

TRIP REPORT FOR M/V VICTORY AND OSI DUTCH HARBOR WAREHOUSE

DEC. 16TH – DEC. 24TH, 2013

There were 2 items on the agenda for this trip. Recover and deploy a mooring in Chiniak near Kodiak AK and recover the Portlock Canyon mooring. Both of these were moorings originally scheduled to be visited by the Dyson in Oct. but were left behind due an extended repair period in Kodiak, poor weather and an appointment at the Alameda CA. shipyard. In addition the F/V Alaska Knight trawled up one Marine Mammal mooring and the two PMEL moorings at site BS-2. The recovered equipment was dropped off and in storage at the OSI Dutch Harbor facility. I visited OSI in Dutch Harbor to recover our instruments, assess the damage and ship equipment/data to Seattle and Fairbanks AK.

I flew up to Kodiak on Monday Dec. 16th, we loaded the Victory that evening with the equipment for recoveries and the replacement Chiniak Bay mooring. The following day we left the Kodiak dock around 0930 heading for the offshore Portlock Canyon mooring site. Weather is Kodiak was near perfect with 5 knots of wind and good visibility. When we were approximately 35 miles off shore the weather turned, winds picked up to over 30 knots, seas were building and freezing spray was starting to build up on the vessel and we were making maybe 5 knots through the water. We were taking water into the galley through one of the windows so at 1500 hours the decision was made to skip the off shore Portlock Canyon mooring, turn the boat around and head for the Chiniak mooring location. We arrived at the Chiniak site around 8pm the evening of the 17th. The mooring was located with the acoustic release deck unit and an attempt was made to release the mooring. The release responded that it was in fact released but the floats did not come to the surface. I tried releasing the mooring and cycling power to the release but it was still on bottom or near bottom. Both of the last two recoveries at this location were fouled in crab pot lines. We were fortunate that although tangled in the crab pot line the mooring did drop the anchor and the floats came to the top. I suspect this mooring may be tangled as will but lower on the mooring keeping the floats from surfacing. We pulled off site a bit and deployed the next generation Chiniak mooring. 13 CB 1B was deployed at 57 deg. 43.338 min. N and 152 deg. 17.637 min. W. Depth was 181 meters. Release number is 33945. Following this deployment we moved back over to the unrecovered mooring site to make sure it had not moved. It was still sitting no bottom so it was disabled and we headed for the Kodiak City Dock. When we left the unrecovered Chiniak mooring was at 57 deg. 43. 235 min. N 152 deg. 17.507 W in 185 meters of water. Release number 34596.

We steamed to the Kodiak pier arriving around 2300 Tuesday evening. The boat was unloaded and equipment was stored in the Kodiak NOAA warehouse or shipped back to Seattle. Currently in the Kodiak warehouse is one syntactic foam float for an ice profiler, one 1600 lb anchor and one used release. The CO2 mooring for Chiniak is also stored in that warehouse.

I caught a 9am flight Wed. Dec. 18th to Anchorage then over to Dutch Harbor, arriving in Dutch at 1530 on the 18th. I checked into the hotel then over to OSI warehouse to locate the mooring equipment that had been trawled up by the Alaska Knight. In a large pile on two pallets were the trawled up moorings from PMEL site BS-2 and a marine mammal mooring. There was considerable damage to some of the cages and instruments. Over a two day period the instruments were removed from their cages, lithium

batteries were removed for ease of shipping and airfreight shipments were prepared and sent to NMML Seattle, Univ. of Alaska Fairbanks (freight collect) and NOAA/PMEL. Shipments were separated to facilitate accurate shipping costs for each group. Remaining in the OSI warehouse are 4 30 inch metal floats, 1 40 inch metal float, 1 37 inch syntactic foam float for an ADCP, one 2400 lb anchor, one 1600 lb anchor, 1 700 lb anchor, the 3 instrument array belonging to Penn. State Univ. in a beat up cage, 4 short lengths of stainless steel chain with shackles and sips, 3 swivels, one Iron Bar for mounting the PAL, misc. cages for MTRs, microcats and SBE39s, release number 33329, 23766 and 328?3. These items will remain in storage until the spring Dyson mooring cruise in April/May 2014.

Due to the demand for plane tickets out of Dutch Harbor the week of Christmas I was unable to get a flight on standby and did not leave the island until the afternoon of Dec. 24, arriving in Seattle around 4am Christmas Day.

Wm. Floering