

CRUISE REPORT
Dy13-09 LEG 2
25 OCT.- 4 NOV., 2013

For review, Cruise DY13-09 aboard the Oscar Dyson was cut short approximately 10 days due to the government wide shut down that began on Oct. 1, 2013. Originally, 8 moorings were scheduled to be recovered (2 re-deployed) during that truncated cruise. Upon receiving notice of the shut down the Dyson returned to Kodiak and the science party flew home. When the shutdown ended, plans were quickly put into place (DY13-09 Leg 2) to recover 7 of the 8 previously scheduled for DY13-09. The CO2 mooring in Chiniak Bay was dropped from the plan due to replacement parts shipping constraints. The final sailing dates were limited by the ship's contract diesel engine repairs scheduled for Oct. 11 through 20 and a requirement for the ship to arrive at the Alameda Calif. ship yard NLT 7 Nov.

Cruise DY13-09 Leg 2 was scheduled to begin on Tuesday Oct. 22nd but due to delays in procuring two turbo charger replacement units for the diesel engines the Dyson did not sail until Friday afternoon, Oct. 25th. The vessel left the pier for engine testing, an ABS inspection and a stop at the Chiniak mooring site for a recovery and deployment at that site. The ship had a minor problem with the auto pilot system and I was told that due to late departure that day we would not be going to Chiniak for mooring ops because it would require the deck department to put in more than 12 hours work that day. The Dyson returned to the pier for a scheduled pick up of a replacement engineer that had the 10 pm arrival flight on Friday night. The engineer's luggage did not make it to Kodiak so we tied up and spent the night on the pier.

After discussions with the commanding officer it was clear that all the delays had caused us to miss the window of good weather we had the previous week. A 40 to 50 knot storm was predicted for the Stevenson Pass area Saturday night. The equipment required for the Chiniak mooring turn around was placed in the Dyson Kodiak warehouse and that mooring was dropped from the plan Friday night. The Dyson left Kodiak again around 0930 on Sat. Oct. 26th heading for Stevenson entrance some 6 hours away. Both the Stevenson and Kennedy entrance moorings were recovered before the weather became unworkable. A CTD cast was completed following the recovery at Kennedy.

The winds were increasing and the forecast predicted 2-3 days of 35 to 50 knot winds. The decision was made to skip the 3 mooring recoveries off Gore Point and head for Seward to escape the storm. Part way into Resurrection Bay the ship turned around and we proceeded east along the northern gulf of Alaska ducking behind the islands as we went to escape the southern winds and seas. Delayed by the added distance and weather we arrived at mooring 13IP-1A around 9pm local time on Tuesday October 29th. With the introduction of night vision goggles we were able to recover 13-IP-1A and 13-IPP-3A at night. A CTD cast was completed following the recovery on IP-1A, mooring IPP-3A was recovered and on board around midnight on the 29th.

We moved to the north side of Cross Sound anticipating the recovery of the 3 moorings in this area beginning at daylight on the 30th. 13-CSP-2A was located but would not release. After repeated tries we traveled a short distance to the next mooring leaving CSP-2A for later. 13-CSP-1A was recovered followed by CTD cast No. 3. 13-CSP-3A was recovered next on the south side of the entrance to Cross Sound. As we traveled back to CSP-2A the aft oceo wire was rigged with mid water net tom weights setting up to attempt to drag for the mooring that would not release. The assumption was that the release had operated correctly but barnacles or some other marine life was keeping the swing arm on

the release from opening up. We were successful in bumping the mooring hard enough with the drag gear that it popped up and we were able to recover it as well. From Cross Sound we traveled south to mooring 13-CS-13A. This mooring recovery was followed by CTD No. 4 on 30 Oct. The last two moorings in the S.E. Alaska grouping were recovered on Oct. 31st. The recovery of mooring 13-CS-12A and 13-CSP-11A were followed by CTD casts 5 and 6. This concluded the clean sweep of the 8 moorings deployed in the S.E. Alaska area. We began our steam south toward the now scheduled vessel offload in Port Angeles on Monday Nov. 4th.

We arrived in Port Angeles Sunday evening. A commercial 40 foot flatbed truck and a 40 foot closed truck were scheduled for a Monday morning offload. The PMEL flatbed, a van and a pick up from NOAA were also meeting the ship in Port Angeles to assist with the offload and transport equipment back to the Sand Point NOAA facility.

MOORING LOCATIONS:

13-SVP-39A

58 deg 46.17 N 152 deg 15.68 W depth 122 meters

13-KEP-41A

59 deg 01.28 N 151 deg 54.04 W depth 194 meters CTD 001

13-IP-1A

58 deg 15.01 N 136 deg 56.57 W depth 150 meters CTD 002

13-IPP-3A

58 deg 03.34 N 137 deg 04.66 W depth 315 meters

13-CSP-2A

58 deg 10.44 N 136 deg 37.01 W depth 91 meters

13-CSP-1A

58 deg 08.91 N 137 deg 34.97 W depth 296 meters CTD 003

13-CSP-3A

58 deg 07.13 N 136 deg 33.3 W depth 310 meters

13-CS-13A

57 deg 49.28 N 136 deg 40.17 W depth 132 meters CTD 004

13-CS-12A

57 deg 24.10 N 136 deg 10.71 W depth 128 meters CTD 005

13-CSP-11A

56 deg 23.75 N 135 deg 08.45 W depth 119 meters CTD 006

CTD SAMPLES:

CTD Casts 6
Salinity 6
Oxygen 5
Nutrients 52

Moorings remaining in the water that were originally scheduled to be recovered on DY13-09 legs 1 or 2 are: Chiniak CO2 and PMEL mooring, PMEL Portlock Bank, 3 PMEL moorings off Gore Point and one CO2 surface mooring in S.E. Alaska. Options for the recovery and/or turn around of these moorings are being considered.

Wm. Floering

Dy 10 07 reg
map 1 of 4



