

TN265

Draft Science Plan

Author: Chris Romsos

Monday May 23, 2011

Mobilization:

We plan to be at the dock about the time the Thompson returns from its current operations (1600 Thursday). We'll have 2 vehicles and minimal gear to load Thursday Evening or Friday Morning. We hope to be able to leave the vehicles overnight Thurs. and Fri. at the dock. The vehicles will return to OSU Saturday. Mobilization will include setting up one Network Attached Storage Array (2U size) and 4 workstation computers (Towers). Friday will likely be installation of workstations, testing of network connectivity, testing software, setting up backup plan, etc.

A pre cruise Science Meeting briefing should occur at some point before departure to go over objectives, general operations, overall plan, contingencies, etc.

Leg One: Seattle – Newport, May 28th 2001 – June 10 or 11, 2011.

Task: Multibeam Mapping of Washington Slope and Offshore Vancouver Island.

We expect that the entire duration of Leg One will occur off Washington and BC. Figure 1 shows 6 red boxes (A-F) which are the expected areas of operations. We hope to run them in alphabetical order A through F because they fit together most efficiently that way, but we understand that things may need to change. Expected time in each area follows:

- A 1 day
- B 3 days
- C 1 + days
- D 2 days
- E 4 days
- Fn 2 days
- Fs 1

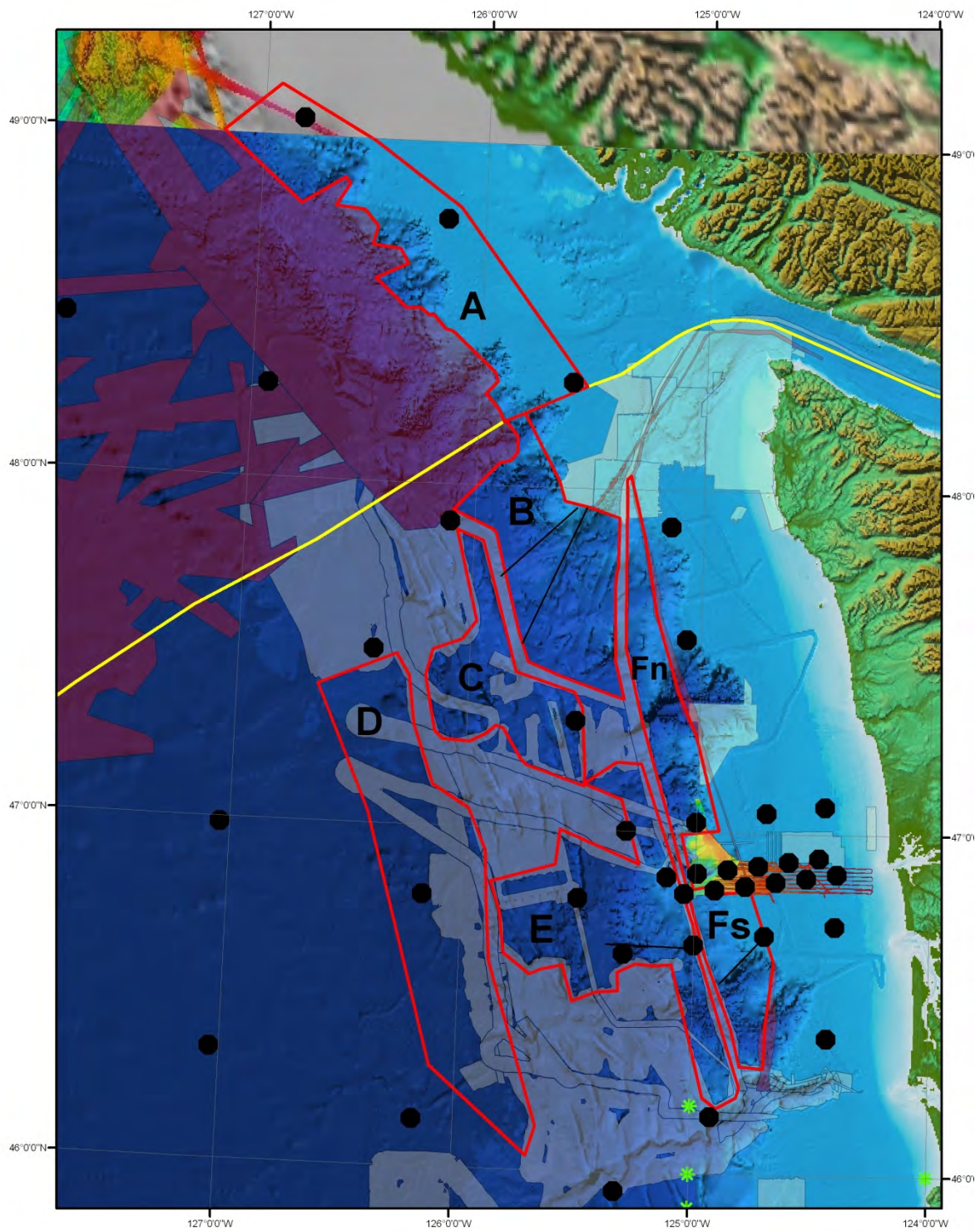


Figure 1. Operations areas off Washington and British Columbia coasts. Shaded areas are existing coverage. Red boxes are areas where mapping will occur. Black dots are proposed OBS locations.

Leg Two: Newport – Seattle, June 10 or 11, 2011 – June 24th, 2011.

Task: Multibeam Mapping of the Oregon Shelf south to Cape Mendocino, CA. Clean-Up mapping of the Washington Margin.

On Leg 2 we'll run south to Cape Mendocino, mapping over the continental shelf (Figure 2). We will fill in some missing data on the north side of the Mendocino Escarpment and possibly on the Gorda Plate. The return transit North may be located offshore and remains a point to iron out before departure. We've allotted about a week of work for the transect to and from Cape Mendocino. The remaining week of the cruise will be cleanup work in the Washington and BC operations areas.

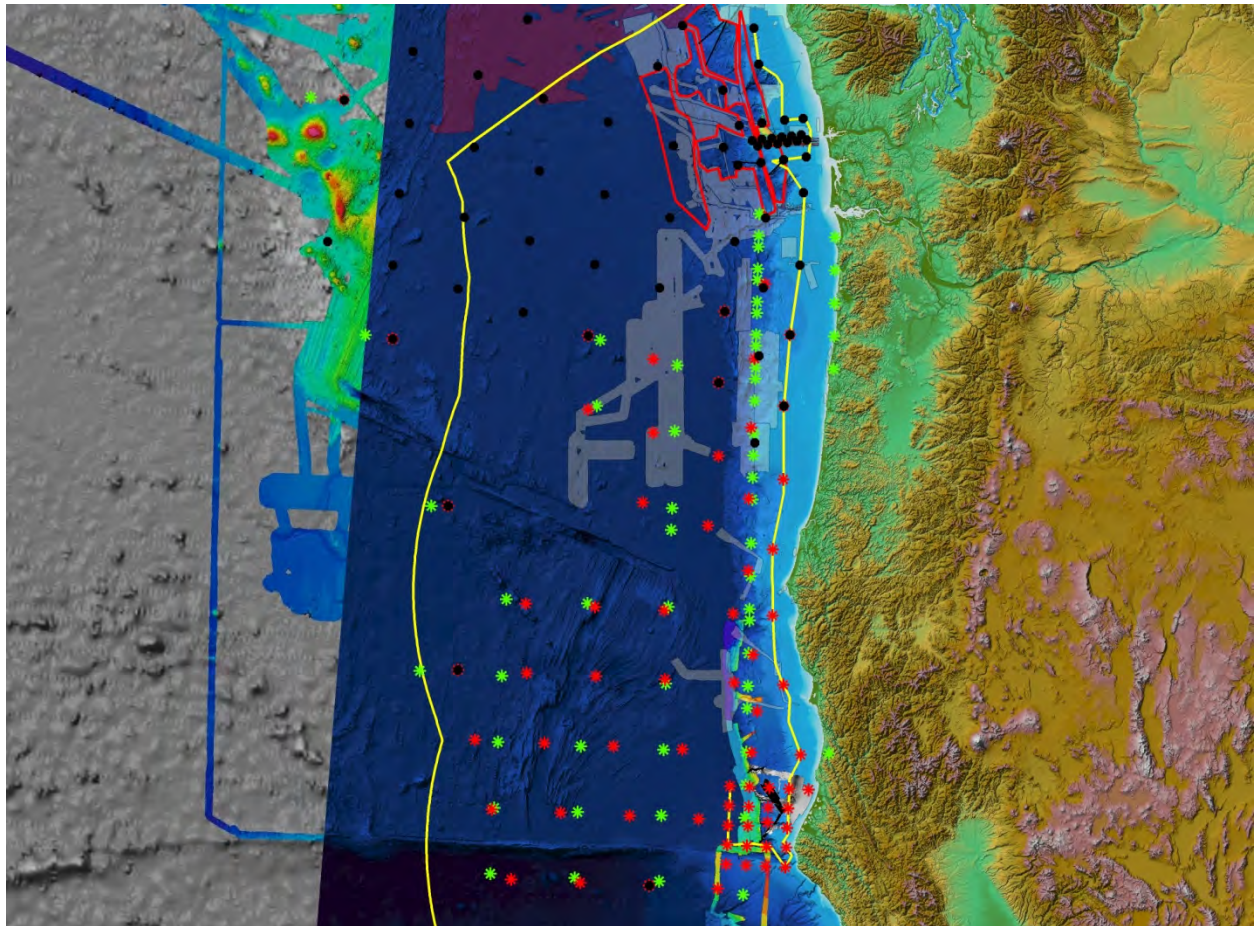


Figure 2. The yellow line along the coast of Oregon and Northern California is our current transect line south. We may return North along a route that takes us out past the Gorda Ridge near the edge of the EEZ (also in yellow). This should be determined before we sail.