

Cheryl Ann & Brad - You missed another
sun time on the ALOHA.

CRUISE REPORT
M/V ALOHA

CRUISE # CAMP 2-2/LEG 2
CRUISE DATES: 9/15/87-9/17/87

87038rpt

Best
Dave D.

OBJECTIVES:

1. Recover USGS moorings at stations R-8 and R-9. Navigate R-9 using Mini-ranger.
2. Recover USGS bottom tripod (GEOPROBE) at station R-8.
3. Obtain box core samples at R-8, PJ-1, and R-9.
4. Acquire CTD data along one or more cross-shelf transects if time permits.

SCIENTIFIC PARTY

DAVID DRAKE, Chief Scientist, USGS Menlo Park
GEORGE TATE, Senior technician, " " "
BILL STRAHLE, Senior technician, " Woods Hole
JIM NICHOLSON, Elect. technician, " Menlo Park
CHRIS WEBB, Scientist, Woods Hole
BOB CHAPMAN, Scientist, Woods Hole
JIM CAMPBELL, Operation support, Battelle-Ventura

CRUISE DESCRIPTION

1. Depart Ventura at 2300, 9/14/87.
2. Arrived at R-8 at 0940, 9/15/87 and immediately interrogated and released the USGS current meter mooring.
3. Mooring surfaced and was recovered with no problems at 1010, 9/15.

Lat. = 34° 55.56 N
Long. = 120° 45.54 W

4. Still at R-8, we initiated release code sequence for USGS GEOPROBE.
5. GEOPROBE on deck at 1107, 9/15. Smooth recovery owing to calm seas, light winds, and good handling of ALOHA by the captain. Despite ideal recovery weather, the working deck was still frequently awash.
6. Secured GEOPROBE and then headed for station R-9, 1130 9/15.
7. Arrived R-9, 1420 9/15, and attempted to interrogate USGS mooring. No response!
8. Began a small area (2 miles²) search for mooring with no luck.
9. Returned to mooring deployment site and tried a release command with no response.

10. At this point we decided to hold search until later and begin box coring. At 1827 (9/15) the 100 HP winch motor went down with the box corer in water. Crew shifted over to 40 HP motor and box corer was recovered (very slowly). Repairs could take a while, so we decided to hold scientific operations until repairs were complete and the ships deck personnel were again available.
11. Steamed to station R-8 for box core. Recovered good core at 0700, 9/16. C. Webb, B. Chapman and J. Campbell began processing the sample.
12. While box core was processed we completed a line of CTD stations, repeating stations occupied in 5-8 May 1987. The CTD stations are:

<u>#</u>	<u>Position</u>
1	34° 55.37 N 120° 43.63 W
2	34° 55.5 N 120° 45.92 W
3	34° 54.6 N 120° 49.99 W
4	34° 54.41 N 120° 54.31 W
5	34° 53.48 N 120° 58.92 W
6	34° 53.68 N 121° 04.2 W

13. Terminated CTD line at 1400, 9/16 and returned to R-9 to recover a box core sample. Recovered a good sample at R-9 at 1447, 9/16. Weather is still good to excellent (very light wind, less than 10 knots).
14. Began another search for the USGS mooring (R-9), 1450-2000 hours. No luck!
15. About mid-way into an expanded area search the steering control arm on ALOHA broke. Ships crew estimates 8 hours to repair steering. Lucky thing the weather was nice.
16. Steering repaired by 0400, 9/17. Captain does not want to do much maneuvering with an untrustworthy rudder control. He suggests we minimize further operations and return to Ventura. Decided to recover one box core at PJ-1 in order to complete the major cruise objectives.
17. Recovered a good box core sample at PJ-1 at 0750, 9/17.
18. Heading for Ventura, 0800, 9/17.
19. Arrived Ventura, 1827, 9/17.
20. Began demobilization at 2000, 9/17. Resumed demobilization at 0700, 9/18. Ship was cleared of all gear by 1000, 9/18.

CRUISE SUMMARY

Excellent weather made recovery operations relatively easy. All work was completed except for R-9 mooring recovery which never did respond to acoustic commands. We discussed "grappling" to recover the mooring. However, we decided that we did not have enough cable on board to grapple properly. The equipment on the ALOHA broke down twice causing a loss of about 12 hours and early termination of the cruise.

Recovery operations went smoothly because of calm seas. As we know the weather must be ideal. Winds of 20 knots or more make operations very dangerous on the ALOHA. It is clear that the USGS GEOPROBE could not be deployed from the ALOHA; there is simply not enough clearance to get it over the side. Recovery is possible because the acoustic release is not in the line during recovery. A ship that is at least as capable as the R/V SPROUL will be needed in the the future.

Box CORE POSITIONS WERE: LORAN C

R-8	27805.549	41978.389	16500.494
PJ-1	27792.501	41994.832	16495.4
R-9	27763.255	42014.842	16483.874