

The BOUSSOLE project technical reports; report # 10-185, issue 1.

BOUSSOLE Monthly Cruise Report

Cruise 202

November 14-16, 2018

Duty Chief: Melek Golbol (golbol@obs-vlfr.fr)

Vessel: R/V Téthys II

(Captain: Vincent Le Duvéhat)

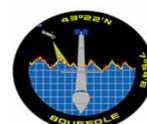
Laboratoire d'Océanographie de Villefranche (LOV), 06230 Villefranche-sur-Mer, France

BOUSSOLE 202 cruise was cancelled because of a mechanical failure on the R/V Téthys II.

BOUSSOLE project

ESA/ESRIN contract N° 4000119096/17/I-BG

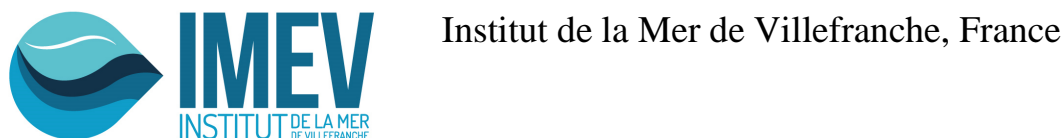
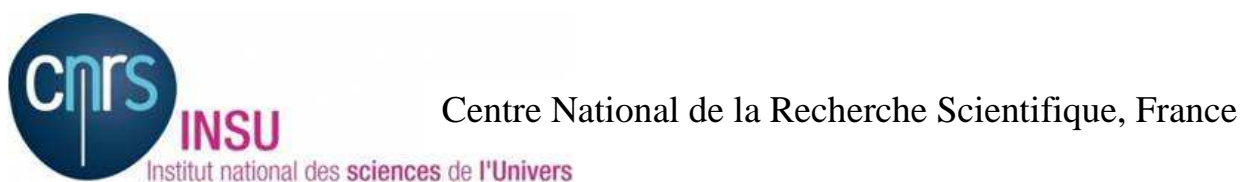
November 27, 2018



Foreword

This report is part of the technical report series that is being established by the BOUSSOLE project.

BOUSSOLE is funded and supported by the following Agencies and Institutions



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Cruise Objectives

Routine operations

Multiple Biospherical's C-OPS (Compact Optical Profiling System) radiometric profiles are performed at the BOUSSOLE site around solar noon, under optimal conditions: clear blue skies and flat, calm sea surface. If the sky is clear and sea conditions are reasonably calm (no whitecaps or large swell), hand held CIMEL sun photometer measurements are to be performed consecutively where possible with C-OPS profiles. If sea conditions are poor but sky is good, hand held CIMEL sun photometer measurements can be made at intervals throughout the day to measure atmospheric optical thickness. CTD deployments are required at the start and the end of the C-OPS profiling day and around noon in the longer summer days or when there is a high possibility of a satellite matchup. The CTD package also includes a Chl fluorometer. Additional instrumentation for measurement of inherent optical properties has been added from December 2011. The package includes a hyperspectral absorption meter (Hobilabs a-sphere), a multispectral backscattering meter (Hobilabs Hydroscat-6) and a multispectral beam transmissometer (Hobilabs Gamma-4). Two CTD casts are to be performed at each data acquisition at the BOUSSOLE site: one cast with, and one cast without, a 0.2 μ m filter added on the a-sphere for the dissolved matter absorption measurements.

Seawater samples are to be collected, filtered and stored into liquid nitrogen for subsequent HPLC pigment and particle absorption spectrophotometric filter analysis in the lab. Three replicates samples are to be collected at surface for total suspended matter weighting in the lab.

Divers check the underwater state of the buoy structure and instrumentation, take pictures for archiving, clean the sensor optical surfaces, and then take again some pictures after cleaning. Divers also put a neoprene cap on the backscattering meter and on the transmissometers for acquiring dark measurements (started in April 2009).

In addition, water samples are to be collected at two depths (5 m and 10 m) for dissolved oxygen (DO), total alkalinity (TA) and total inorganic carbon (TC) analysis (from March 2014). This operation is part of the BIOCAREX ANR project, in collaboration with the LOCEAN in Paris (J. Boutin and collaborators). The TA/TC samples will be processed by the National service for such analyses (SNAPOCO – LOCEAN in Paris). The results will allow checking the data collected by the two pCO₂ CARIOCA sensors installed on the buoy at 3 m and 10 m.

Further details about these operations and the data collection and processing protocols are to be found in: Antoine, D. M. Chami, H. Claustre, F. D'Ortenzio, A. Morel, G. Bécu, B. Gentili, F. Louis, J. Ras, E. Roussier, A.J. Scott, D. Tailliez, S. B. Hooker, P. Guevel, J.-F. Desté, C. Dempsey and D. Adams. 2006, BOUSSOLE: a joint CNRS-INSU, ESA, CNES and NASA Ocean Color Calibration And Validation Activity. NASA Technical memorandum N° 2006 - 214147, 61 pp.

http://www.obs-vlfr.fr/Boussole/html/publications/pubs/BOUSSOLE_TM_214147.pdf

Cruise Summary

The cruise was cancelled because of a mechanical failure on the R/V *Téthys II*. The crew was waiting for a mechanical part in order to do the repairs. The mechanical part was delivered late in the second day of the cruise and the installation took place the day after, i.e., the last day of the cruise. It was not possible to postpone the cruise to the week after.