



**NOAA Teacher at Sea
John Schneider
Onboard NOAA Ship *Fairweather*
July 7 – August 8, 2009**

NOAA Teacher at Sea: John E. Schneider

NOAA Ship *Fairweather* (S-220)

Mission: FISHPAC

Geographical Area: Bering Sea

Dates: August 2-3, 2009

Position

Bristol Bay – Bering Sea

Weather Data from the Bridge

Weather System: Low pressure

Barometer: falling rapidly afternoon of the 3rd (as low as 994 mB)

Wind: building through the 3rd to 45 kts

Low Temperature: 8.6° C

Sea State: 10-15 feet afternoon of the 3rd



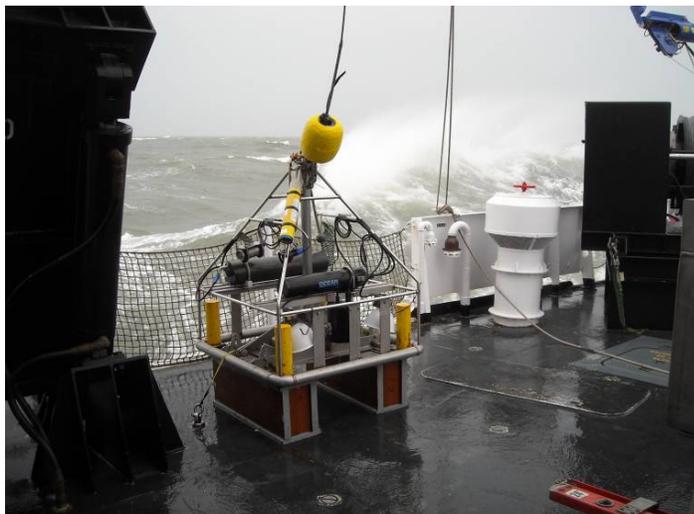
**I was wondering when . . .
It's now!!!**

Science and Technology Log

One of the aspects of hydrographic

surveying and research out of sight of land for extended periods of time is that the days and nights blur into an uninterrupted continuum. At breakfast today, LT Andrews said, “It’s Tuesday.” I said, “Is it?” and he responded that “It’s always Tuesday at sea.” I asked “Why not Wednesday, at least then it’s ‘hump day’ to the weekend?” He answered that sometimes it

seems you’re never closer to anything. It was a fun exchange, but as the FISHPAC leg continues, I am realizing that the idea is spot-on accurate. Coupling the “sameness” of the days, with the fact that the ship is on 24-hour operations, it’s easy to get confused!



SeaBoss on the deck. In the background, the wave tops are being blown off the waves!

We’re using SeaBoss to grab samples every three to five hours and I’m learning about some of the relationships between bottoms and infauna. Significant, however, is the fact that almost regardless of sea state, SeaBoss gets deployed. I say “almost” for a reason.



Wind-blown spray across the fantail

Legs 9 and 10 of the FISHPAC survey (as shown on a previous log) are in a North Easterly direction. Two days ago we received a weather update anticipating a strong low pressure system approaching. As we went through the day of the 3rd, the barometer was falling rapidly, the wind ramped up continuously and seas grew to 10-15 feet. By early afternoon it became impossible to deploy SeaBoss safely and the CO ordered us to suspend operations and head for Hagemester Island in order to anchor behind it.

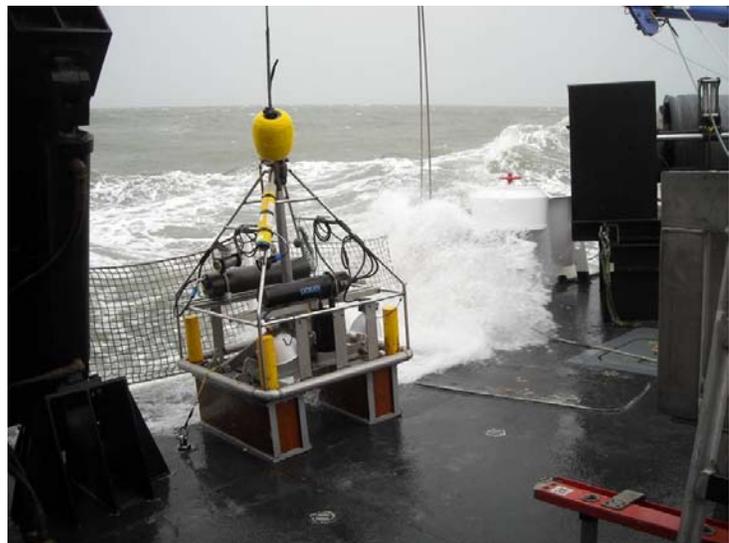
getting tossed around. I'll try to post it when I get home next week.

We arrived there at 2000 hours (8 pm) and anchored. I took about a 10 minute video of the waves and the ship

In the early 1800's, Sir Francis Beaufort devised a scale to estimate wind speed based on the appearance of the ocean's surface. It is a scale from 1-12 that correlates the appearance of the ocean surface with wind speed. It is called, appropriately enough, the Beaufort Scale and we experienced a solid 7 on the scale.

Personal Log

Exhausting but exhilarating! Anyone who takes the majesty and power of the sea for granted should undergo a thorough psychological exam!



Notice to the right of the SeaBoss – that's a wave breaking onto the fantail!

The officers on the *Fairweather* are commissioned mariners. In order to join the NOAA Corps of officers, one needs to be less than 42 years old and a college graduate.



It is preferred that the undergraduate major be in the physical sciences, math, engineering or computer science. These are exceptionally qualified uniformed servicemen and women of the United States. A career with NOAA as an officer is rewarding and in service to the nation. It is a career I will certainly discuss with my

future students.

Something to Think About

Just about everybody has heard of Latitude and Longitude, but what do they mean and how are they measured?