



**NOAA Teacher at Sea  
Marilyn Frydrych  
Onboard NOAA Ship *Delaware II*  
September 15 – 25, 2008**

**NOAA Teacher at Sea: Marilyn Frydrych**

NOAA Ship *Delaware II*

Mission: Atlantic Herring Hydroacoustic Survey

Geographical area of cruise: New England Coastal Waters

Date: Thursday, September 25, 2008

**Weather Data from the Bridge**

41.27 degrees N, 70.19 degrees W

Partly Cloudy Wind out of the W at 19 knots

Dry Bulb Temperature: 26.0 degrees Celsius

Wet Bulb Temperature: 20.9 degrees Celsius

Waves: 2 feet

Visibility: 10 miles

Sea Surface Temperature: 21.6 degrees Celsius

**Science and Technology Log**

We received a call from the Coast Guard yesterday telling us to seek shelter because of the impending interaction of Hurricane Kyle with a strong cold front approaching us. We cut our cruise a day short and headed for Woods Hole.

As we headed back in I had time to reflect on my experiences over the last couple weeks. I particularly appreciated all the positive energy of the scientific crew. They were always very helpful and thoughtful as well as efficient. I learned a lot from them. Each morning I found myself looking forward to what might unfold as we worked together. I totally enjoyed my four or five hours of free time each day. Often I would spend this time on the bow or the fantail taking in the rhythm of the sea. It was a very soothing experience much like watching a camp fire. The sunsets, too, brought a sense of awe and peace.



**Each day brought a new, wondrous sunset. (Photo courtesy Jacquie Ostram)**

Each of the crew was a master of multiple tasks. Jon Rockwell was not only an expert cook, but a medic as were three others aboard. As part of their initial training with the NOAA Corps the four officers had entered a room fully in flames and totally filled with smoke. If they had to, they could navigate by the stars. Two of the officers were NOAA trained SCUBA divers. The engineers could fix anything whether it had to do with distilling water, leaking hydraulic pipes, stuck drawers, broken toilets, cracked welds, or the various diesel engines. They were experts in the “green” rules governing disposal of waste. The ET specialist could fix both hardware and software. The scientists knew their software programs backwards and forwards. All very impressive.