Short Cruise Report

R/V METEOR M181

Cape Town (South Africa) – Mindelo (Cape Verde)

17th April – 28th May 2022

Chief Scientist: Prof. Dr. Peter Brandt

Captain: Detlef Korte

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**Fig.1:** Bathymetric map with cruise track of R/V METEOR cruise M181 (grey solid line) including locations of CTD/UVP/LADCP/PISCO/AZFP stations, mooring recoveries and redeployments, microstructure and multinet stations, thorium pump stations and locations of drifter and float deployments. Territorial waters of different countries are marked with thin black solid lines. High-risk area for piracy in the Gulf of Guinea and the environmentally protected area of the Saint Peter and Saint Paul archipelago are marked by blue lines.
Objectives

Meteor cruise M181 was an interdisciplinary cruise focusing on upwelling in the tropical Atlantic, its physical forcing and its importance for biological production and plankton communities. Also studied were the associated chemical cycles, as well as on the current system that sets the background conditions for a downward carbon export. It was the second Transatlantic Equatorial Cruise (TRATLEQ II) as part of the EU-TRIATLAS program. Similar to TRATLEQ I, carried out in September/October 2019, this cruise sampled the whole equatorial section from the eastern to the western boundary and from the surface to the bottom. General aims of the two research cruises, which covered two different phases of the equatorial upwelling system (warm and cold phase), were to assess the status of the southeast and equatorial Atlantic marine ecosystem and to identify its physical drivers and the impact of climate variability and change. Central questions were which roles circulation and mixing play for the development of phytoplankton and zooplankton communities and more specific how variable (regionally and seasonally) the export flux of carbon to mesopelagic and bathypelagic depths associated with particle flux and diel vertical zooplankton migration is.

The measurement program of TRATLEQ II included the section work along 11°S off Angola and along the equator starting at 2°E outside of the exclusive economic zone of Equatorial Guinea and ending at 44°45’W on the Brazilian shelf. A long-term mooring at 10°50’S, 13°E was serviced and additional mooring and instrument recoveries were performed on request on the way to Mindelo, Cape Verde. Observations along the sections included full-depth station work with the CTD system measuring temperature, salinity, pressure, oxygen, nutrients (NOx), turbidity, fluorescence, current velocity with the lowered acoustic Doppler current profilers (LADCP), particle size classes and plankton composition with an underwater vision profiler 5 (UVP5) and the Plankton Imaging with Scanning Optics system (PISCO), as well as backscatter measurements with an acoustic zooplankton and fish profiler (AZFP). Additional station work was carried out with a microstructure profiler measuring turbulent dissipation rates in the upper 120 m, an Hydrobios Multinet Midi for the collection of zooplankton samples in the upper 1000 m, an underwater pump system for thorium measurements, and a spectroradiometer for incoming and outgoing radiation at the sea surface. Water samples from the CTD rosette were analyzed for numerous variables including salinity, oxygen, nutrients, N$_2$O, thorium, dissolved and particulate organic matter, and prokaryotic community structure. N$_2$-fixation and primary production rates were determined through incubation of collected seawater. Underway measurements were performed with a vessel mounted 75-kHz Longranger ADCP for velocities in the upper 600 m (the usually used shipboard 75-kHz Ocean Surveyor ADCP failed during the previous cruise and could not be repaired in time), a marine radar for surface currents, the thermosalinograph for near-surface temperature and salinity, the CLASS - a dual laser spectrofluorometer for chlorophyll and phycoerythrin fluorescence, a Planktoscope - an imaging microscope to identify phytoplankton and small zooplankton, and along several sections at the eastern boundary a moving vessel profiler for the continuous measurements of temperature, salinity and chlorophyll fluorescence in the upper 25 m. A set of surface drifters (18 15-m SVP and 44 1-m HEREON drifters) and 4 Argo floats were deployed during the cruise as well. With regard to the original cruise proposal all proposed work was performed except underway measurements of CO$_2$, N$_2$O and CO that could not be carried out due to
technical problems on board and the usage of the infrared camera that was not available for installation in the CTD rosette.

Narrative
On Easter Sunday, April 17, 2022, R/V Meteor departed from the harbor of Cape Town, South Africa at about 18:00. The late departure was delayed by a few hours because of the late delivery of scientific equipment including instrumentation needed during our cruise. After the previous cruise this instrumentation had accidentally been packed into containers leaving for Germany and we were lucky that the containers had not yet been cleared by South African customs. All cruise participants arrived well in Cape Town and after an additional COVID-19 test in Cape Town were allowed to go onboard R/V Meteor. Luckily, all cruise participants stayed negative throughout the cruise. Our Angolan observer did not receive his passport with visa for Portugal in time and thus was not able to attend the cruise.

As we had allowance for measurements in the EEZ of South Africa, we switched on the underway measurements after leaving the port of Cape Town. Underway sampling included measurements of temperature, salinity, fluorescence intensity, upper ocean velocity and X-band radar measurements. Unfortunately, the planned underway measurements of trace gases could not be carried out due to a major failure of the trace gas analyzer. Despite various attempts (on-site and remotely), the problem could not be solved and therefore the system had to be disassembled. In order to still acquire information on surface concentrations of nitrous oxide (N₂O) in surface waters, discrete seawater samples were collected regularly (every 6 h) from the ship’s seawater supply system (~2 m depth).

We also used the time to test the performance of the Longranger 75-kHz ADCP that was installed in the moon pool during the port stay in Cape Town. Typically, we are relying on the shipboard velocity measurements with the two Ocean Surveyors (75-kHz OS and 38-kHz OS) providing excellent data during previous cruises. Unfortunately, the 75-kHz OS instrument that provides higher vertical resolution data than the 38-kHz OS, failed during cruise M180 and could not be repaired in time. As our focus was on high-resolution velocity measurements near the surface, we decided to use a Longranger 75-kHz ADCPs that had to replace the 38-kHz OS that is normally in the ship’s moon pool. Tests showed that the newly installed instrument delivers reliable data, particularly in the upper 250 m. The performance in the deeper layers is, however, reduced compared to the 75-kHz OS.

Measurements had to stop in the Namibian EEZ as we did not submit an application for measurements. The reason was that Namibian authorities required port stops in Namibia before and after a measurement program within the EEZ of Namibia for which no time was reserved in the cruise proposal. On April 21 at 13:00 UTC, we arrived at the EEZ of Angola, where we started our measurement program along the continental slope using the moving vessel profiler (MVP) measuring continuously between CTD station located on every full degree in latitude. On April 23 at 09:00 UTC, we arrived at the location of our long-term current-meter mooring off Angola. It has been maintained continuously since July 2013. The mooring was recovered without problems and redeployed during the next day. In between station work with CTD and microstructure probe was carried out. Additionally, a freely drifting surface buoy was deployed that measured temporal high-resolution velocity on the shelf for about 1.5 days. After the mooring deployment, we started continuous microstructure measurements close to the coast at 25 m water depth while the ship was heading in an offshore direction. The microstructure measurements were interrupted by regular CTD stations along our long-term hydrographic and velocity repeat section. After the recovery of the drift buoy in
the morning of April 25, CTD and microstructure station work continued along the
section. Upon reaching the deep ocean with more than 2000 m water depth, we
deployed a set of three Argo floats on behalf of the German Hydrographic Office (BSH)
and recovered a special biogeochemical Argo float. The recovered Argo float had a
UVP installed and was deployed about one year ago during R/V Sonne cruise SO283.
Work along the 11°S section ended on April 26 at 15:00 UTC.
On the way toward the equator, we used the MVP to measure the near surface
stratification associated with the run-off of the Congo River. Two additional CTD
stations within the Congo plume and measurements with the drift buoy complemented
the measurement program at the eastern boundary. Measurements were stopped,
while passing the EEZs of the Democratic Republic of the Congo and Equatorial
Guinea as we did not receive allowance for measurements by these countries.
On April 30 at 03:00 UTC, we arrived at the equator at 2°E just outside of the high-risk
area for piracy defined by the German Federal Police Sea. There we started the main
work along the trans-Atlantic equatorial section. Work at 2°E included a Zooplankton
Multinet station, a CTD station, measurements with the spectroradiometer, MSS
measurements and the deployment and recovery of the drift buoy including a 1200-
kHz ADCP for near surface velocity shear measurements. Subsequently the station
work along the equator was organized as follows: every degree in longitude we had
our standard full depth CTD station followed by an MSS station. Additionally, every
three degrees in longitude we had a multinet station and every five degrees we had an
additional shallow CTD to fulfill the extended need for water samples together with an
in-situ pump station for thorium probes. Along the equator we deployed 62 near-
surface drifters and one Argo float. We had two different drifters on board, the standard
SVP drifters, which drift with the water at 15 m depth and HEREON drifters measuring
the velocity in the upper meter. Pairs of drifters were deployed about every 1°
longitude between 7°W and 37°W with a reduced resolution toward east and west. The combined
drifter data allow us - also in comparison to the surface velocity of the marina radar
and the uppermost bin of the shipboard ADCP at about 17 m - to assess the vertical
shear of the flow field close to the surface.
While the CTD and data transfer via the cable was very reliable throughout the whole
cruise, we had to change the winch several times mostly due to spooling problems. As
during the previous cruise, the CTD wire had broken and the attached CTD was lost,
a new wire had been spooled onto the winch in the port of Cape Town. In general the
new cable on winch #3 worked in general very well. However, after the deepest station
(about 6000 m) in the Romanche Fracture Zone on May 8, the cable was not spooled
evenly on the winch drum and we had to switch to winch #12. After some tests and re-
spooling, the winches were changed a few times, but finally we decided to use winch
#12 until the end of the measurement program. For the multinet and the in-situ pumps,
we used throughout winch #2 throughout the cruise without any problems.
Approaching the western boundary starting at 38°W, we decreased the distance
between stations to 30’ longitude and close to the continental slope we decreased it
further down to 5’ longitude to capture the very narrow boundary currents. Almost at
the end of the measurement program after the CTD station at 42°W on May 19 at 09:00
UTC, we noted cracks in the glass of the PISCO system on both sides with some water
inside the instrument. The instrument had to be removed from the CTD rosette and
was not operable anymore. The last CTD station on the equator at 44°15’W was
finished on May 20 at 16:00 UTC. We continued the section along the equator until
44°45’W doing particularly underway velocity measurements to capture also the
shallow part of the North Brazil Current. After finishing the equatorial section, we
headed north-eastward toward the final destination, the port of Mindelo, Cape Verde.
On request of GEOMAR colleagues, we recovered on the way to Mindelo a drifting surface buoy that had become detached from its anchor about two months ago, a malfunctioning wave glider, and the underwater elements of the surface buoy that was still in place at its original mooring position close to the Cape Verdean Island of Santo Antão. We arrived in the port of Mindelo on May 27 at 17:00 UTC.

Acknowledgements

We are grateful to Detlef Korte and his crew for the excellent collaboration. The crew of R/V METEOR greatly contributed to the success of the cruise. The ship time of R/V METEOR was provided by the German Science Foundation (DFG) within the core program METEOR/MERIAN. Financial support was provided by the German Federal Ministry of Education and Research as part of the BANINO (03F0795A) project and by the EU H2020 under grant agreement 817578 TRIATLAS project.
List of Participants


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<td>Observer</td>
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DWD Deutscher Wetterdienst, Germany
GEOMAR GEOMAR Helmholtz-Zentrum für Ozeanforschung Kiel, Germany
HEREON Helmholtz-Zentrum Hereon, Geesthacht, Germany.
IAEA International Atomic Energy Agency, Monaco, France.
ICM Institute of Marine Sciences, CSIC, Barcelona, Spain
IOW Leibniz-Institut für Ostseeforschung Warnemünde, Rostock, Germany.
LDEO Lamont Doherty Earth Observatory at Columbia University, USA.
LOV Laboratoire d’Océanographie de Villefranche, France.
ULPGC University of Las Palmas de Gran Canaria, Spain.
WHOI Woods Hole Oceanographic Institution, Woods Hole, USA.
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<td>1160 CTD station (to bottom)</td>
<td></td>
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<tr>
<td>30</td>
<td>24.04.</td>
<td>MSS</td>
<td>05:57-06:40</td>
<td>10°48.00'S</td>
<td>013°03.00'E</td>
<td>MSS station</td>
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<tr>
<td>31</td>
<td>24.04.</td>
<td>Mooring</td>
<td>08:34-10:23</td>
<td>10°50.00'S</td>
<td>013°00.00'E</td>
<td>1230 Mooring deployment</td>
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<td>32</td>
<td>24.04.</td>
<td>Spectro-</td>
<td>15:02-15:14</td>
<td>10°28.00'S</td>
<td>013°33.00'E</td>
<td>RM station</td>
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<td>Station Type</td>
<td>Location 1</td>
<td>Location 2</td>
<td>Location 3</td>
<td>Location 4</td>
<td>Location 5</td>
<td>Location 6</td>
</tr>
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<td>RM 10</td>
<td>02.05.</td>
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<td>14:25-14:43</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>RM into the water during CTD station</td>
<td></td>
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<tr>
<td>DRIFT 6</td>
<td>01.05.</td>
<td>Drift buoy</td>
<td>14:34</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
<td>Drift buoy deployment</td>
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<tr>
<td>ISP 1</td>
<td>30.04.</td>
<td>In situ pump</td>
<td>19:24-21:24</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
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<tr>
<td>CTD 27</td>
<td>01.05.</td>
<td>CTD</td>
<td>04:21-04:43</td>
<td>00°00.00’S</td>
<td>000°00.00’E</td>
<td>CTD station (to 200m)</td>
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<td>MVE 3</td>
<td>01.05.</td>
<td>Monofilament</td>
<td>14:24-14:45</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>Monofilament station</td>
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<td>CTD 29</td>
<td>01.05.</td>
<td>CTD</td>
<td>15:40-18:47</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
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<td>RM 9</td>
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<td>Spectro-</td>
<td>16:11-16:33</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
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<td>DRIFT 5</td>
<td>01.05.</td>
<td>Drift buoy</td>
<td>22:40</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
<td>Drift buoy recovery</td>
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<td>CTD 28</td>
<td>01.05.</td>
<td>CTD</td>
<td>05:38-09:09</td>
<td>00°00.00’S</td>
<td>000°00.00’E</td>
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<td>MSS 19</td>
<td>01.05.</td>
<td>MSS</td>
<td>04:50-05:19</td>
<td>00°00.00’S</td>
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<td>MSS station</td>
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<td>MSS 20</td>
<td>01.05.</td>
<td>MSS</td>
<td>18:58-19:25</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
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<td>RM 8</td>
<td>01.05.</td>
<td>Spectro-</td>
<td>08:42-08:54</td>
<td>00°00.00’S</td>
<td>000°00.00’W</td>
<td>RM into the water during CTD station</td>
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<td>ISPs</td>
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<td>DRIFT 6</td>
<td>01.05.</td>
<td>Drift buoy</td>
<td>14:34</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
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<td>CTD 26</td>
<td>30.04.</td>
<td>CTD</td>
<td>16:13-19:06</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
<td>CTD station (to bottom)</td>
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<tr>
<td>DRIFT 5</td>
<td>30.04.</td>
<td>Drift buoy</td>
<td>16:04</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
<td>Drift buoy deployment</td>
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<td>RM 7</td>
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<td>Spectro-</td>
<td>16:18-16:35</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
<td>RM into the water during CTD station</td>
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<tr>
<td>ISP 1</td>
<td>30.04.</td>
<td>ISP</td>
<td>19:24-21:14</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
<td>In situ pump station</td>
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<td>MSS 18</td>
<td>30.04.</td>
<td>MSS</td>
<td>21:21-21:45</td>
<td>00°00.00’S</td>
<td>001°00.00’E</td>
<td>MSS station</td>
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</tr>
<tr>
<td>CTD 25</td>
<td>30.04.</td>
<td>CTD</td>
<td>06:05-09:01</td>
<td>00°00.00’S</td>
<td>002°00.00’E</td>
<td>4610 CTD station (to bottom)</td>
<td></td>
</tr>
<tr>
<td>DRIFT 4</td>
<td>30.04.</td>
<td>Drift buoy</td>
<td>10:45</td>
<td>00°00.00’S</td>
<td>002°00.00’E</td>
<td>Drift buoy recovery</td>
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</tr>
<tr>
<td>MVP 8</td>
<td>28.04.</td>
<td>MVP</td>
<td>15:17-20:42</td>
<td>04°00.00’S-03°25.20’S</td>
<td>008°00.00’E-007°07.80’E</td>
<td>MVP underway until EEZ of EG</td>
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<tr>
<td>RM 6</td>
<td>28.04.</td>
<td>Spectro-</td>
<td>08:18-08:44</td>
<td>00°00.00’S</td>
<td>002°00.00’E</td>
<td>RM into the water during CTD station</td>
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<td>MSS 17</td>
<td>30.04.</td>
<td>MSS</td>
<td>09:14-09:44</td>
<td>00°00.00’S</td>
<td>002°00.00’E</td>
<td>MSS station</td>
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<td>DRIFT 4</td>
<td>30.04.</td>
<td>Drift buoy</td>
<td>03:04</td>
<td>00°00.00’S</td>
<td>002°00.00’E</td>
<td>Drift buoy deployment</td>
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<tr>
<td>CTD 24</td>
<td>28.04.</td>
<td>CTD</td>
<td>14:27-14:51</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>CTD station (200 m)</td>
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<tr>
<td>DRIFT 3</td>
<td>28.04.</td>
<td>Drift buoy</td>
<td>15:03</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>Drift buoy recovery</td>
<td></td>
</tr>
<tr>
<td>RM 5</td>
<td>28.04.</td>
<td>Spectro-</td>
<td>14:18-14:34</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>RM into the water before CTD station</td>
<td></td>
</tr>
<tr>
<td>ISP 1</td>
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<td>-</td>
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<tr>
<td>CTD 30</td>
<td>02.05.</td>
<td>CTD</td>
<td>01:42-05:03</td>
<td>00°00.00’S</td>
<td>002°00.00’W</td>
<td>CTD station (to bottom)</td>
<td></td>
</tr>
<tr>
<td>MVE 2</td>
<td>01.05.</td>
<td>Monofilament</td>
<td>14:24-14:45</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>Monofilament station</td>
<td></td>
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<tr>
<td>CTD 31</td>
<td>02.05.</td>
<td>CTD</td>
<td>13:49-17:03</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>CTD station (to bottom)</td>
<td></td>
</tr>
<tr>
<td>RM 10</td>
<td>02.05.</td>
<td>Spectro-</td>
<td>14:25-14:43</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>RM into the water during CTD station</td>
<td></td>
</tr>
<tr>
<td>DRIFT 6</td>
<td>01.05.</td>
<td>Drift buoy</td>
<td>20:25</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
<td>Drift buoy recovery</td>
<td></td>
</tr>
<tr>
<td>CTD 24</td>
<td>28.04.</td>
<td>CTD</td>
<td>14:27-14:51</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>CTD station (200 m)</td>
<td></td>
</tr>
<tr>
<td>DRIFT 3</td>
<td>28.04.</td>
<td>Drift buoy</td>
<td>15:03</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>Drift buoy recovery</td>
<td></td>
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<tr>
<td>RM 5</td>
<td>28.04.</td>
<td>Spectro-</td>
<td>14:18-14:34</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>RM into the water before CTD station</td>
<td></td>
</tr>
<tr>
<td>CTD 30</td>
<td>02.05.</td>
<td>CTD</td>
<td>01:42-05:03</td>
<td>00°00.00’S</td>
<td>002°00.00’W</td>
<td>CTD station (to bottom)</td>
<td></td>
</tr>
<tr>
<td>MVE 2</td>
<td>01.05.</td>
<td>Monofilament</td>
<td>14:24-14:45</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>Monofilament station</td>
<td></td>
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<tr>
<td>CTD 31</td>
<td>02.05.</td>
<td>CTD</td>
<td>13:49-17:03</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>CTD station (to bottom)</td>
<td></td>
</tr>
<tr>
<td>RM 10</td>
<td>02.05.</td>
<td>Spectro-</td>
<td>14:25-14:43</td>
<td>00°00.00’S</td>
<td>003°00.00’W</td>
<td>RM into the water during CTD station</td>
<td></td>
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<tr>
<td>DRIFT 6</td>
<td>01.05.</td>
<td>Drift buoy</td>
<td>20:25</td>
<td>00°00.00’S</td>
<td>001°00.00’W</td>
<td>Drift buoy recovery</td>
<td></td>
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<td>CTD 24</td>
<td>28.04.</td>
<td>CTD</td>
<td>14:27-14:51</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>CTD station (200 m)</td>
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<td>DRIFT 3</td>
<td>28.04.</td>
<td>Drift buoy</td>
<td>15:03</td>
<td>04°00.00’S</td>
<td>008°00.00’E</td>
<td>Drift buoy recovery</td>
<td></td>
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<td>96</td>
<td>CTD 32</td>
<td>02.05.</td>
<td>CTD</td>
<td>22:55-02:03</td>
<td>00°00.00’S</td>
<td>004°00.00’W</td>
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<td>97</td>
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<td>03.05.</td>
<td>MSN</td>
<td>02:20-03:11</td>
<td>00°00.00’S</td>
<td>004°00.00’W</td>
<td>Multinet station</td>
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<tr>
<td>98</td>
<td>MSS 23</td>
<td>03.05.</td>
<td>MSS</td>
<td>03:19-03:50</td>
<td>00°00.00’S</td>
<td>004°00.00’W</td>
<td>MSS station</td>
</tr>
<tr>
<td>99</td>
<td>CTD 33</td>
<td>03.05.</td>
<td>CTD</td>
<td>09:15-09:38</td>
<td>00°00.00’S</td>
<td>005°00.00’W</td>
<td>CTD station (to 200m)</td>
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<tr>
<td>100</td>
<td>MSS 24</td>
<td>03.05.</td>
<td>MSS</td>
<td>09:48-10:12</td>
<td>00°00.00’S</td>
<td>005°00.00’W</td>
<td>MSS station</td>
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<td>101</td>
<td>DRIFT 7</td>
<td>03.05.</td>
<td>Drift buoy</td>
<td>10:25-15:44</td>
<td>00°00.00’S</td>
<td>005°00.00’W</td>
<td>Drift buoy loosely tethered</td>
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<td>102</td>
<td>CTD 34</td>
<td>03.05.</td>
<td>CTD</td>
<td>10:35-13:49</td>
<td>00°00.00’S</td>
<td>005°00.00’W</td>
<td>5159</td>
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<td>RM 11</td>
<td>03.05.</td>
<td>Spectro-</td>
<td>11:12-11:32</td>
<td>00°00.00’S</td>
<td>005°00.00’W</td>
<td>RM into the water during CTD station</td>
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<tr>
<td>104</td>
<td>ISP 2</td>
<td>03.05.</td>
<td>ISP</td>
<td>14:01-15:54</td>
<td>00°00.00’S</td>
<td>005°00.00’W</td>
<td>In situ pump station</td>
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<td>105</td>
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<td>03.05.</td>
<td>CTD</td>
<td>21:32-00:37</td>
<td>00°00.00’S</td>
<td>006°00.00’W</td>
<td>5005</td>
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<td>106</td>
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<td>04.05.</td>
<td>MSS</td>
<td>00:50-01:32</td>
<td>00°00.00’S</td>
<td>006°00.00’W</td>
<td>MSS station</td>
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<td>107</td>
<td>CTD 36</td>
<td>04.05.</td>
<td>CTD</td>
<td>06:57-10:06</td>
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<td>007°00.00’W</td>
<td>5147</td>
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<td>RM 12</td>
<td>04.05.</td>
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<td>09:24-09:46</td>
<td>00°00.00’S</td>
<td>007°00.00’W</td>
<td>RM into the water during CTD station</td>
</tr>
<tr>
<td>109</td>
<td>MSN 5</td>
<td>04.05.</td>
<td>MSN</td>
<td>10:18-11:06</td>
<td>00°00.00’S</td>
<td>007°00.00’W</td>
<td>Multinet station</td>
</tr>
<tr>
<td>110</td>
<td>MSS 26</td>
<td>04.05.</td>
<td>MSS</td>
<td>11:11-11:43</td>
<td>00°00.00’S</td>
<td>007°00.00’W</td>
<td>MSS station</td>
</tr>
<tr>
<td>111</td>
<td>DRIFT H1</td>
<td>04.05.</td>
<td>Surface</td>
<td>11:46</td>
<td>00°00.00’S</td>
<td>007°00.00’W</td>
<td>HERON drifter deployment</td>
</tr>
<tr>
<td>112</td>
<td>CTD 37</td>
<td>04.05.</td>
<td>CTD</td>
<td>17:05-20:12</td>
<td>00°00.00’S</td>
<td>008°00.00’W</td>
<td>5202</td>
</tr>
<tr>
<td>113</td>
<td>MSS 27</td>
<td>04.05.</td>
<td>MSS</td>
<td>20:23-20:46</td>
<td>00°00.00’S</td>
<td>008°00.00’W</td>
<td>MSS station</td>
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<tr>
<td>114</td>
<td>DRIFT H2</td>
<td>04.05.</td>
<td>Surface</td>
<td>20:42</td>
<td>00°00.00’S</td>
<td>008°00.00’W</td>
<td>HERON drifter deployment</td>
</tr>
<tr>
<td>115</td>
<td>DRIFT S1</td>
<td>04.05.</td>
<td>Surface</td>
<td>20:45</td>
<td>00°00.00’S</td>
<td>008°00.00’W</td>
<td>SVP drifter deployment</td>
</tr>
<tr>
<td>116</td>
<td>DRIFT H3</td>
<td>04.05.</td>
<td>Surface</td>
<td>20:48</td>
<td>00°00.00’S</td>
<td>008°00.00’W</td>
<td>HERON drifter deployment</td>
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<tr>
<td>117</td>
<td>CTD 38</td>
<td>05.05.</td>
<td>CTD</td>
<td>01:58-04:34</td>
<td>00°00.00’S</td>
<td>009°00.00’W</td>
<td>4372</td>
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<tr>
<td>118</td>
<td>MSS 28</td>
<td>05.05.</td>
<td>MSS</td>
<td>04:46-05:17</td>
<td>00°00.00’S</td>
<td>009°00.00’W</td>
<td>MSS station</td>
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<td>119</td>
<td>DRIFT H4</td>
<td>05.05.</td>
<td>Surface</td>
<td>05:20</td>
<td>00°00.00’S</td>
<td>009°00.00’W</td>
<td>HERON drifter deployment</td>
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<tr>
<td>120</td>
<td>DRIFT H5</td>
<td>05.05.</td>
<td>Surface</td>
<td>10:12</td>
<td>00°00.50’N</td>
<td>009°51.40’W</td>
<td>HERON drifter deployment</td>
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<td>124</td>
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<td>11:36-12:00</td>
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<td>00:48-03:18</td>
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<td>21:45</td>
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<td>21:46</td>
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<td>11:38</td>
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<td>14:18-14:31</td>
<td>00°00.00'S</td>
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<td>17:10</td>
<td>00°00.00'S</td>
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<td>18:50</td>
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<td>23:44-01:49</td>
<td>00°00.00'S</td>
<td>016°00.00'W</td>
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<td>08:05-09:23</td>
<td>00°00.00'S</td>
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<td>08:11-11:18</td>
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<td>10:32-10:49</td>
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<td>15:33-15:45</td>
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<td>17:32-19:45</td>
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<td>19:54-20:23</td>
<td>02°00.00'W</td>
<td>MSS station</td>
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<td>18:55-19:22</td>
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<td>230</td>
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<td>19:06</td>
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<td>19:08</td>
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<td>19:09</td>
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<td>01:08-03:29</td>
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<td>03:40-04:30</td>
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<td>04:34-05:02</td>
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<td>04:47</td>
<td>00°00.00'S</td>
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<td>11:05-13:25</td>
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<td>029°00.00'W</td>
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<td>029°00.00'W</td>
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<td>13:34-14:00</td>
<td>00°00.00'S</td>
<td>029°00.00'W</td>
<td>MSS station</td>
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<td>CTD</td>
<td>20:13-20:37</td>
<td>00°00.00'S</td>
<td>030°00.00'W</td>
<td>CTD station (to 200m); APA do Arquipélago de São Pedro e São Paulo</td>
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<td>ISP 7</td>
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<td>030°00.00'W</td>
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<td>RM into the water during MSN station</td>
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<td>00°00.00'S</td>
<td>031°00.00'W</td>
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<td>07:03</td>
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<td>15:05</td>
<td>Spectro-radiometer</td>
<td>13:33-13:47</td>
<td>00°00.00'S</td>
<td>034°00.00'W</td>
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<td>CTD 68</td>
<td>15:05</td>
<td>CTD</td>
<td>13:52-16:30</td>
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<td>15:05</td>
<td>MSN</td>
<td>16:37-17:25</td>
<td>00°00.00'S</td>
<td>034°00.00'W</td>
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<td>263</td>
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<td>15:05</td>
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<td>17:29-17:52</td>
<td>00°00.00'S</td>
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<td>CTD</td>
<td>00:06-00:33</td>
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<td>ISP</td>
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<td>02:57-05:34</td>
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<td>16:05</td>
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<td>05:43-06:09</td>
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<td>CTD 71</td>
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<td>12:14-14:52</td>
<td>00°00.00'S</td>
<td>036°00.00'W</td>
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<td>273</td>
<td>RM 28</td>
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<td>Spectro-radiometer</td>
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<td>00°00.00'S</td>
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<td>274</td>
<td>MSS 55</td>
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<td>15:00-15:27</td>
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<td>275</td>
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<td>16:05</td>
<td>Surface drifter</td>
<td>15:06</td>
<td>00°00.00'S</td>
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<td>276</td>
<td>CTD 72</td>
<td>16:05</td>
<td>CTD</td>
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<td>00°00.00'S</td>
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<td>278</td>
<td>MSS 56</td>
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<td>01:16-01:38</td>
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<td>279</td>
<td>DRIFT H44</td>
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<td>01:27</td>
<td>00°00.00'S</td>
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<td>280</td>
<td>DRIFT S18</td>
<td>17:05</td>
<td>Surface drifter</td>
<td>01:39</td>
<td>00°00.00'S</td>
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<td>281</td>
<td>CTD 73</td>
<td>17:05</td>
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<td>07:42-10:12</td>
<td>00°00.00'S</td>
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<td>10:19-10:40</td>
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<td>17:05</td>
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<td>RM 29</td>
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<td>Spectro-radiometer</td>
<td>14:31-14:46</td>
<td>00°00.00'S</td>
<td>038°30.00'W</td>
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<td>285</td>
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<td>17:05</td>
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<td>19:24-21:52</td>
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<td>039°00.00'W</td>
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<td>17:05</td>
<td>MSS</td>
<td>22:02-22:23</td>
<td>00°00.00'S</td>
<td>039°00.00'W</td>
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<td>287</td>
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<td>CTD</td>
<td>02:24-03:24</td>
<td>00°00.00'S</td>
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<td>Date</td>
<td>Time</td>
<td>Depth</td>
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<td>KPO1247</td>
<td>Mooring</td>
<td>27.05</td>
<td>08:45</td>
<td>09:51</td>
<td>02°51.23’S 02°51.23’W</td>
<td>Mooring recovery</td>
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<td>RM 34</td>
<td>Spectro-Radio meter</td>
<td>24.05</td>
<td>16:31-16:46</td>
<td>00°00.00’S 00°00.00’W</td>
<td>RM station</td>
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<td>RM 30</td>
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<td>18.05</td>
<td>11:45-12:02</td>
<td>00°00.00’S 00°00.00’W</td>
<td>RM into the water during MSS station</td>
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<td>MSN 59</td>
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<td>12:06-12:28</td>
<td>00°00.00’S 00°00.00’W</td>
<td>MSS station</td>
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<td>CTD 79</td>
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<td>15:08-17:19</td>
<td>00°00.00’S 00°00.00’W</td>
<td>CTD station (to bottom)</td>
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<td>CTD 80</td>
<td>CTD</td>
<td>18.05</td>
<td>19:58-22:16</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>MSN 17</td>
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<td>11:13-12:01</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>MSS 61</td>
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<td>19.05</td>
<td>08:44-09:08</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>CTD 83</td>
<td>CTD</td>
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<td>11:50-14:03</td>
<td>00°00.00’S 00°00.00’W</td>
<td>CTD station (to bottom)</td>
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<td>RM 31</td>
<td>Spectro-Radio meter</td>
<td>19.05</td>
<td>14:06-14:19</td>
<td>00°00.00’S 00°00.00’W</td>
<td>RM station</td>
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<td>MSN 18</td>
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<td>19.05</td>
<td>16:41-17:29</td>
<td>00°00.00’S 00°00.00’W</td>
<td>Multinet station</td>
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<td>CTD 84</td>
<td>CTD</td>
<td>19.05</td>
<td>17:36-19:27</td>
<td>00°00.00’S 00°00.00’W</td>
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<tr>
<td>MSS 62</td>
<td>MSS</td>
<td>19.05</td>
<td>19:35-20:04</td>
<td>00°00.00’S 00°00.00’W</td>
<td>MSS station</td>
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<td>CTD 85</td>
<td>CTD</td>
<td>19.05</td>
<td>22:25-00:22</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>CTD 86</td>
<td>CTD</td>
<td>20.05</td>
<td>01:40-03:35</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>20.05</td>
<td>04:33-06:36</td>
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<td>ISP 10</td>
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<td>07:05-09:07</td>
<td>00°00.00’S 00°00.00’W</td>
<td>In situ pump station</td>
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<td>CTD 88</td>
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<td>09:38-11:30</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>MSS 63</td>
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<td>11:38-11:57</td>
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<td>13:03-14:42</td>
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<td>RM 32</td>
<td>Spectro-Radio meter</td>
<td>20.05</td>
<td>14:45-14:58</td>
<td>00°00.00’S 00°00.00’W</td>
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<td>CTD 90</td>
<td>CTD</td>
<td>20.05</td>
<td>15:45-16:58</td>
<td>00°00.00’S 00°00.00’W</td>
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<tr>
<td>CTD 91</td>
<td>CTD</td>
<td>20.05</td>
<td>17:40-18:28</td>
<td>00°00.00’S 00°00.00’W</td>
<td>CTD station (to bottom)</td>
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<tr>
<td>KPO1247</td>
<td>Mooring</td>
<td>22.05</td>
<td>19:19-19:39</td>
<td>07°33.33’N 04°21.32’W</td>
<td>Surface Buoy recovery</td>
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<tr>
<td>GEOMAR</td>
<td>WVGL</td>
<td>23.05</td>
<td>17:29-18:26</td>
<td>08°27.60’N 03°16.60’W</td>
<td>Wave Glider recovery</td>
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<td>RM 33</td>
<td>Spectro-Radio meter</td>
<td>23.05</td>
<td>17:37-17:49</td>
<td>08°27.60’N 03°16.60’W</td>
<td>RM station</td>
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<tr>
<td>RM 34</td>
<td>Spectro-Radio meter</td>
<td>24.05</td>
<td>16:31-16:46</td>
<td>11°01.39’N 03°40.17’W</td>
<td>RM station</td>
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