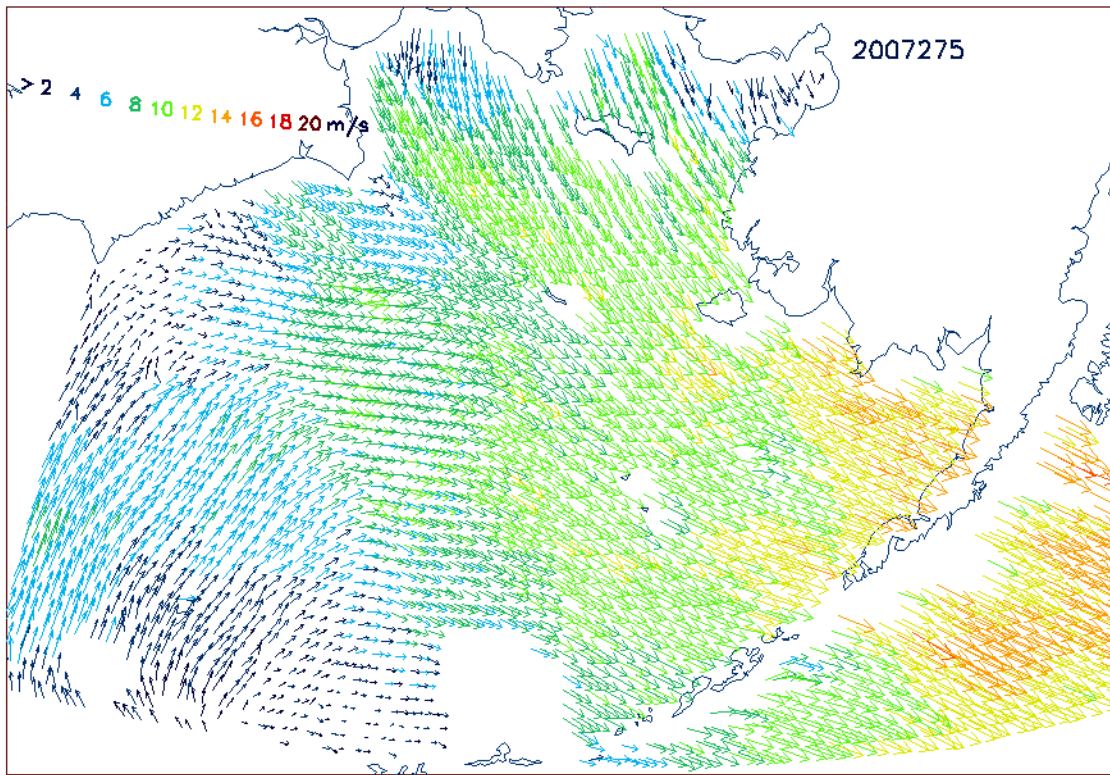
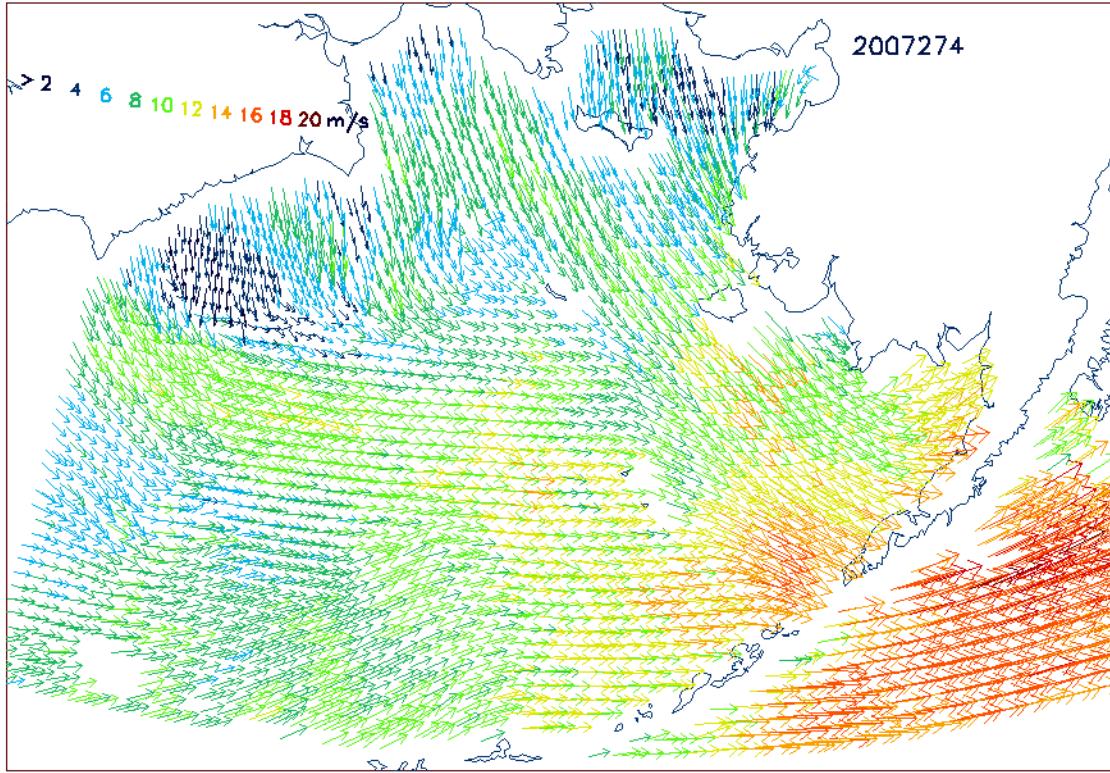


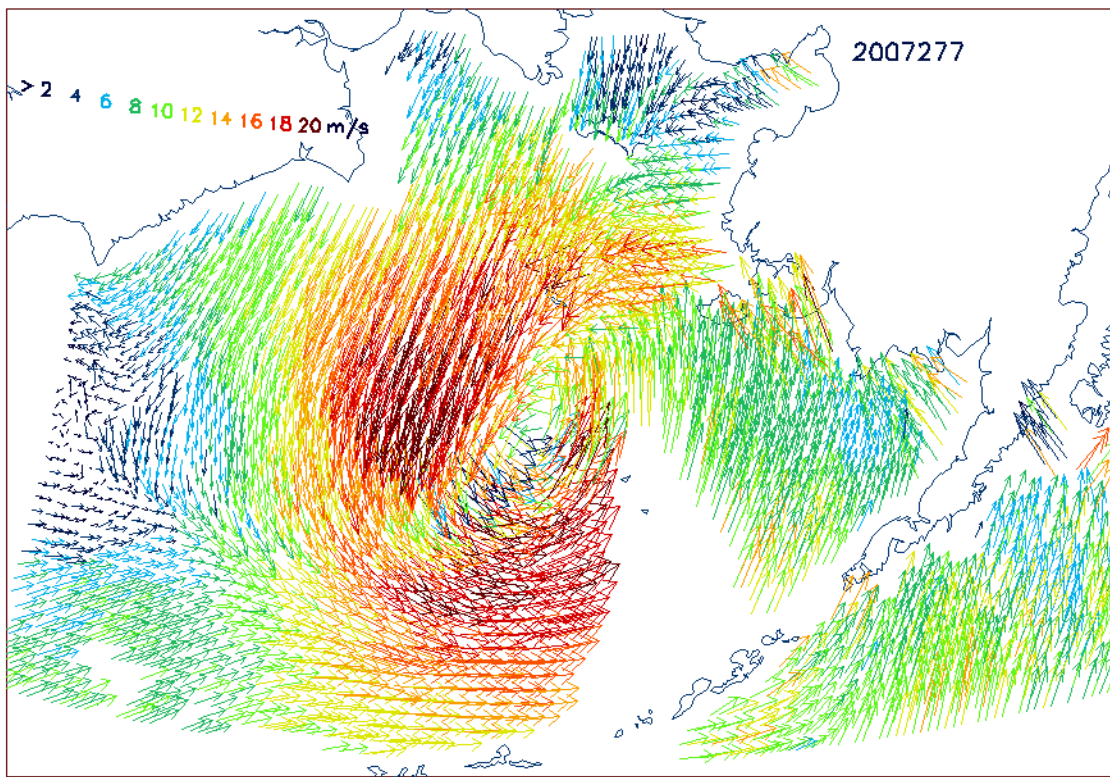
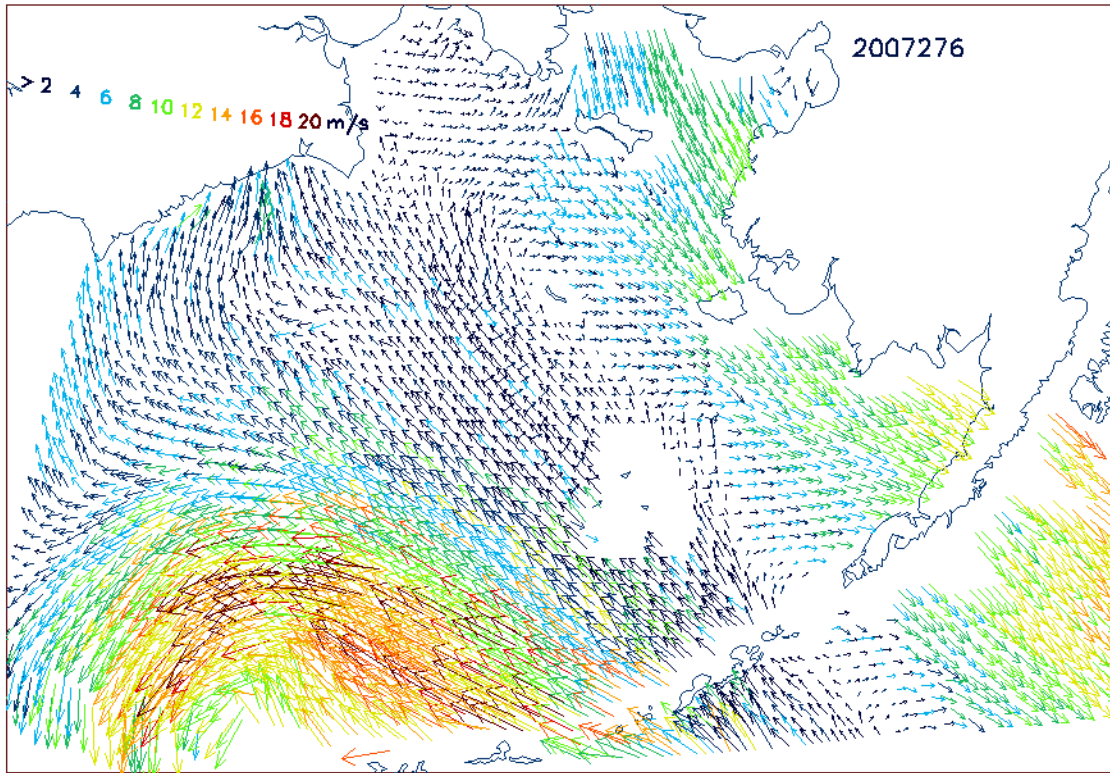


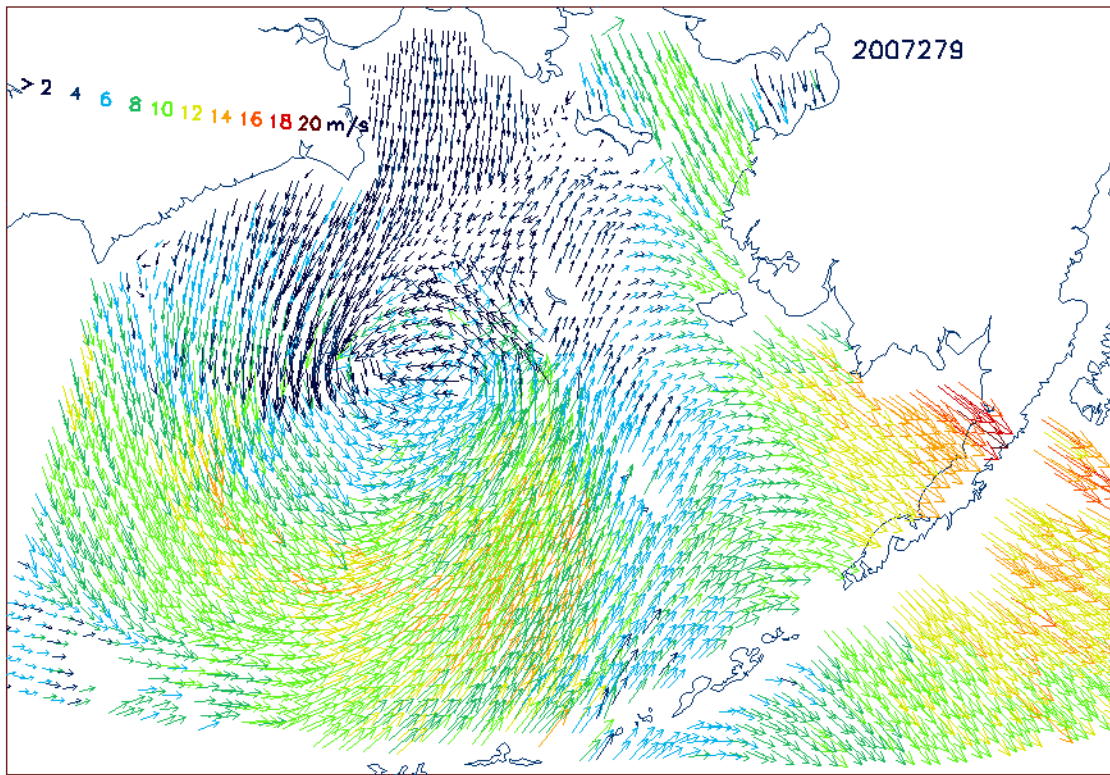
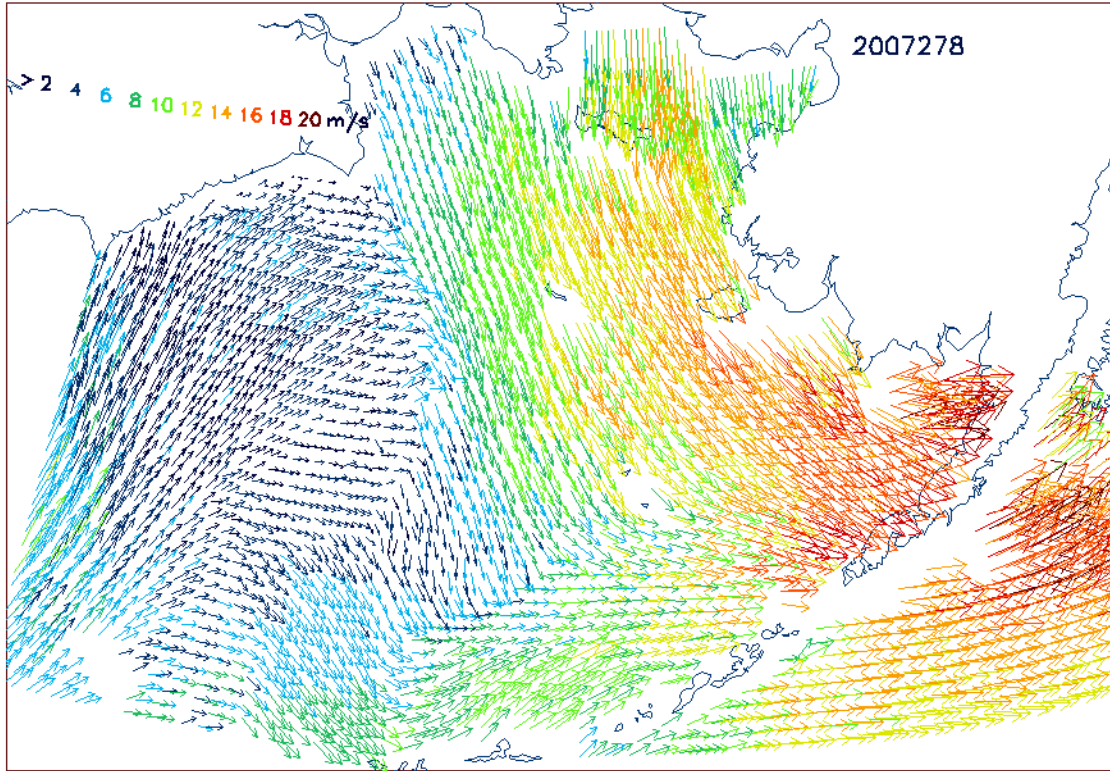


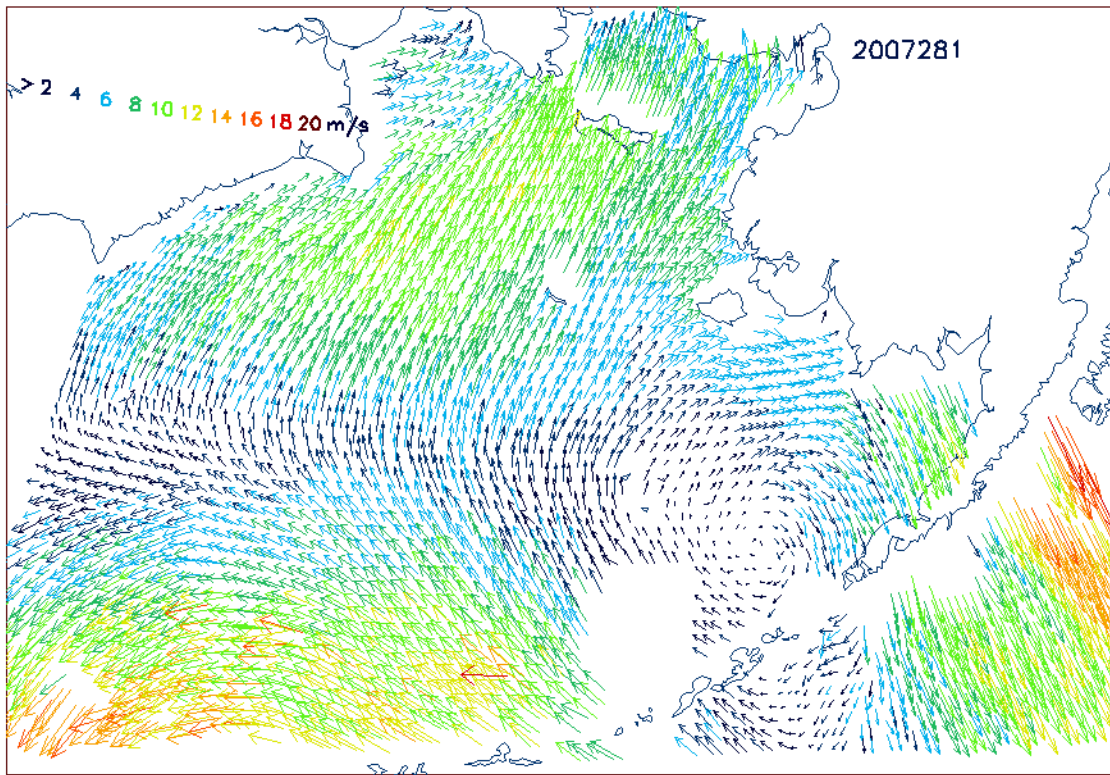
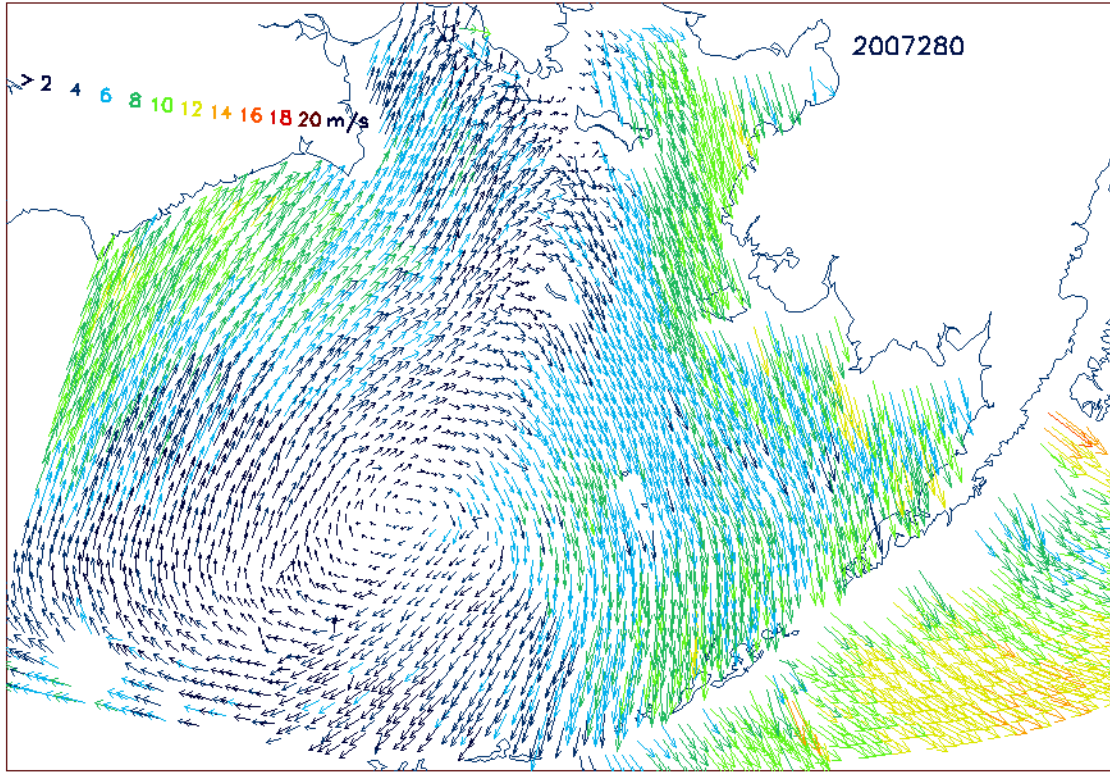


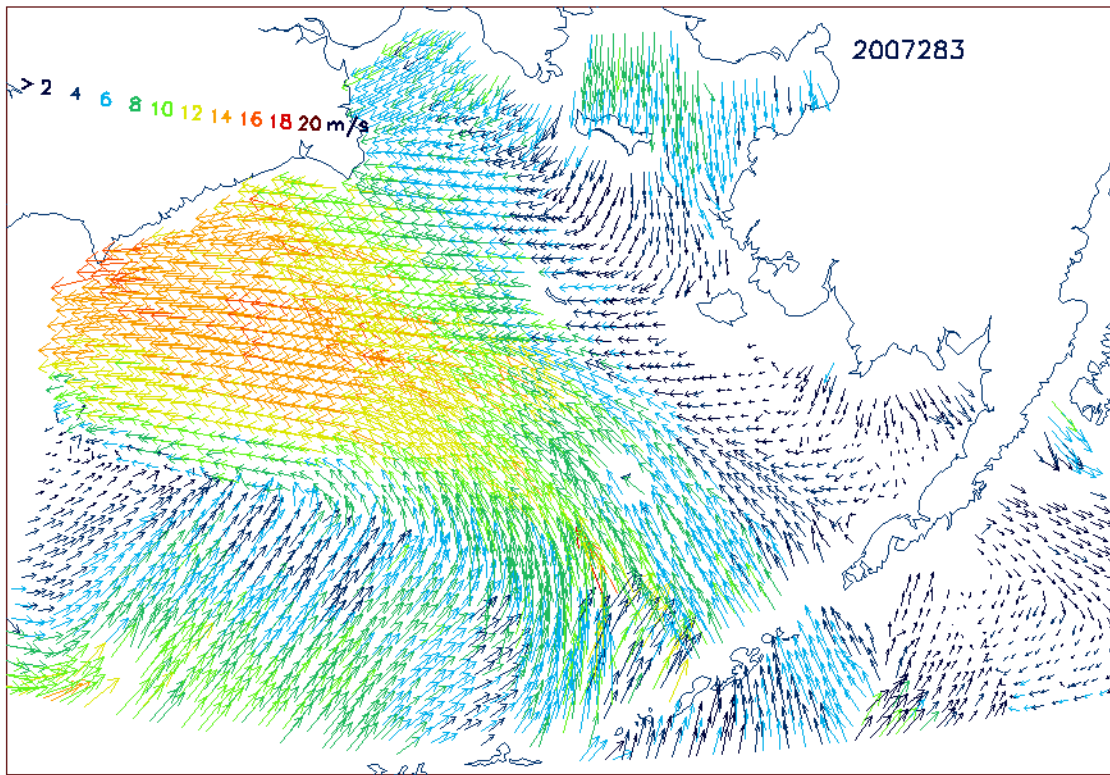
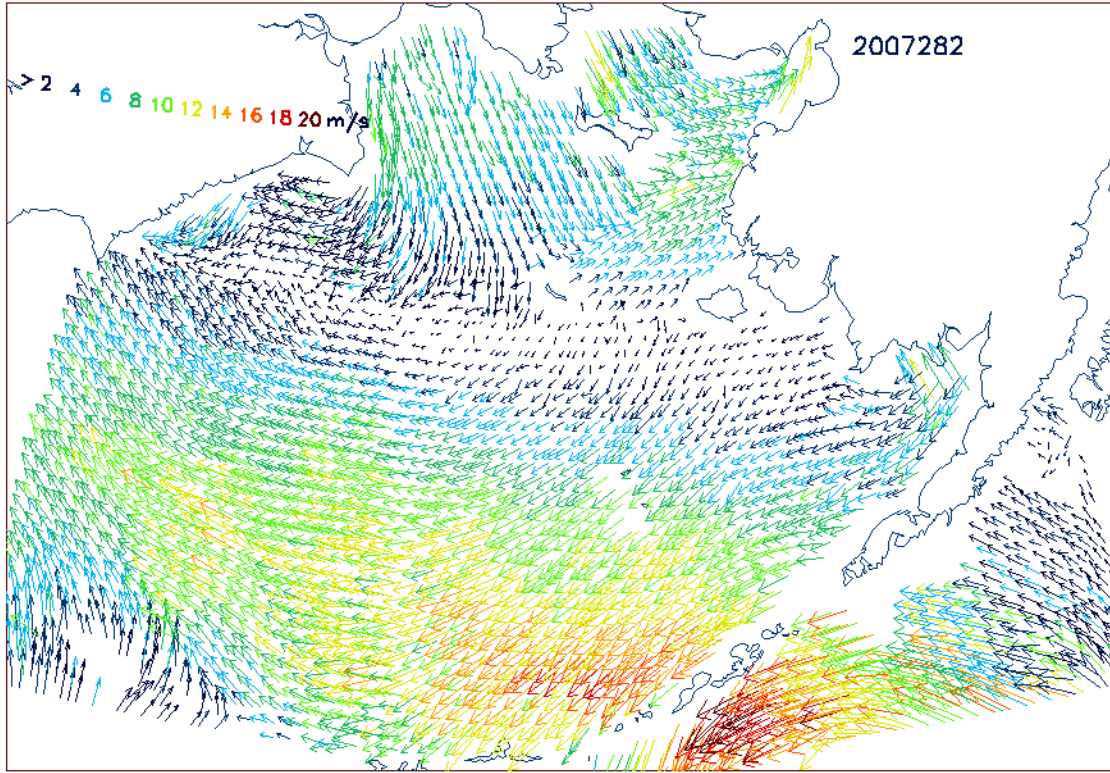












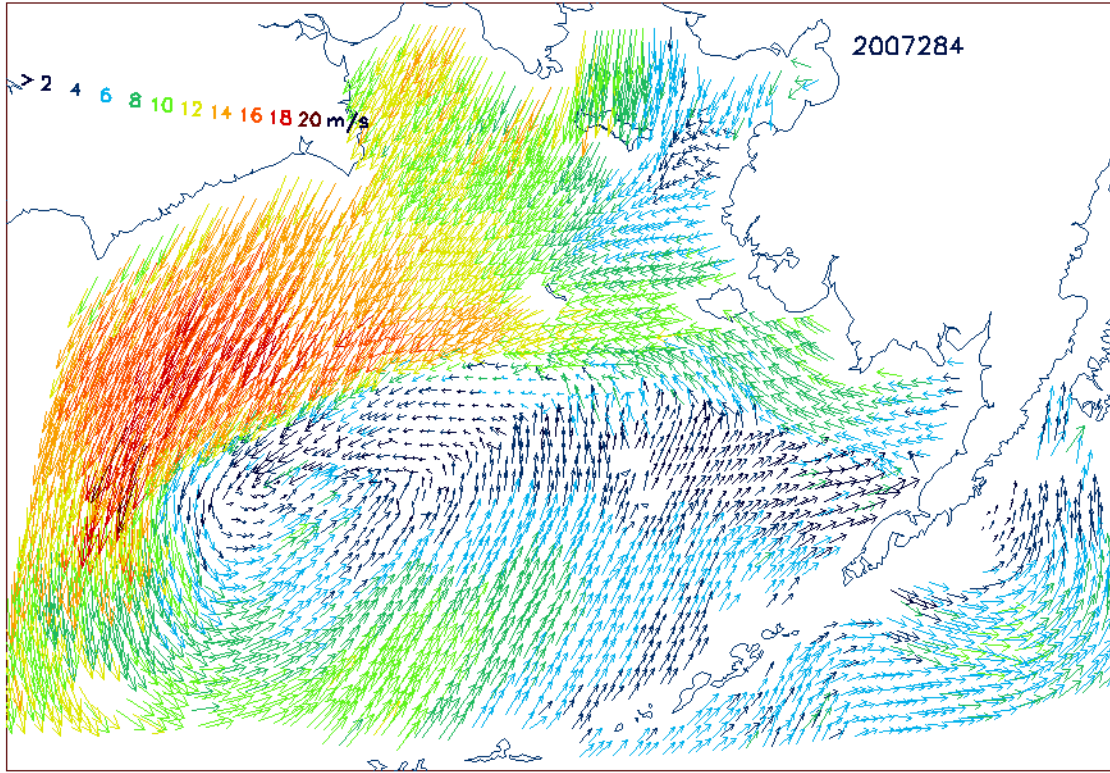


Figure 8:

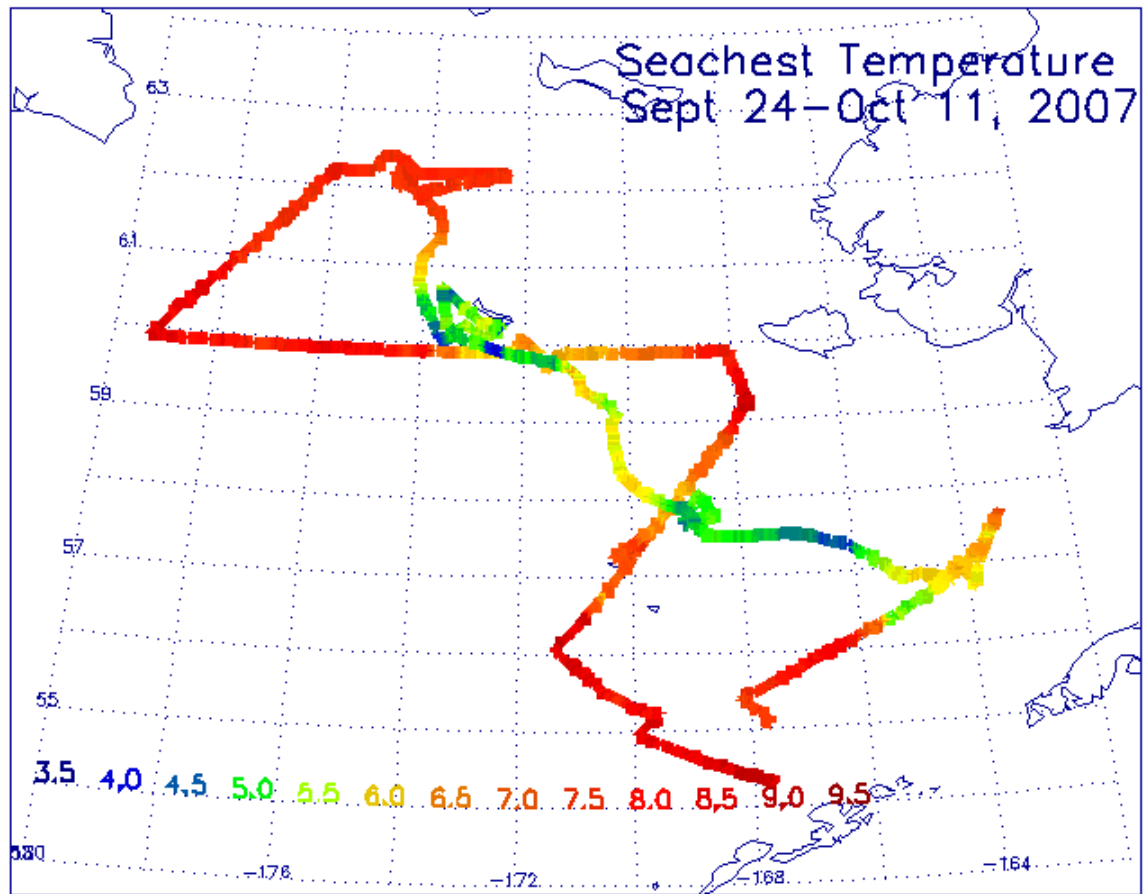


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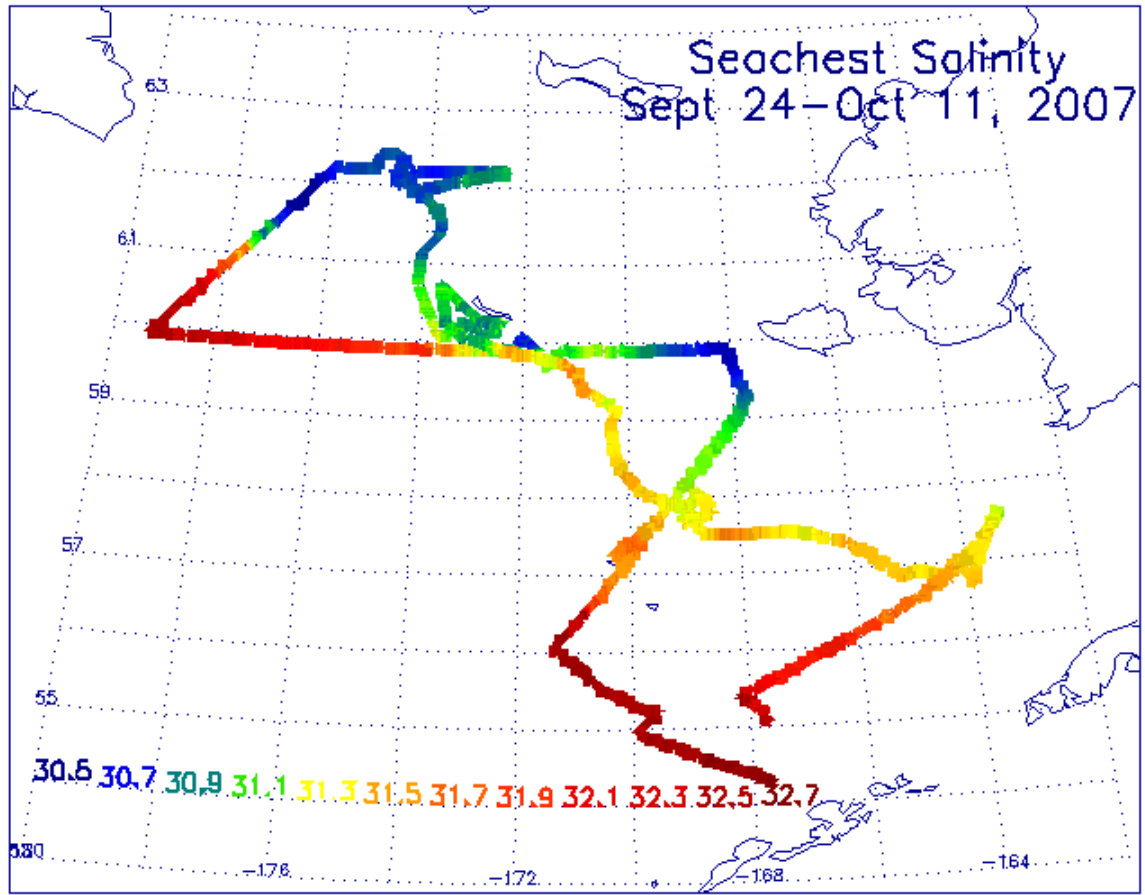


Figure 10:

