

Ryan Chouest daily data transmission and report

Period covered: 1700hrs 06/18/2010-1350hrs 06/19/2010

69.39 - Nautical miles covered (since sensors deployed)

Cruise notes:

Since 1700 hrs 06/18/2010 we have sailed at full speed to just beyond Pensacola in order to catch up time after our delay in port. The route sailed was on the or close to the planned new cruise route (Figure 1). On arrival offshore of Pensacola overnight the new pump casting assembly tested in shallow water. After testing the casting system the underway system was lowered into the water and has been in operation since.

Science results and preliminary interpretation:

Fluorometer readings show medium to low concentrations for this part of the transect. The Chelsea measurements show the lowest values of the three sensors with some variability in the westernmost segment at $\sim 30^{\circ}15'N$, $87^{\circ} W$ (Figures 2a and 2b). In contrast, the Trios and Contros sensors show medium concentrations (Figures 3 and 4, respectively). The Trios sensor detected a small region at $\sim 30^{\circ} 15' N$, $86^{\circ} 45' W$ with higher concentrations than the rest of the cruise track (Figure 3b). The Contros sensor shows the highest of the values relative to the other two fluorometers, with the notable exception of a segment of relatively lower values at $\sim 30^{\circ} 15' N$, $86^{\circ} 20' W$ (Figure 4a and 4b). The low fluorometer readings appear to correlate with areas of interpreted slick however it should be noted that the oiling extent map is from the previous day and therefore may not reflect the true position of the slick as the vessel travelled on the course route.

Planned versus actual route taken for cruise 4:

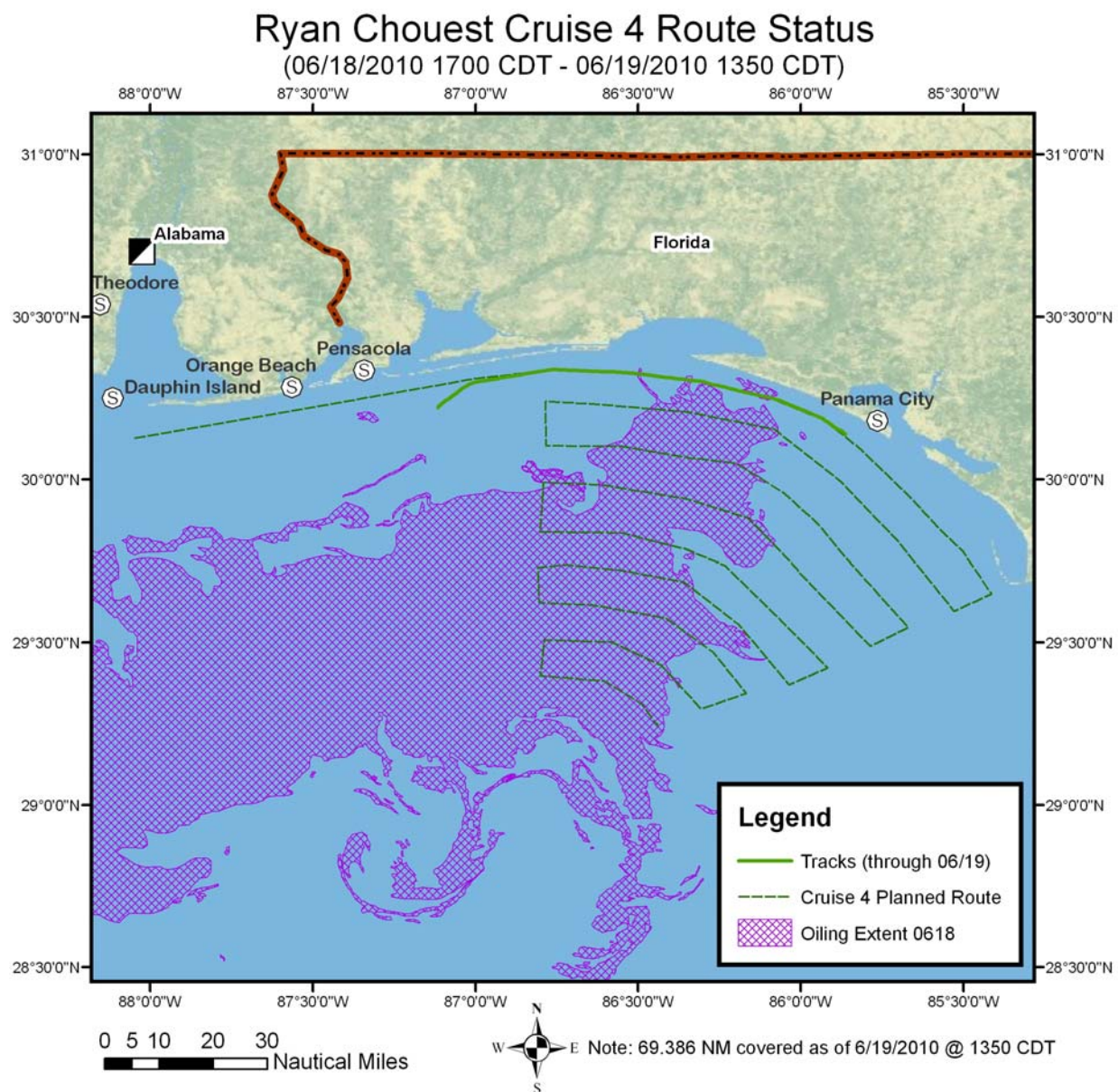


Figure 1: Planned versus actual route course plotted between 06/18/2010 –06/19. We did not have any visual oil observations due to most of route traveled at night. No oil was observed from sunrise to 1350hrs. Purple shaded area represents outline extent of the slick from 06/18 ERMA composite.

Ryan Chouest Cruise 4 Data
Chelsea- Fluorometer
(06/18/2010 1700 CDT - 06/19/2010 1350 CDT)

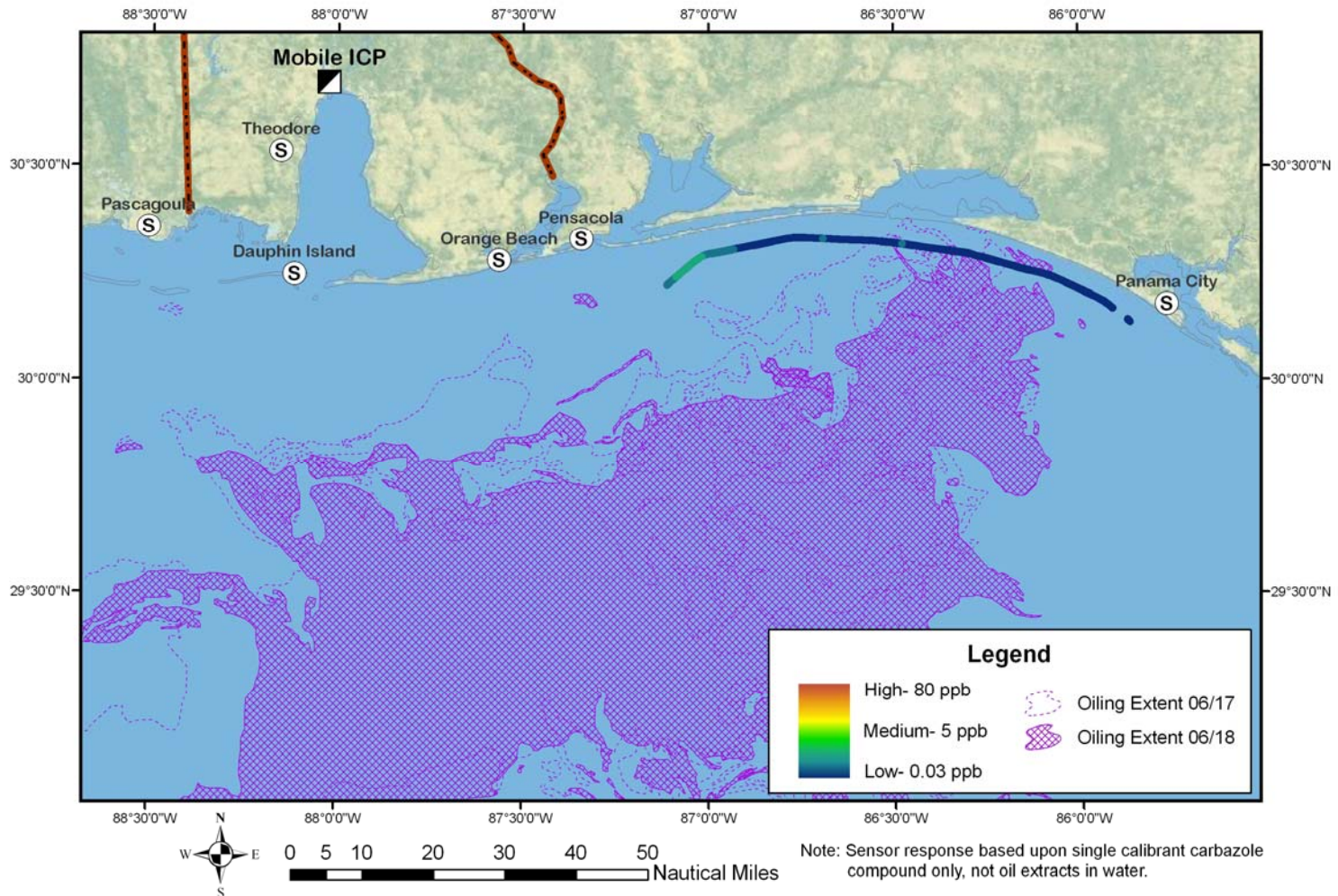


Figure 2a. Chelsea fluorometer results plotted with location on cruise 4 track. Breaks in data occur when either data quality is poor or the systems were turned off due to pump problems.

Ryan Chouest Cruise 4 Data
Chelsea- Fluorometer
(06/18/2010 1700 CDT - 06/19/2010 1350 CDT)

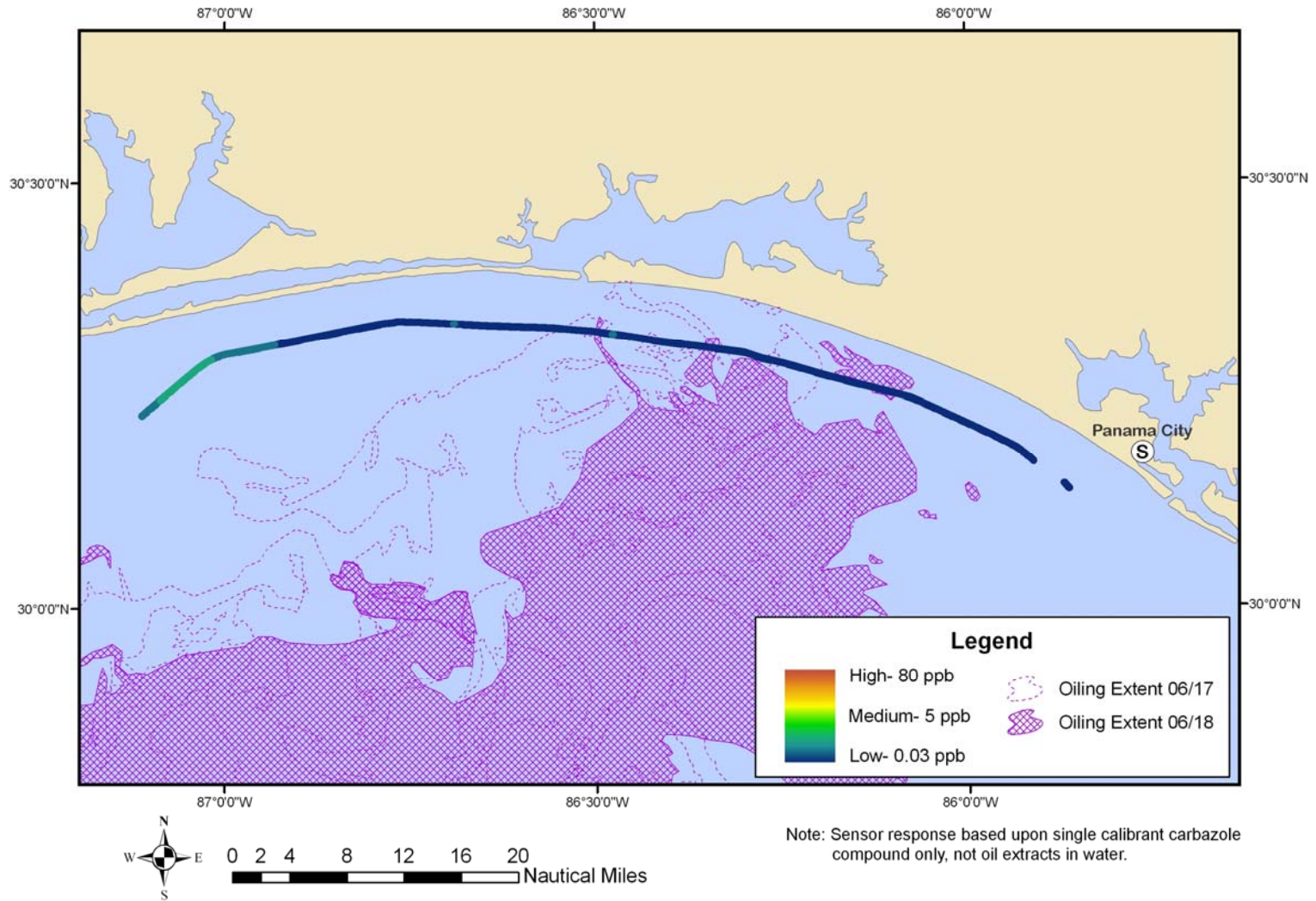


Figure 2b. Large-scale map of selected area of interest from Figure 2.

Ryan Chouest Cruise 4 Data
Trios- Fluorometer
(06/18/2010 1700 CDT - 06/19/2010 1350 CDT)

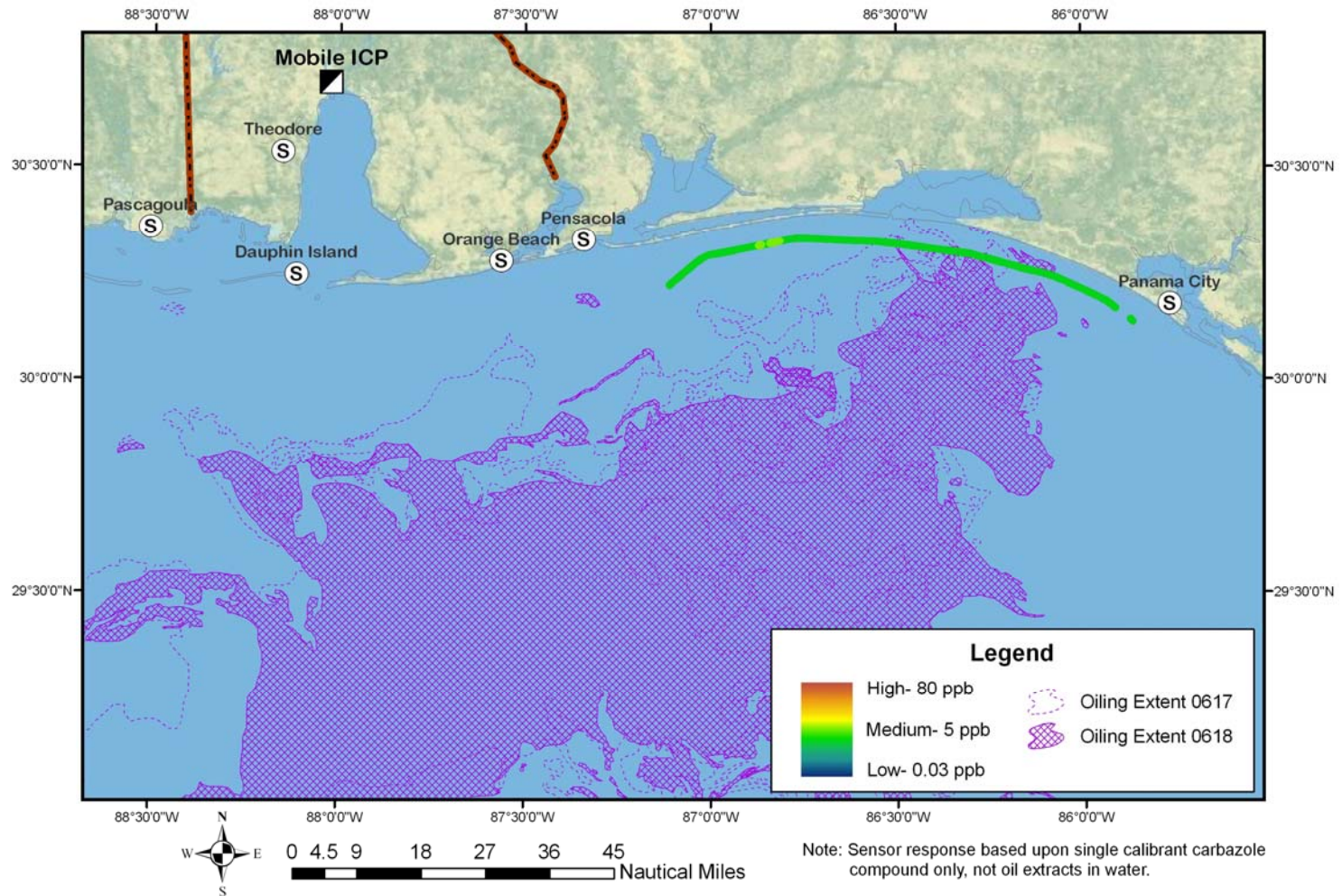


Figure 3a. Trios fluorometer results plotted with location on cruise 4 track. Breaks in data occur when either data quality is poor or the systems were turned off due to pump problems.

Ryan Chouest Cruise 4 Data
Trios- Fluorometer
(06/18/2010 1700 CDT - 06/19/2010 1350 CDT)

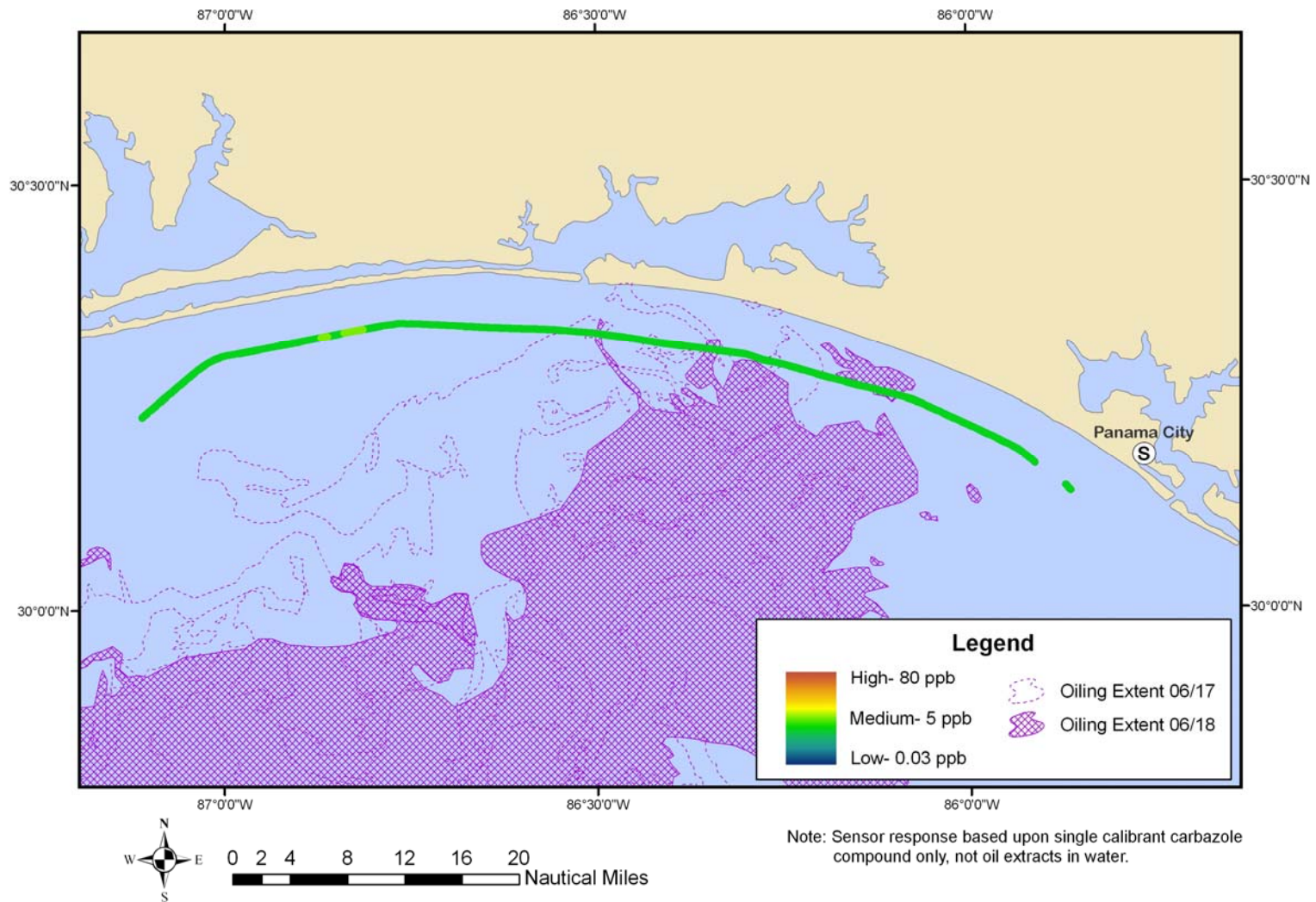


Figure 3b. Large-scale map of selected area of interest from Figure 3a.

Ryan Chouest Cruise 4 Data
 Contros- Fluorometer
 (06/18/2010 1700 CDT - 06/19/2010 1350 CDT)

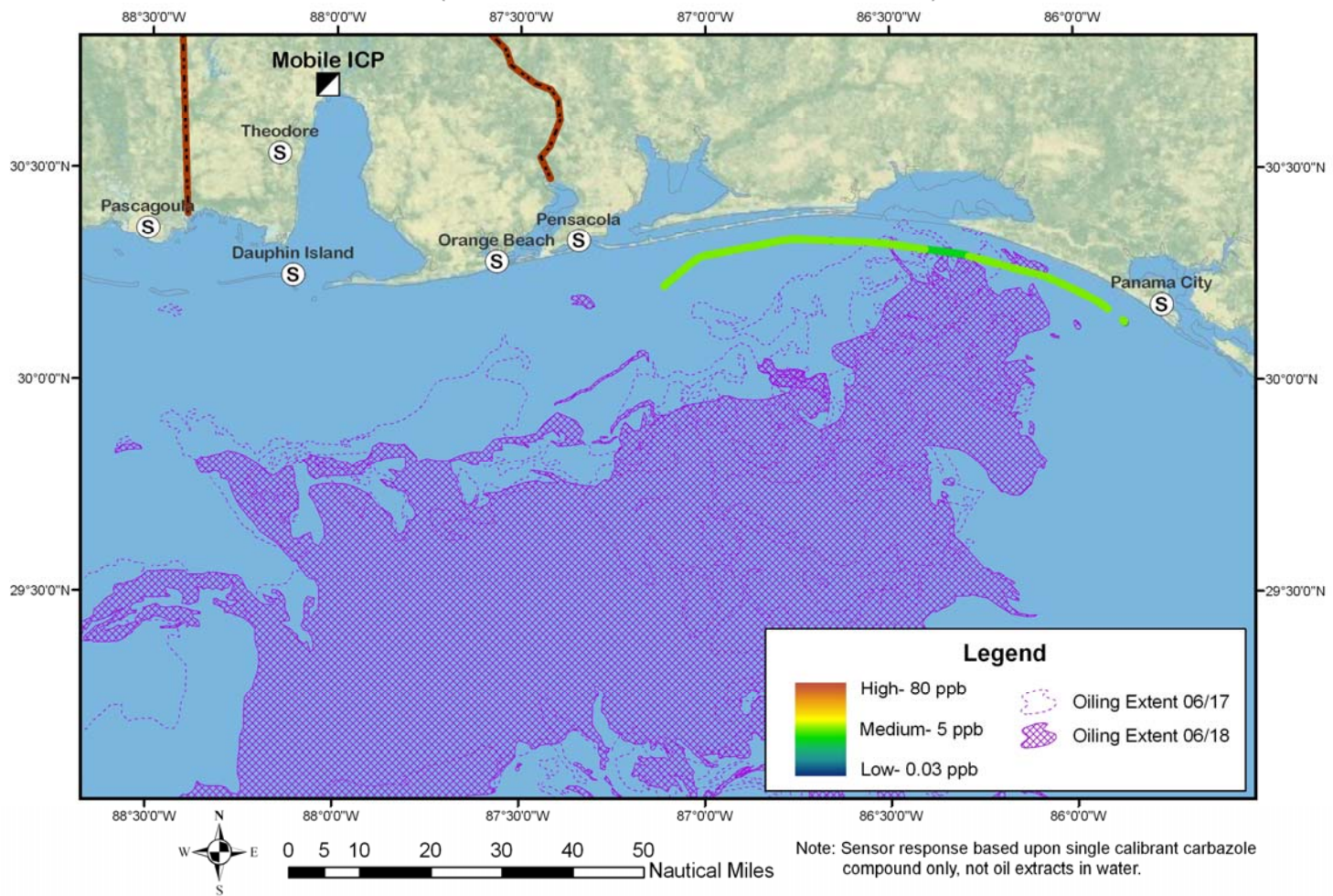


Figure 4a. Contros fluorometer results plotted with location on cruise 4 track. Breaks in data occur when either data quality is poor or the systems were turned off due to pump problems.

Ryan Chouest Cruise 4 Data
Contros- Fluorometer
(06/18/2010 1700 CDT - 06/19/2010 1350 CDT)

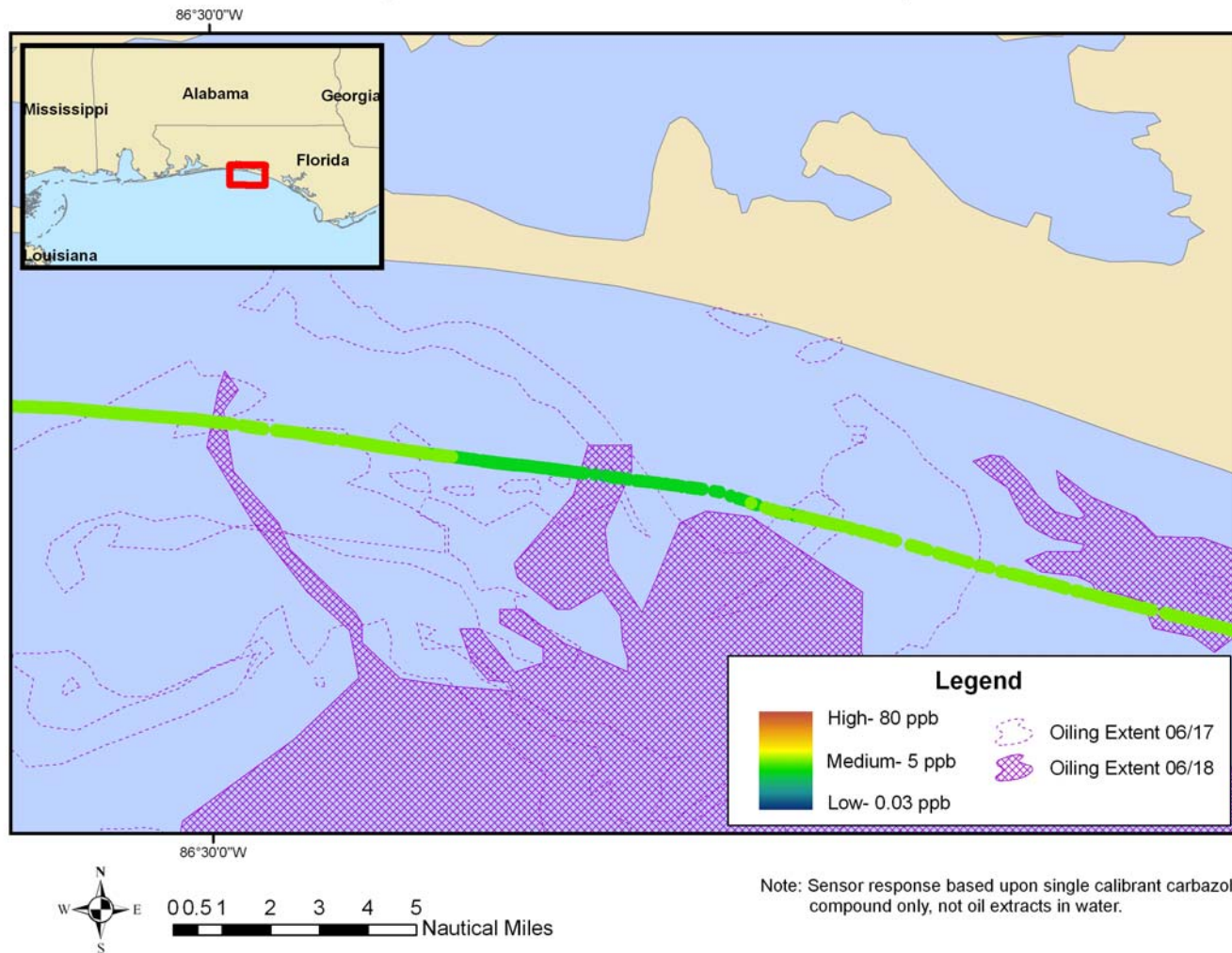


Figure 4b. Large-scale map of selected area of interest from Figure 4a.

Vessel science operations:

We reached Pensacola at approximately 0130 hrs on 06/19/2010 and stopped to try the vertical fluorometer cast system for the first time. Water was pumped through the hose and Hydrocarbon Sensor Array (HSA) for 30 minutes to flush the system. As the hose was lowered several meters, the fluorometry readings on the HSA increased to anomalous levels but returned to normal readings after water flushed through the system and the optical windows had been cleaned. It is likely that the stretching of the hose is releasing bound material in the inner surface, which is not readily released via flushing alone. After the section of hose had been stretched the sensor readings were well within normal values and we are satisfied that the hose is clean. Further conditioning of the hose is required at full extension to remove all remaining contaminants before routine operations occur.

Problems/operational issues:

As mentioned in the operational notes, the hose stretch seems to allow small residues of contaminants to be released into the water sample. It also causes some of the electrical connections to unplug. To solve the first problem, we will deploy the full length of hose in deeper water and pump water for 30 minutes to flush out contaminants throughout the entire hose. To solve the second problem, we will need to unravel the hose and retape the electrical cord with enough slack to prevent the plugs from becoming detached.

Planned activities for next 24 hours:

We will continue sailing for Port St. Joe and then head SW and follow along the length of the outer perimeter. Then we will make transects NE to SW and attempt to take further vertical Fluorometry casts.