

JNCC/Cefas Partnership Report Series

Report No. 26

CEND01/13X Fladen Grounds SMPA Survey Report

Vanstaen, K.

January 2020

© JNCC, Cefas 2020

ISSN 2051-6711

CEND01/13X Fladen Grounds SMPA Survey Report

Koen Vanstaen

January 2020

© JNCC, Cefas, 2020

ISSN 2051-6711

For further information, please contact:

Joint Nature Conservation Committee
Monkstone House
City Road
Peterborough PE1 1JY
<http://jncc.gov.uk>

This report should be cited as:

Vanstaen, K. (2020). CEND01/13X Fladen Grounds SMPA Survey Report. JNCC/Cefas Partnership Report No. 26. JNCC, Peterborough, ISSN 2051-6711.

This report is compliant with the JNCC **Evidence Quality Assurance Policy**

<http://jncc.defra.gov.uk/default.aspx?page=6675>.

Acknowledgments

The following people are thanked for their contribution to the success of this survey:

- All Cefas and JNCC scientific staff who participated in this survey;
- Captain Paul Kersey and his extremely helpful and capable team of officers, engineers, deck crew and catering staff.

Table of contents

1	Background and Introduction.....	1
1.1	Survey Project Team.....	1
1.2	Site Description	1
1.3	Geological and Biological Context	2
1.4	Existing data and information used to inform survey planning	4
2	Survey Design and Methods	9
2.1	Survey planning and design.....	9
2.2	Survey Equipment and sample processing.....	11
2.2.1	Multibeam bathymetry and backscatter	11
2.2.2	Ground-truth sampling	11
2.2.2.1	Grabs.....	11
2.2.2.2	Cameras.....	13
2.2.3	Camera clock synchronisations	15
2.2.4	GPS positions and corrections.....	15
3	Survey Narrative.....	17
4	Preliminary Results.....	19
4.1	Acoustic Maps	19
4.2	Grab samples and sediment types	23
4.3	Seabed Imagery	50
4.4	Features of Conservation Importance (FOCI).....	66
5	Evidence of anthropogenic impacts	71
6	Health and safety events	73
Appendix I: Vessel and equipment	74	
1.	RV Cefas Endeavour	74
2.	Camera Sledge	75
3.	Survey navigation package	75
4.	Multibeam Acoustic systems.....	76
5.	Calibration report, Kongsberg EM2040 multibeam.....	76
Appendix II: Offsets	78	
Appendix III: Breakdown of survey operation time	79	
Appendix IV: Survey metadata	80	

Figures

Figure 1: Location of the Fladen Grounds survey areas.....	2
Figure 2: Seabed bathymetry of the Fladen Grounds; Seabed sediment distribution from British Geological Survey map; UKSeaMap 2010 predicted habitat distribution.	4
Figure 3: Distribution of MPA priority features within the Western Fladen area.	6
Figure 4: Distribution of MPA priority features within the Central Fladen area.	7
Figure 5: Distribution of MPA priority features within the SE Fladen area.....	8
Figure 7: Schematic diagram illustrating the sequence of events for multibeam, grab and video sampling at ground truth stations.	10
Figure 8: Survey design for the additional sampling to identify the extent of <i>Funiculina quadrangularis</i> and multibeam survey lines near sites where <i>Funiculina quadrangularis</i> was observed.	10
Figure 9: The 0.1m ² day grab.	12
Figure 10: Mini Hamon grab with video camera (HamCam).	13
Figure 11: Camera sledge with video and still imaging system.	14
Figure 12: Drop camera frame showing camera and 4-spot laser scaling device.	15
Figure 13: Validation of camera and GPS time synchronisation.	15
Figure 14: Multibeam bathymetry and backscatter for the Central Fladen and Central Fladen (Core) site.....	20
Figure 15: Multibeam bathymetry and backscatter for the transit between Central Fladen and Western Fladen sites.....	20
Figure 16: Multibeam bathymetry and backscatter for the Western Fladen site.	21
Figure 17: Multibeam bathymetry and backscatter for the transit between Western Fladen and SE Fladen sites.....	21
Figure 18: Multibeam bathymetry and backscatter for the SE Fladen site.	22
Figure 19: Multibeam bathymetry and backscatter draped over bathymetryfor the area around station FTR03.	22
Figure 20: Distribution of burrowed mud habitats from video tows; Stations where <i>Arctica islandica</i> was recovered using a Day grab.	67
Figure 21: <i>Arctica islandica</i> recovered at station CGT3.	68
Figure 22: Distribution of stations where tall sea pen <i>Funiculina quadrangularis</i> was observed on video tows.	69
Figure 23: <i>Funiculina quadrangularis</i> with <i>Asteronyx loveni</i> as observed at station CGT12.	70
Figure 24: High density of <i>Funiculina quadrangularis</i> as observed at station FTR03S.	70
Figure 25: Location of linear 'trawl' marks on the seabed observed during the acoustic survey.	71
Figure 26: Detail of the multibeam backscatter data showing trawls scars on the seabed.	72

Tables

Table 1: Features proposed for designation within the SMPA.....	3
Table 2: Photographs of Central Fladen grab samples and 1mm sieve mesh, showing preliminary classification of sediment type.	23
Table 3: Photographs of Central Fladen (Core) grab samples and 1mm sieve mesh, showing preliminary classification of sediment type.....	28
Table 4: Photographs of grab samples taken between Central Fladen and Western Fladen and 1mm sieve mesh, showing preliminary classification of sediment type.	32
Table 5: Photographs of grab samples taken at Western Fladen and 1mm sieve mesh, showing preliminary classification of sediment type.....	35
Table 6: Photographs of grab samples taken between Western Fladen and SE Fladen and 1mm sieve mesh, showing preliminary classification of sediment type.	40
Table 7: Photographs of SE Fladen grab samples and 1mm sieve mesh, showing preliminary classification of sediment type.	42
Table 8: Selection of seabed images for each camera deployment at the Central Fladen site.	51
Table 9: Selection of seabed images for each camera deployment at the Central Fladen (Core) site.	53
Table 10: Selection of seabed images for each camera deployment at the station on transit from Central Fladen to Western Fladen.	57
Table 11: Selection of seabed images for each camera deployment at the Western Fladen site.....	59
Table 12: Selection of seabed images for each camera deployment at the station on transit from Western Fladen to SE Fladen.	61
Table 13: Selection of seabed images for each camera deployment at the SE Fladen site.	62

1 Background and Introduction

1.1 Survey Project Team

The survey at the Fladen Grounds proposed Scottish Marine Protected Area (SMPA) was carried out between 4th and 17th January 2013 on the RV Cefas Endeavour cruise CEND 01/13X. The survey team for the duration of the fieldwork included Cefas marine ecologists, marine surveyors, habitat mappers and fisheries scientists along with two representatives from the Joint Nature Conservation Committee (JNCC) (see below). The survey team was split in a night shift (00:00 – 12:00) and day shift (12:00 – 24:00) providing a 24h survey capability throughout the survey.

Job role	Institute
Scientist in Charge	Cefas
Shift Leader – Night	Cefas
Technical support – Night	Cefas
Habitat Mapper – Night	Cefas
Scientist - Night	Cefas
Scientist – Night	Cefas
Habitat Mapper – Night	Cefas
Habitat Mapper – Night	Cefas
Shift Leader – Day	Cefas
Technical support - Day	Cefas
Scientist – Day	Cefas
Scientist – Day	Cefas
Marine ecologist – Day	Cefas
Client representative	JNCC
Scientist – Day	JNCC
Multibeam data processing	NetSurvey/MMT

1.2 Site Description

The geographical location of this survey was an area known as Fladen Grounds in the Northern North Sea, about 80 nautical miles East of Orkney. In the formal advice submitted by Scottish Natural Heritage (SNH) and JNCC to Scottish Government, three Nature Conservation Marine Protected Areas (MPAs) have been proposed in the Fladen Grounds area. These include Central Fladen proposed MPA, which has been proposed for burrowed mud habitat features, and the Western and South-east Fladen proposed MPAs, which have been proposed as science based alternatives for the representation of the sea pens and burrowed megafauna component of the burrowed mud habitat (Figure 1). All three MPA proposals have been assessed by the Scottish MPA Project team as being of equivalent ecological value for this feature.

However, Central Fladen in its entirety has been assessed as making a better contribution to the network, as it is the only known location for the tall sea pen (*Funiculina quadrangularis*)

component of the burrowed mud feature within the Fladen Grounds. JNCC concluded that representation of the burrowed mud search feature in offshore waters in OSPAR Region II could be achieved by either taking forward the Central Fladen proposal in its entirety or taking forward just the part of Central Fladen proposal containing the tall sea pens together with one of the two alternative locations for the sea pens and burrowing megafauna component.

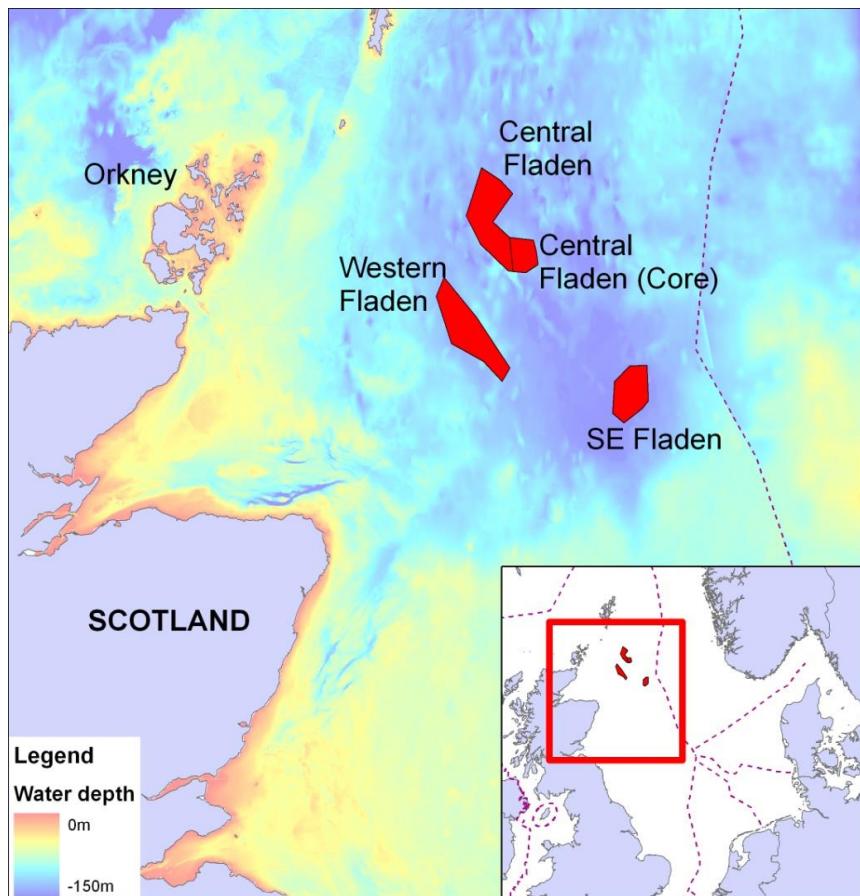


Figure 1: Location of the Fladen Grounds survey areas. Dashed line shows national territorial limits.

1.3 Geological and Biological Context

Central Fladen proposed MPA

The Central Fladen proposed MPA lies within the large expanse of muddy sand and sandy mud sediment plain of the Fladen grounds, in the Northern North Sea. The sea pens and burrowing megafauna component of the burrowed mud habitat falls across the entire area of the proposed MPA except for within the small patch of sand and gravel habitat at the south-east tip (Figure 2, top right). The southern part of this MPA proposal contains one of only two recorded areas of the tall sea pen (*Funiculina quadrangularis*) on the east coast of Scotland, a species which is classified as nationally uncommon. The potential area has been shaped to include one of the tunnel valleys comprising the Fladen Deeps or 'The Holes' – a key area of geodiversity interest in Scotland's Seas.

The area of the proposed MPA is 925km².

Features for which the site is proposed:

Biodiversity:

- Burrowed mud (sea pens and burrowing megafauna, and tall sea pen).

Geodiversity:

- Fladen Deep Key Geodiversity Area - Quaternary of Scotland Block (Sub-glacial tunnel valleys)

South-east Fladen proposed MPA

The South-East Fladen proposed MPA lies within the large expanse of muddy sand and sandy mud sediment plain of the Fladen grounds, in the Northern North Sea. The sea pens and burrowing megafauna component of the burrowed mud habitat falls across the entire area of the proposed MPA and the proposed area encompasses the Scanner-Scotia-Challenger pockmark complex key geodiversity area.

The area of the proposed MPA is 416km².

Features for which the site is proposed:

Biodiversity:

- Burrowed mud (sea pens and burrowing megafauna).

Geodiversity:

- Scanner-Scotia-Challenger pockmark complex key geodiversity area (Seabed Fluid and Gas Seep block - pockmarks).

Western Fladen proposed MPA

The Western Fladen MPA proposal lies within the large expanse of muddy sand and sandy mud sediment plain of the Fladen grounds, in the Northern North Sea. The sea pens and burrowing megafauna component of the burrowed mud habitat falls across the entirety of the proposed MPA. The proposed MPA includes an example tunnel valley representing the wider key geodiversity area – the Fladen Deep. The Fladen Deep, or ‘The Holes’ represent a series of large-scale tunnel valleys. In places, these are up to 150m in depth below the surrounding seafloor, 4km wide and 40km long and are likely to have been formed by pressurised melt-water flowing beneath the ice sheet.

The area of the proposed MPA is 723km².

Features for which the site is proposed:

Biodiversity:

- Burrowed mud (sea pens and burrowing megafauna).

Geodiversity:

- Fladen Deep Key Geodiversity Area - Quaternary of Scotland (Sub-glacial tunnel valleys)

Table 1: Features proposed for designation within the SMPA.

MPA search feature type	MPA search feature name
Broad habitats	Burrowed mud
Biotope	Sea pens and burrowing megafauna in circalittoral fine mud (SS.SMu.CFiMu.SpnMeg)
Geodiversity	Shelf deeps: Fladen Deep Seabed Fluid and Gas Seep block - pockmarks

1.4 Existing data and information used to inform survey planning

No dedicated surveys have been undertaken in recent years at the Fladen Grounds SMPA areas. No recent hydrographic surveys have been undertaken in the area. The Defra-funded bathymetry data layer combines all best available bathymetry data for the Fladen Grounds and is made up of spot depths shown on charts and GEBCO global ocean bathymetry data. The data show water depths vary between 100 and 200 metres below Chart Datum. Most bathymetric relief can be observed in the Central Fladen SMPA, where depths just over 200m are reached in the valley running NW to SE.

The seabed sediment map from the British Geological Survey shows primarily muddy sand and sandy mud within the Western and Central Fladen areas, with a small area of sand and slightly gravelly sand in the Central Fladen (Core) area. The SE Fladen area is mainly characterised by mud at the seabed.

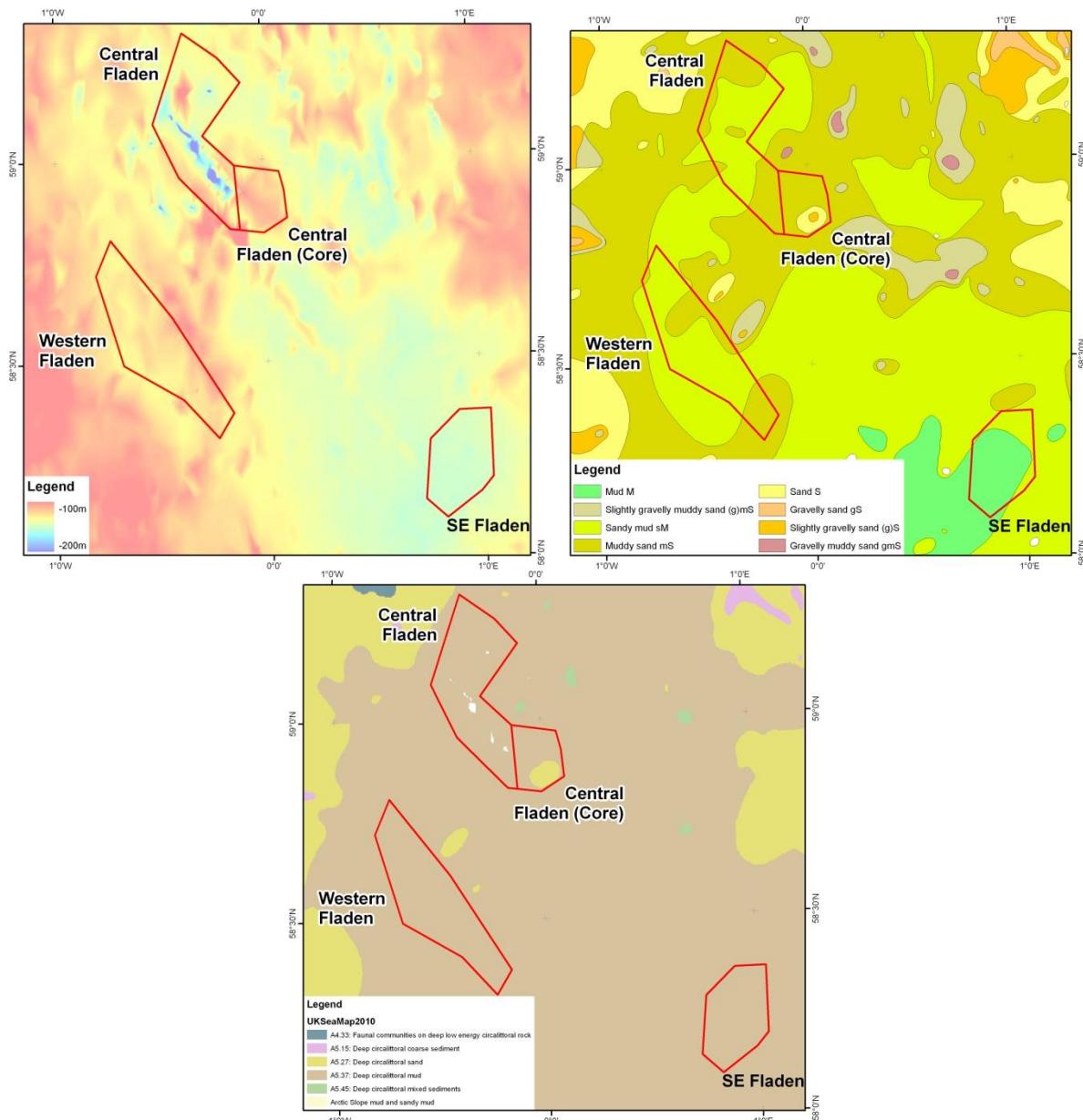


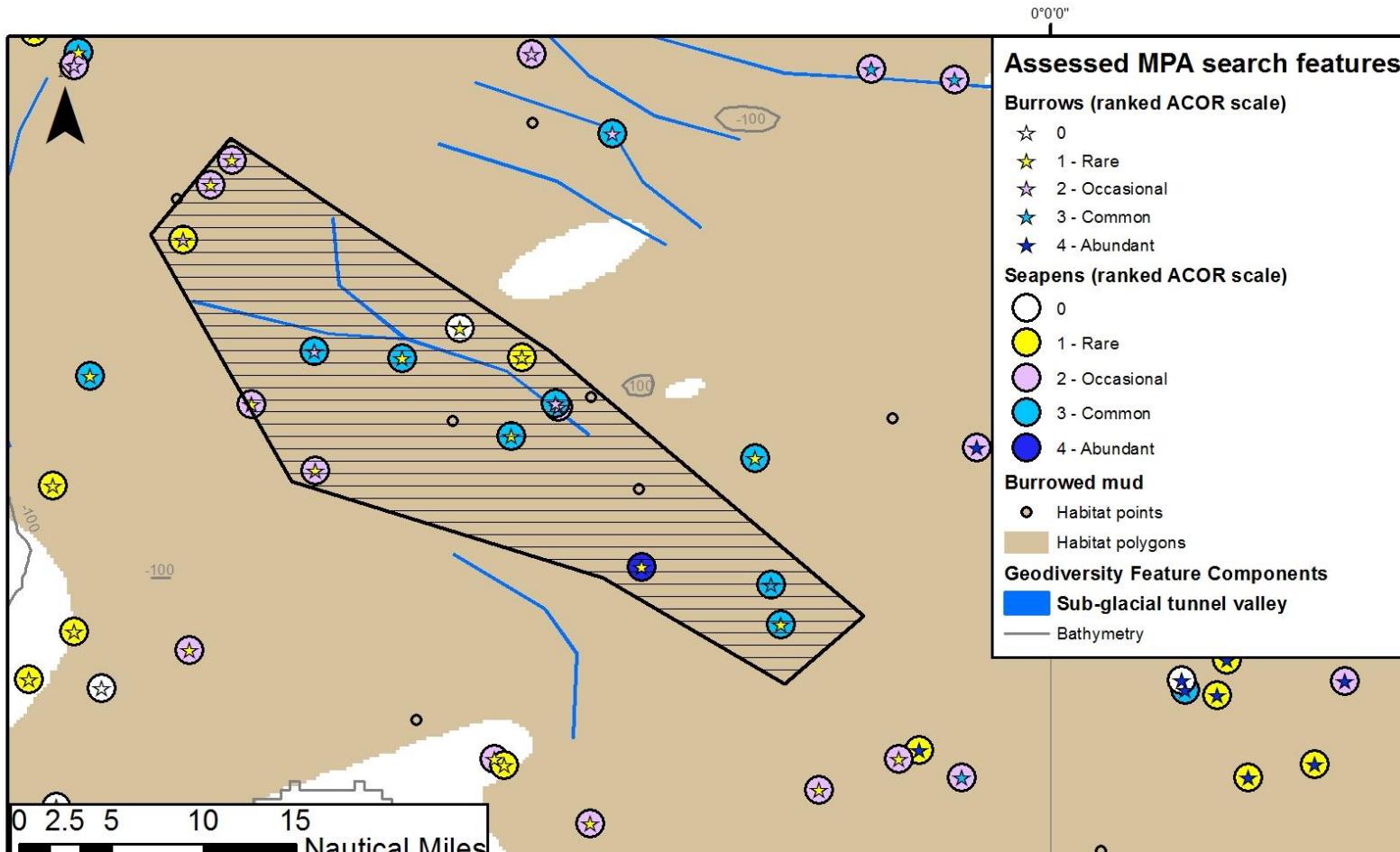
Figure 2: (Top left) Seabed bathymetry of the Fladen Grounds (From Defra DEM model); (Top right) Seabed sediment distribution from British Geological Survey map; (Bottom) UKSeaMap 2010 predicted habitat distribution.

The UKSeaMap 2010 predictive modelled habitat maps shows “Deep circalittoral mud” as the main feature of the Fladen area, which is the main habitat feature of the Fladen Grounds SMPA.

Available evidence used as part of the MPA selection process was derived from Marine Scotland Science Nephrops stock assessment towed video footage. The data allowed assessment of burrow densities and abundance of sea pen. The sea pens *Virgularia mirabilis* and *Pennatula phosphorea* were found to be relatively common across the site. Within the Central Fladen (Core) area, there was also a single reporting of tall sea pen *Funiculina quadrangularis* (Figure 4).

In their assessment of the distribution of *Arctica islandica* in the North Sea, Witbaard and Bergman (2003)¹ reported that juveniles in densities of up to 28,600 individuals per 100m² were found in the Fladen Grounds area. Although *Arctica islandica* is an MPA search feature, it was not considered to be a priority feature for the Fladen Grounds MPA.

¹ Witbaard, R. and Bergman, M. (2003). The distribution of *Arctica islandica* in the North Sea. What possible factors are involved? Journal of Sea Research 50; p11-25.



 Scottish Natural Heritage
Dualchas Nàdair na h-Alba
All of nature for all of Scotland
Nàdar air fad airson Alba air fad

 marine scotland

 The Scottish Government

 JNCC
Joint Nature Conservation Committee

Map displayed in geographic coordinates WGS84. The exact limits of the UK Continental Shelf are set out in orders made under section 1(7) of the Continental Shelf Act 1964 (© Crown Copyright). Landmass Ordnance Survey © Crown Copyright and database right 2011. All rights reserved. Scotland (Adjacent waters) Updated by the Law of the Sea Division, United Kingdom Hydrographic Office October 2005. Bathymetry © GEBCO, 2011. Biological data from Geodatabase of Marine features in Scotland (GeMS v2_i10) © Crown Copyright; MPA proposal and geodiversity data © JNCC and SNH.

Figure 3: Distribution of MPA priority features within the Western Fladen area.

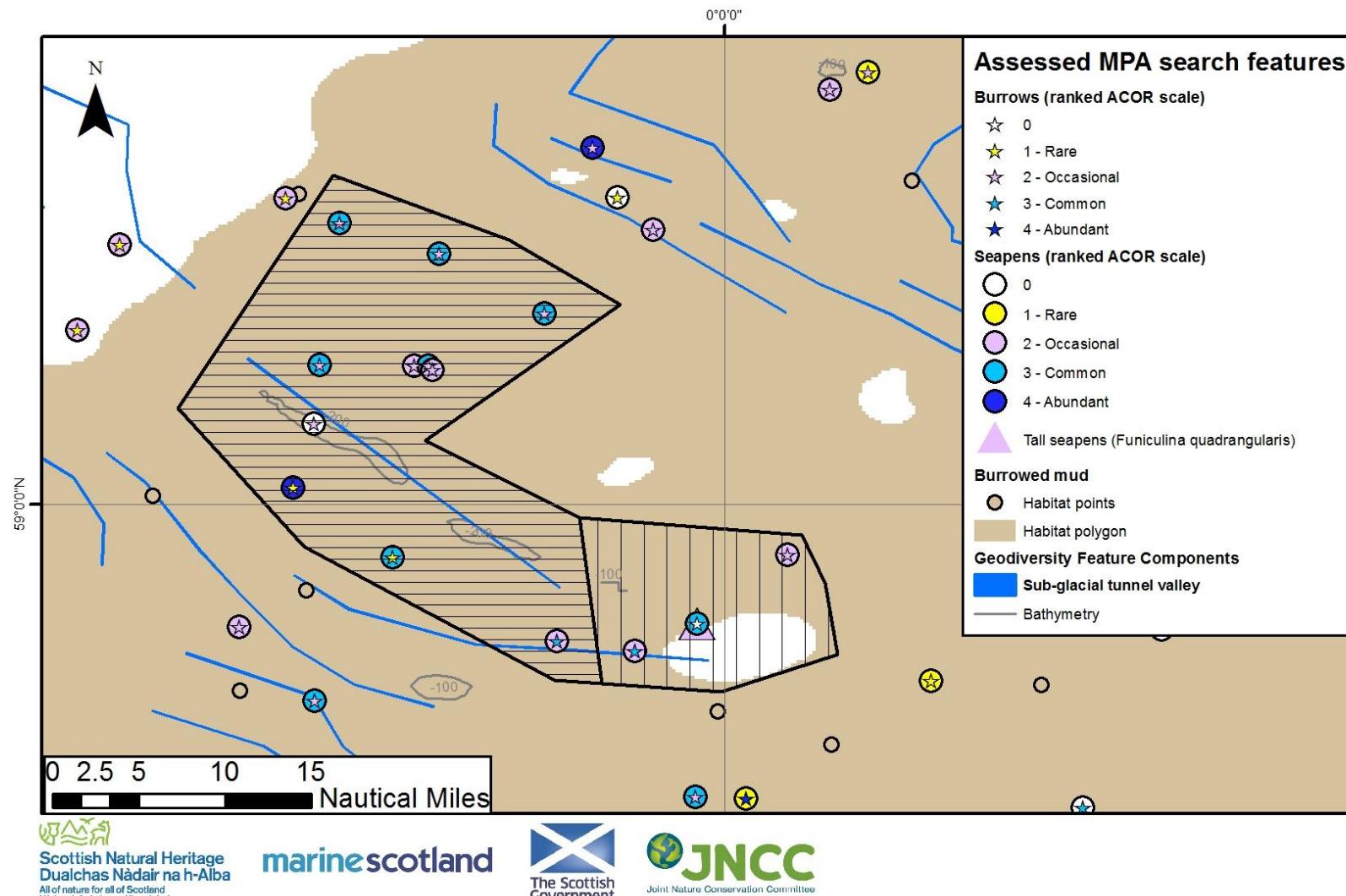
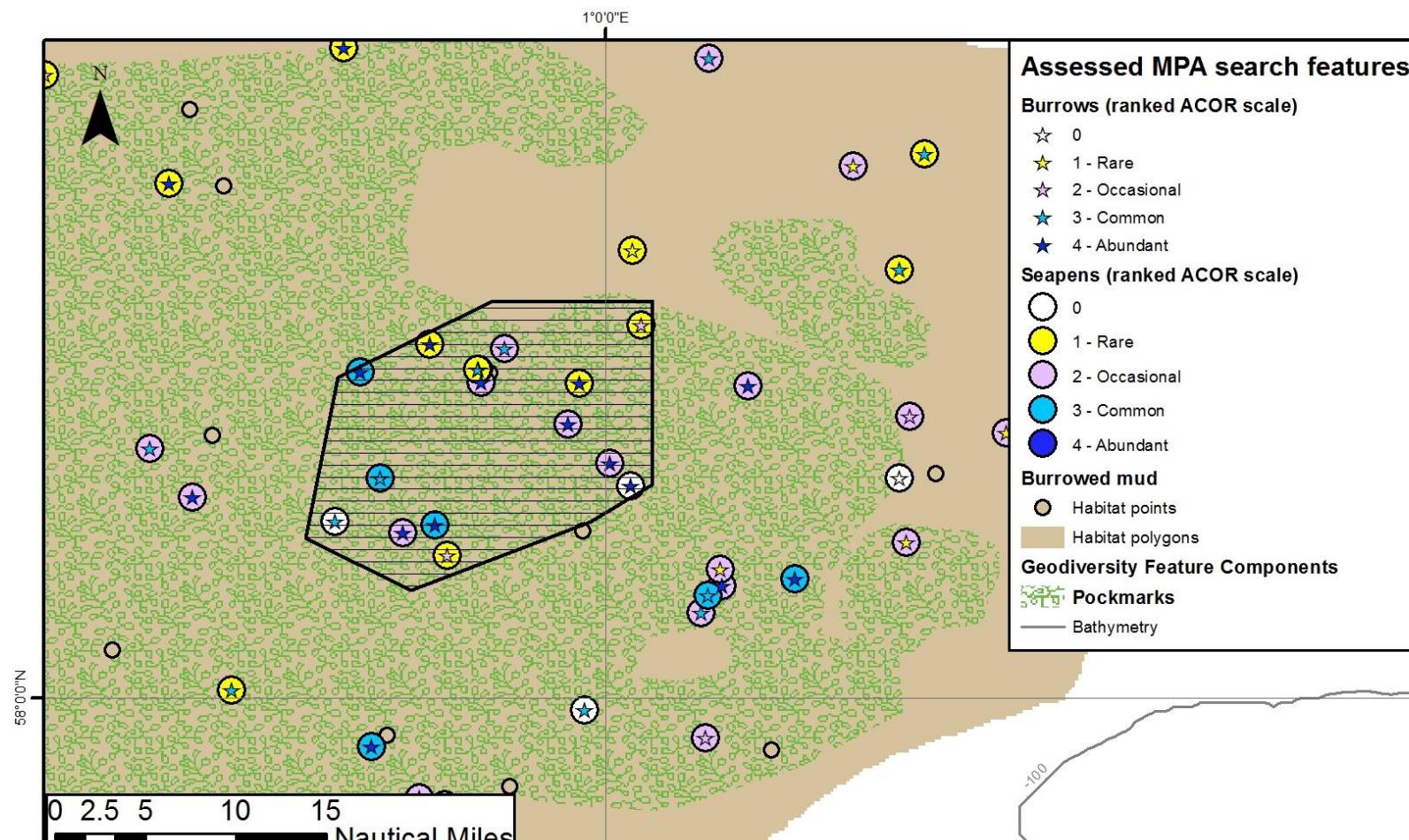


Figure 4: Distribution of MPA priority features within the Central Fladen area.



Scottish Natural Heritage
Dualchas Nádair na h-Alba
All of nature for all of Scotland
Nádar air fad airson Alba air fad

marinescotland



JNCC
Joint Nature Conservation Committee

Map displayed in geographic coordinates WGS84. The exact limits of the UK Continental Shelf are set out in orders made under section 1(7) of the Continental Shelf Act 1964 (© Crown Copyright). Landmass Ordnance Survey © Crown Copyright and database right 2011. All rights reserved. Scotland (Adjacent waters) Updated by the Law of the Sea Division, United Kingdom Hydrographic Office October 2005. Bathymetry © GEBCO, 2011. Biological data from Geodatabase of Marine features in Scotland (GeMS v2_i10) © Crown Copyright; MPA proposal and geodiversity data © JNCC and SNH. All rights reserved.

Figure 5: Distribution of MPA priority features within the SE Fladen area.

2 Survey Design and Methods

2.1 Survey planning and design

The aim of survey CEND 01/13X was to gather high quality evidence to confirm the presence of Priority Marine Features within three Scottish Offshore Nature Conservation MPA proposals within the Fladen Grounds Nature Conservation MPA proposals and provide evidence to allow comparison of benthic assemblages between the sites.

The objectives of survey CEND 01/13X were, in order of priority, as follows:

1. Gather appropriate evidence (specifically infaunal samples and seabed imagery underpinned with acoustic data) to demonstrate the presence of SMPA Priority Marine Features and Search Features (sea pens and burrowing megafauna) within the Fladen Ground NC MPA proposed areas.
2. Collect sufficient biological samples within each proposal to allow a statistical comparison of benthic assemblages between sites.
3. Verify the presence of tall sea pen (*Funiculina quadrangularis*) within the Central Fladen proposed area by re-running the 2010 Marine Scotland Science camera tow.
4. Survey between the NC MPA proposed areas to allow a qualitative comparison of benthic assemblages within and outside the proposed areas.
5. Record any incidental evidence of anthropogenic activity (for example trawl scars) from multibeam backscatter and during video transects.

The survey reported here was designed by the JNCC with the intention of collecting new evidence and confirming previous reports. The target locations and the Station Codes assigned to these (by Cefas) are shown in Figure 6. Primary stations were given a station code starting at 1 (e.g. CGT1 to CGT28) whereas contingency station codes started at number 51 (e.g. WGT51 to WGT67).

At each site a combination of seabed sampling and video observations was undertaken. Due to the soft sediments expected, a 0.1m² Day Grab was employed for all seabed sampling. The video data were collected from a camera sledge. Grab samples were collected at each target station. Video tows were collected at every third station but could be varied to improve spatial distribution.

The Central Fladen survey included 28 planned stations with an additional 25 planned stations in the southeastern corner of the site, known as the Central Fladen (Core) area. The planned survey for the Western Fladen site incorporated 22 primary and 17 contingency stations. The SE Fladen survey design included 29 primary and 21 contingency stations. In between the three sites, a series of additional stations were visited, providing a further 17 sampling stations.

The original survey design included a proposal to collect multibeam echosounder data along selected survey lines. It was decided to record multibeam echosounder data during transits between lines in order to develop an overview of bathymetric and backscatter changes across the site. During transit between stations it was ensured the vessel passed over the target station before switching off the multibeam and returning to occupy the station. This general protocol is illustrated in Figure 6. Grab samples were considered valid if taken within 100 metres of the target location.

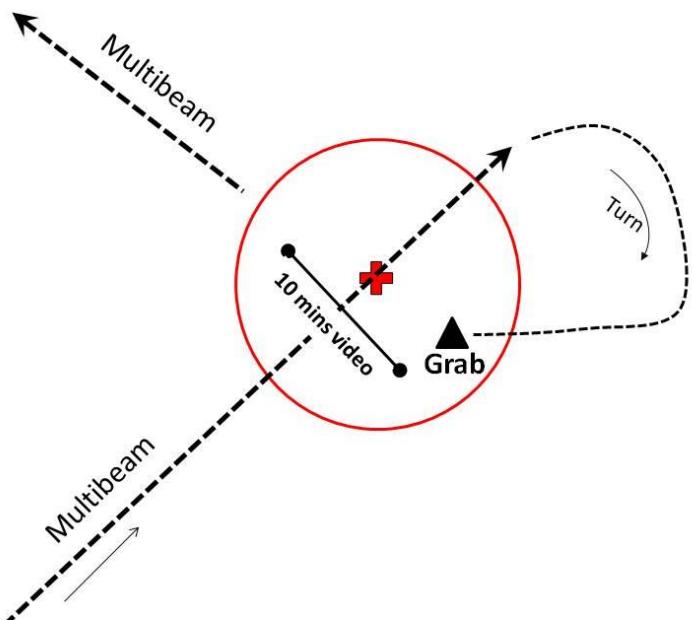


Figure 6: Schematic diagram illustrating the sequence of events for multibeam, grab and video sampling at ground truth stations. Multibeam was run opportunistically on transit between stations.

Following completion of all primary and contingency sampling and video tows, priorities for further work were defined in discussion with onboard and land based JNCC staff. Additional video tows and limited grab samples stations were chosen based on a review of data collected so far (Figure 7). The work focussed primarily on further refining the extent of *Funiculina quadrangularis* and characterising the deep valley feature running through the Central Fladen site. Additional acoustic survey lines were also developed due to the poor weather forecast, which suggested conditions may not be suitable for video tows (Figure 7).

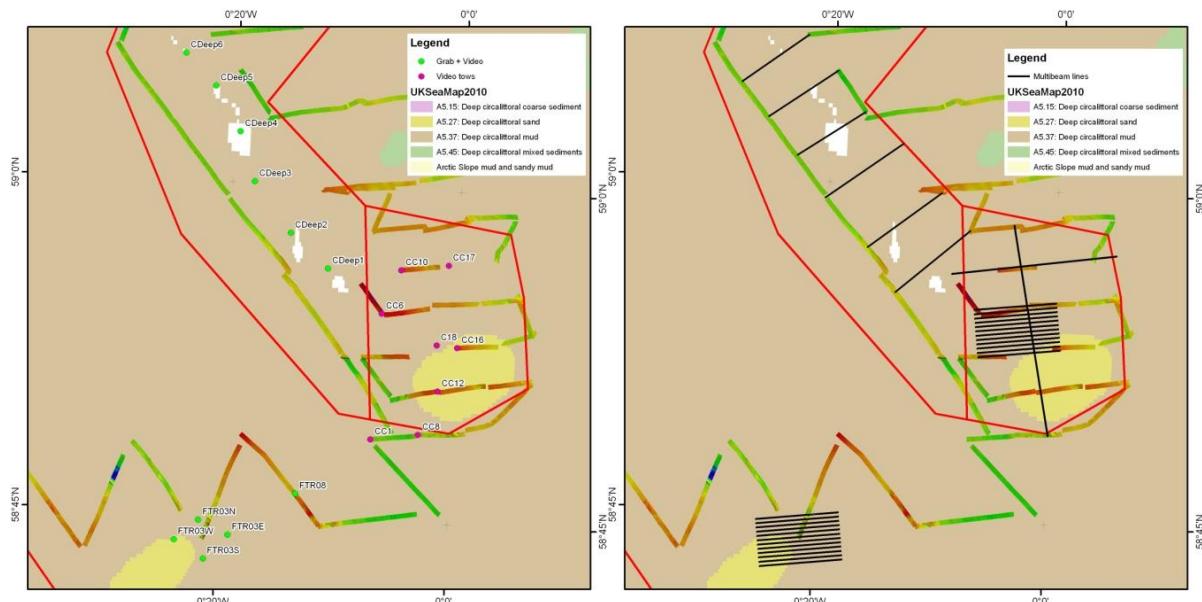


Figure 7: Survey design for the additional sampling to identify the extent of *Funiculina quadrangularis* and multibeam survey lines near sites where *Funiculina quadrangularis* was observed.

2.2 Survey Equipment and sample processing

2.2.1 Multibeam bathymetry and backscatter

Multibeam bathymetry and backscatter data were acquired using the Kongsberg EM2040 system operated at 200kHz and deployed on the drop keel of RV *Cefas Endeavour*, which was lowered to its full extent to minimise the effect of bad weather on the acoustic signal. Variations of sound velocity with water depth were determined using a CTD (conductivity-temperature-depth) probe and applied during multibeam data acquisition. Details of the multibeam equipment are provided in Annex I. Prior to the survey, the equipment layout onboard the vessel had been redesigned during dry-dock in December 2012. Results from the full dimensional survey were applied in the system settings and a system calibration was undertaken during transit to the Fladen Grounds on Friday 5th and Saturday 6th January 2013. A full calibration report can be found in Annex I.5.

The raw multibeam bathymetry data were processed using CARIS HIPS and QPS Fledermaus. Tidal information was extracted from a high precision CNAV 3050 DGPS receiver. Tide height data were smoothed and extracted to reduce the bathymetry data to Chart Datum. The soundings were cleaned by an experienced hydrographic surveyor using CARIS. Data collected met IHO Order 1a requirements. Multibeam backscatter data were processed with the QPS Fledermaus Geocoder Toolbox (FMGT) software to produce floating point (FP) GeoTiff images. Separate processing reports are provided to satisfy quality assurance (QA) requirements.

2.2.2 Ground-truth sampling

Ground-truth sampling was achieved using grabs and underwater video cameras, as described below.

2.2.2.1 Grabs

The grab system comprised a 0.1m² day grab (Figure 8), ideally suited for the muddy and sandy sediments expected in the area. Samples were collected from within a 100m radius around the target location. For a few stations, samples were collected away from the planned station due to presence of oil and gas installations and the exclusion zones around them. On recovery, a photograph of the undisturbed sample was taken. The sample depth in the day grab was taken to estimate the volume of the sample. A sediment core was then taken from the sample and stored in a plastic tub for Particle Size Analysis (PSA) in the laboratory. The remaining sample was emptied in a plastic box and transferred to the sample processing area onboard the vessel. Benthic fauna were collected by washing the sample with sea-water over a 5mm and 1mm sieve. The retained >1mm fraction was transferred to a labelled container and preserved in 4% buffered formaldehyde for later analysis ashore. A visual assessment was made of the sediment type sampled by the grab and noted on the field records, assigning the sample to a Folk class and its equivalent EUNIS and Broadscale Habitat (BSH) sediment classes.



Figure 8: The 0.1m² day grab.

The grab system comprised a 0.1m² mini Hamon grab fitted with a video camera (Figure 8), the combined gear being known as a 'HamCam'. This allowed an image of the undisturbed seabed surface to be obtained for each grab sample. Samples were collected from within a 100m radius centred on the target location. On recovery, the grab was emptied into a large plastic bin and a representative sub-sample of sediment (approx. 0.5 litres) taken for Particle Size Analysis (PSA). The sample was stored in a labelled plastic container and frozen ready for transfer to a laboratory ashore. The remaining sample was photographed and the volume of sediment measured and recorded. Benthic fauna were collected by washing the sample with sea water over a 1mm sieve. The retained >1mm fraction was transferred to a labelled container and preserved in 4% buffered formaldehyde for later analysis ashore. A visual assessment was made of the sediment type sampled by the grab and noted on the field records, assigning the sample to a Folk class and its equivalent EUNIS and Broadscale Habitat (BSH) sediment classes.

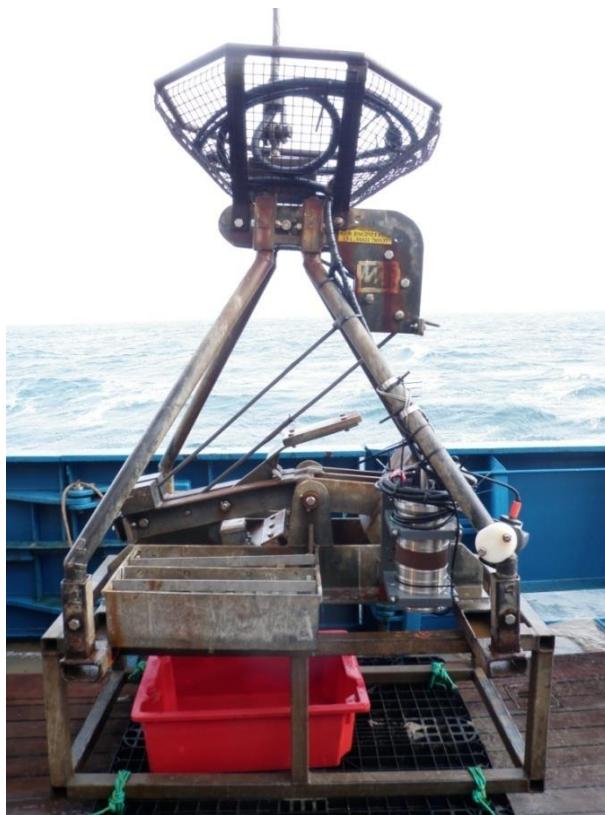


Figure 9: Mini Hamon grab with video camera (HamCam).

2.2.2.2 Cameras

Video observations were made with a camera sledge (CS) system (Figure 10), having a video camera with capability to also capture still images. Illumination was provided by four Cefas high intensity LED striplights and a dedicated flash unit. The camera was oriented to provide a forward oblique view of the seabed and was fitted with a four-spot (red) laser-scaling device which projecting the corners of a 17cm x 17cm square along the axis of the lens onto the seabed. A further (green or red) horizontal laser helped to visualise the rugosity of the seabed on the moving video image (but was not always clearly visible in the still images). Set-up and operation followed the MESH ‘Recommended Operating Guidelines (ROG) for underwater video and photographic imaging techniques’². Video was recorded simultaneously to a Sony GV-HD700 DV tape recorder and a computer hard drive. A video overlay was used to provide station metadata, time and position (of the GPS antenna) in the recorded video image.

Camera tows lasted a minimum of 10 minutes, with the sledge being towed at ~ 0.5 knots ($\sim 0.25\text{ms}^{-1}$) along the desired transect line. Tows lasting 20 minutes were undertaken at the additional stations (Figure 7) which aimed to characterise the extent of *Funiculina quadrangularis*. Stills images were captured at regular one-minute intervals with additional opportunistic images if specific features of interest were encountered during towing. The sledge was controlled by a winch operator who had sight of the video monitor, and the amount of tow cable deployed was noted to allow a ‘lay back’ to be applied to estimate the position of the sledge.

² Coggan, R., Mitchell, A., White, J. and Golding, N. (2007) Recommended operating guidelines (ROG) for underwater video and photographic imaging techniques. MESH Project guideline document. Online: http://www.searchmesh.net/pdf/GMHM3_Video_ROG.pdf [Last accessed: 22nd February 2013].

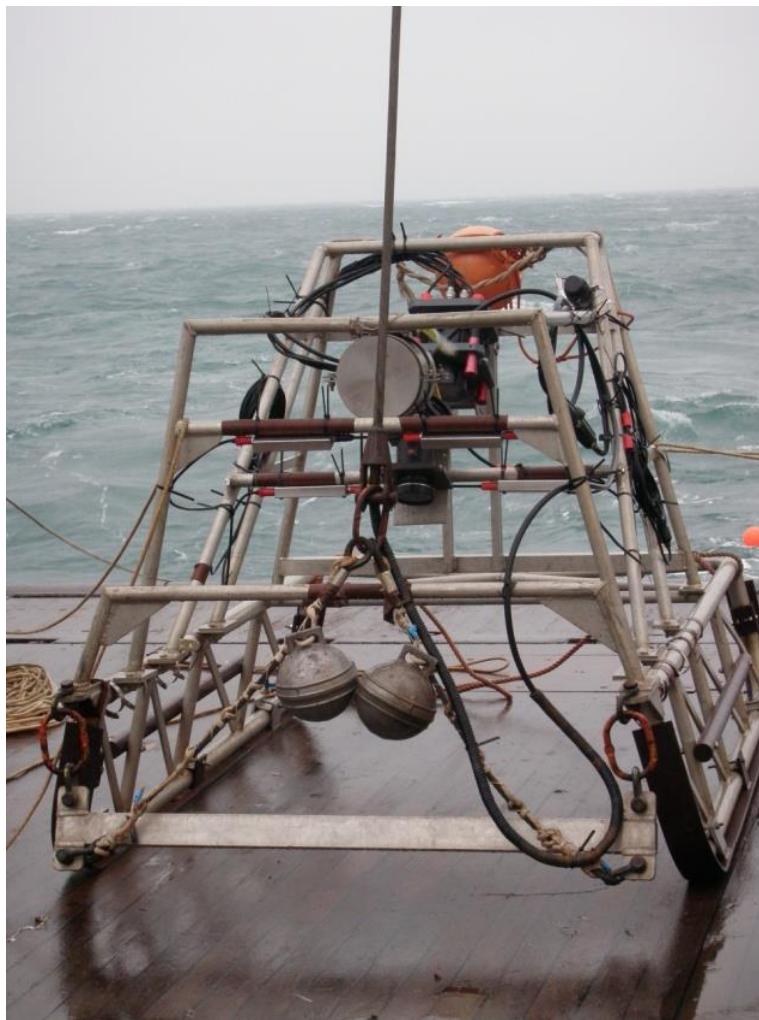


Figure 10: Camera sledge with video and still imaging system.

A drop-camera (DC) system was used at stations where the acoustic backscatter suggested rock would be present. The system specification was similar to that used on the camera sledge, but without the horizontal (green) laser. The camera was mounted in a rectangular drop-frame (Figure 11) and deployed from the side gantry, amidships. Deployments lasted a minimum of 10 minutes, with the vessel executing a controlled drift at ~ 0.3 knots ($\sim 0.18\text{ms}^{-1}$) across a 200m diameter circle centred on the sampling station. Stills images were captured at regular one-minute intervals and with additional opportunistic images if specific features of interest were encountered. The height of the camera off the seabed was controlled by a winch operator who had sight of the video monitor.

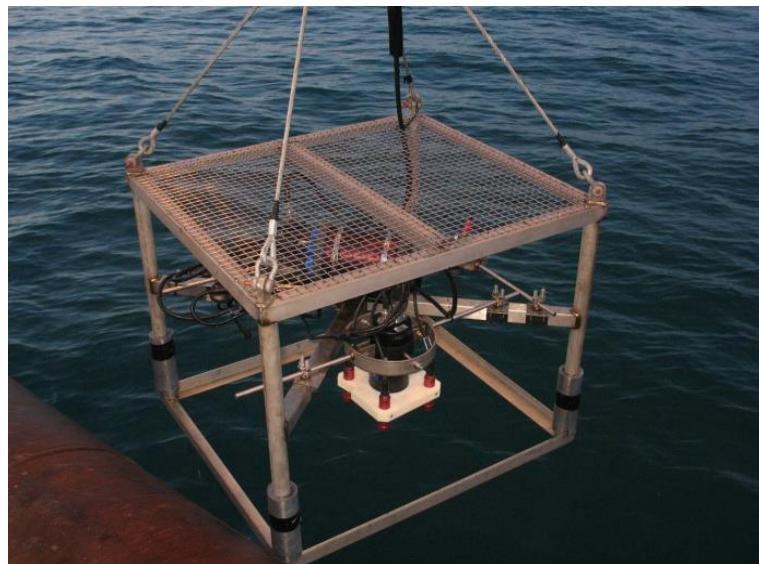


Figure 11: Drop camera frame showing camera and 4-spot laser scaling device.

Field notes were made during each camera deployment, noting station and sample metadata, real-time observations of substrate and taxa, and an initial assessment of the range of Broad Scale Habitats (BSHs) seen. A summary pencil sketch depicting the main site characteristics was generally included.

2.2.3 Camera clock synchronisations

The internal clock of the camera used on the sledge was synchronised with GPS time. This clock creates a timestamp in the EXIF data stored in the digital image. A calibration test was conducted using the camera to photograph a clock set to GPS time, and confirmed the camera clock was synchronised to GPS time (Figure 12).

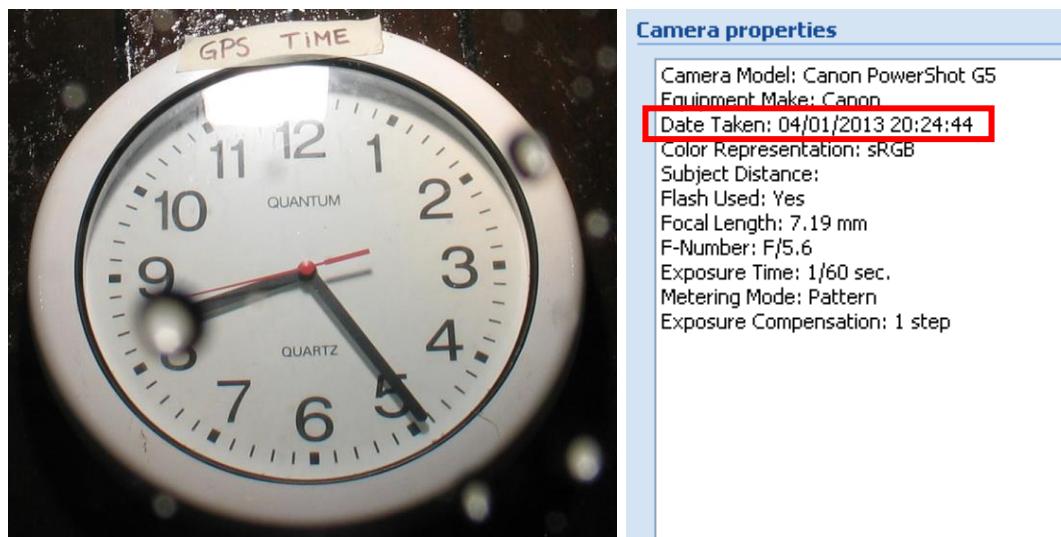


Figure 12: Validation of camera and GPS time synchronisation.

2.2.4 GPS positions and corrections.

GPS fixes were recorded using the Tower Navigation system on RV *Cefas Endeavour*. The software records the geographic position of the sampling equipment depending on the deployment location. For grab sampling, Tower will apply offsets to calculate the position of

the side gantry, whereas for camera deployments calculations are made to provide the stern gantry position. Fixes for grab samples were taken at the instant the grab contacted the seabed. The grab was always deployed from the side gantry and the position recorded is taken to be the true position of the grab sample, as the grab typically drops directly down from the gantry. In strong tides an offset of up to ~10 metres may occur but was not accounted for.

Fixes were made for each still image taken by the cameras. The camera sledge was always deployed over the stern of the vessel, so the fixes record the position of the stern gantry and, because the sledge is towed some distance behind the vessel (generally >100m), such fixes are significantly offset from the true position of the camera at the time the images were taken. However, the relative position of each image to its neighbours will be accurate.

Testing of the recently upgraded HiPAP underwater positioning system at the start of the survey revealed some accuracy issues. Therefore, corrected positions for still images taken with the camera sledge have been estimated using a layback calculation developed by Koen Vanstaen (Cefas) during prior work with the JNCC and British Geological Survey in the eastern English Channel (James *et al.* 2007³). The calculation requires inputs for position of the vessels GPS antenna, course over ground (COG), the water depth at the sampling location and the amount of cable paid out between the vessel and the sledge ('cable out'); it also uses constant values for the surveyed offsets between the GPS antenna and the stern towing point on the ship.

It should be noted that the raw fix data is provided in the metadata records for the survey. The corrected positional data for the still images collected by the camera sledge have been applied in the ArcGIS layers used to plot the positions of the still images.

³ James *et al.*, 2007. Eastern English Channel Marine Habitat Map. Cefas Scientific Series Technical Report, No. 139.

3 Survey Narrative

The RV *Cefas Endeavour* left Lowestoft at 23:00 on Thursday 3rd January 2013. On leaving the port, the vessel set sail for the multibeam calibration site north of Dogger Bank. At 8:30 on Friday 4th January 2013 a toolbox talk was held with all scientific staff, officers and deck crew present. This was followed by an emergency drill and a demonstration on how to deploy life rafts. At 11:30 the vessel was stopped along its route for video gear trials. Issues were experienced with the flash unit, which were investigated and resolved. At 12:50 a grab sample was collected to familiarise all staff with the procedure on how to process the samples. At 19:40 the vessel arrived at the multibeam calibration site. A CTD cast was collected to provide a sound velocity profile for the multibeam system. This was followed by a further video gear trial, which resolved the flash issue, but unfortunately all underwater lights failed soon after deployment. The camera sledge was brought back on board. Whilst the drop keel was lowered in advance of the multibeam calibration, the faulty light was replaced, and the sledge was deployed again for further testing. The video trial was successful with lights and flash unit working. A slight halo was seen on the still images and it was decided to move the flash unit and fit a diffuser. The multibeam calibration started at 21:30. The location was chosen because UKHO records suggested the presence of a large shipwreck (80m long, 20m wide and 13m raised from seabed). Unfortunately, no feature could be detected from the multibeam. Following review of the UKHO records, it was found that the wreck was incorrectly plotted by UKHO East of Greenwich instead of West. It was decided to continue transit to Fladen Grounds and another shipwreck was located for calibration the next day.

On Saturday 5th January 2013 scientific staff were briefed in the morning on how to record data on logsheets, enter data in the database and how to use the navigation logging system. At 13:45 the new multibeam calibration site was reached where the video gear was tested again with the new flash configuration. Unfortunately, the flash failed again. The flash unit and flash lead were replaced, and the trial was successful. The multibeam calibration was complete by 19:30. The vessel then proceeded to undertake a performance check of the newly fitted HiPAP USBL positioning transducer. The performance check was completed by 23:00. The data revealed that, on average, positions were within 5m of each other. However, a bug was observed when recording HiPAP positioning data in the Tower software. A service request was raised with Tower Hydrographics Ltd.

The survey of the Central Fladen and Central Fladen (Core) area started 00:00 on 7th January 2013 and was completed at 8:10 on 9th January 2013. Fifty stations were visited during this period with 50 grab samples collected. Most samples were successfully taken at the first attempt. Roughly every third station a video tow was collected, which resulted in 20 video samples. In the early hours of Monday 7th January 2013 the camera flash unit experienced further issues and was replaced with another unit. Minor issues were experienced with the Tower Navigation software losing keyboard control. Sampling location CGT2 was relocated due to oil and gas installations nearby. The vessel next proceeded to collect samples along the transit between Central and Western Fladen. Seven grab samples were collected along with four video tows. Planned sampling location FTR02 was relocated due to being situated within an exclusion zone of 1 nautical mile around an oil and gas installation. In the afternoon of Tuesday 8th January 2013 the Tower navigation software lost keyboard control again and the computers driving remote displays were replaced around the vessel, which led to some downtime. Sampling at the Western Fladen site started 20:32 on 8th January 2013 and was completed by 20:50 on 10th January 2013. In total 39 locations were visited where 39 grab samples were collected, and video observations were made at 12 locations. At around 11:00 on Wednesday 9th January 2013 weather conditions became unsuitable to continue video tows. Conditions allowed collection of grab samples and it was therefore decided to continue collection of grab samples only and collect remaining video

tows once weather conditions improved sufficiently. Weather conditions improved and video data collection was resumed 05:00 on Thursday 10th January 2013. Remaining video tows were collected and work at the Western Fladen site completed 21:00 on Thursday 10th January 2013.

The transect between Western Fladen and SE Fladen was started immediately and 10 stations were sampled by grab and 4 by camera sledge by 10:00 on 11th January 2013. At the SE Fladen site sampling started at 12:30 on 11th January 2013. Fifty-one day grab samples and 16 video tows were collected. Due to oil and gas infrastructure, stations SEGT58 and SEGT62 were relocated outside of exclusion zones. Weather and tide conditions made it impossible to collect good quality video data at station SEGT8 and the video tow was aborted at this station. By 7:40 on Sunday 13th January 2013, all station at SE Fladen had been visited.

The vessel returned to the Central Fladen (Core) site to start the additional video tows to refine the extent of *Funiculina quadrangularis* presence. By this time weather conditions deteriorated and in the interest of staff and equipment safety, all gear deployments were suspended. The vessel proceeded to acquire multibeam bathymetry and backscatter data along the planned lines. Although data quality was poor at times, it was felt that overall the data collected would be suitable for the purpose of characterising the areas where *Funiculina quadrangularis* had been observed, as well as better defining the tunnel-valley feature running through the Central Fladen site.

By 23:59 on Monday 14th January 2013 all multibeam data collection along planned survey lines was completed. By that time weather conditions had calmed down again and grab sampling and video tows were resumed. Grab sampling and video tows were started in the vicinity of station FTR03, continued at FTR08 and next video tows were collected at selected sites within the Central Fladen (Core) area. On completion, grab samples and video tows were collected to characterise the tunnel valley feature. Due to the steep seabed morphology, a drop frame was used instead of a camera sledge. The coarse sediments encountered also required the Hamon grab to be used to sample the sediments in this area. Unfortunately, after the first tow the drop frame camera failed. A small video camera was mounted on the Hamon grab for the second video tow in the tunnel valley feature, but did not allow taking stills images. All survey operations were completed on Tuesday 15th January 2013 by 21:00 when the vessel started its return journey to Lowestoft.

The vessel arrived off Lowestoft by 12:00 on Thursday 17th January 2013 and was alongside Cefas quay by 13:00. All samples were demobilised and transferred to the Cefas Lowestoft laboratories. All scientific staff left the vessel by 17:00.

4 Preliminary Results

4.1 Acoustic Maps

Multibeam echosounder was primarily collected during transit between survey stations. The data therefore only provide limited coverage of the site. During a period of poor weather conditions, full multibeam data coverage was achieved within two blocks. In addition, a few transects of multibeam data were collected across features of interest.

Multibeam data was processed following standard Cefas procedures, as detailed in section 0. Detailed technical “Reports of Survey” are provided for the multibeam bathymetry and backscatter datasets (ROS_CTFL_B.odt, ROS_SSEF.odt and ROS_SWFL.odt).

The Central Fladen/Central Fladen (Core) site showed most bathymetric relief of all sites. Water depths ranged from 100m to 290m below Chart Datum (Figure 13). Deepest depths were achieved in a narrow tunnel valley running in northwest-southeast direction across the Central Fladen site. Highest backscatter strength was also found in the tunnel valley, especially in the northern end. The Central Fladen (Core) area showed slightly raised backscatter strength compared to the Central Fladen site. Samples from the Central Fladen (Core) area also suggested a larger sand fraction in this area. Within the Central Fladen (Core) area a block of full coverage multibeam data was collected around stations where *Funiculina quadrangularis* was found. The data revealed a ridge running through the area with NW-SE orientation and associated higher backscatter strength.

The transit from Central Fladen to Western Fladen showed water depths between 110 and 160 metres below Chart Datum (Figure 14). A block of full coverage multibeam data was collected around station FTR03, where *Funiculina quadrangularis* was found. The data revealed a raised feature in the centre and southern part of the site, with associated higher backscatter strength (Figure 18). Video tows collected on the raised feature with higher backscatter strength showed highest densities of *Funiculina quadrangularis*.

The multibeam data from the Western Fladen site showed water depths between 110 and 130 metres below Chart Datum (Figure 15). The shallowest parts were found in the eastern part of the site, whereas the deepest parts were seen to the west, where pockmarks were also more abundant. The backscatter strength showed a similar pattern, with strongest returns in the eastern part of the site, suggesting slightly sandier sediments.

The transit from Western Fladen to SE Fladen showed an increase in water depth from west to east, deepening from 125 to 150 metres below Chart Datum (Figure 16). In the deeper parts more pockmarks could be observed from the data. The backscatter strength showed a decrease in backscatter strength from west to east, suggesting muddier sediments.

The SE Fladen site showed shallowest water depths in the northern end of the site, where water depths reached 134 metres (Figure 17). The water depth increased to the south, where water depths reached 154 metres below Chart Datum. Pockmarks were present within most parts of the site. Backscatter strength was highest in the shallow areas in the northern end of the site. The majority of the site showed a low backscatter return suggesting mud dominated sediments.

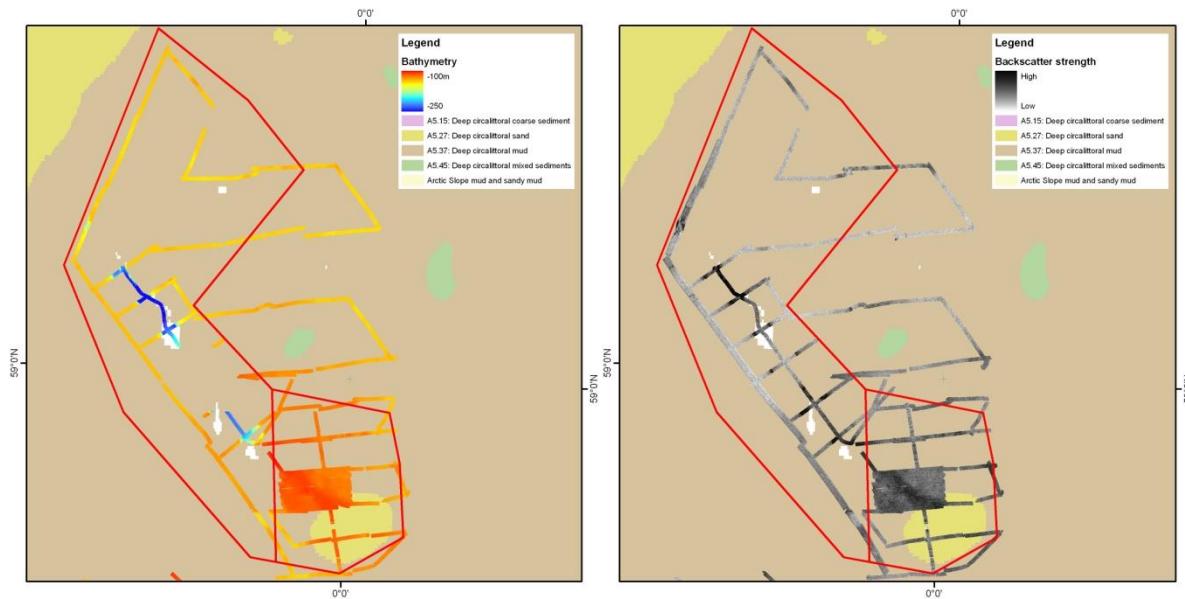


Figure 13: Multibeam bathymetry (left) and backscatter (right) for the Central Fladen and Central Fladen (Core) site.

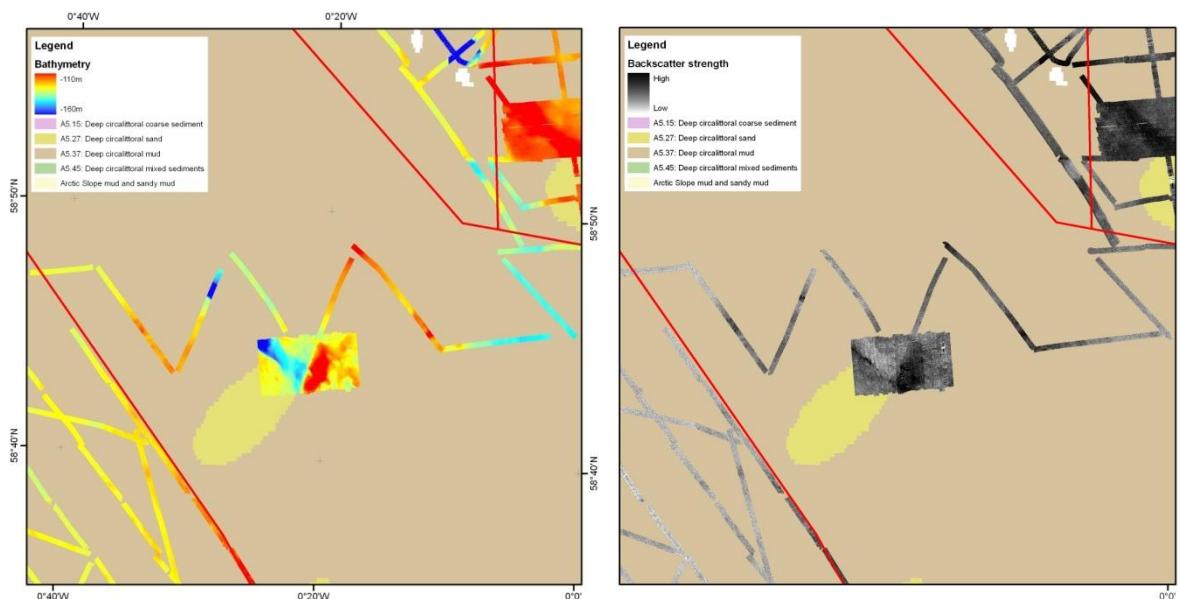


Figure 14: Multibeam bathymetry (left) and backscatter (right) for the transit between Central Fladen and Western Fladen sites.

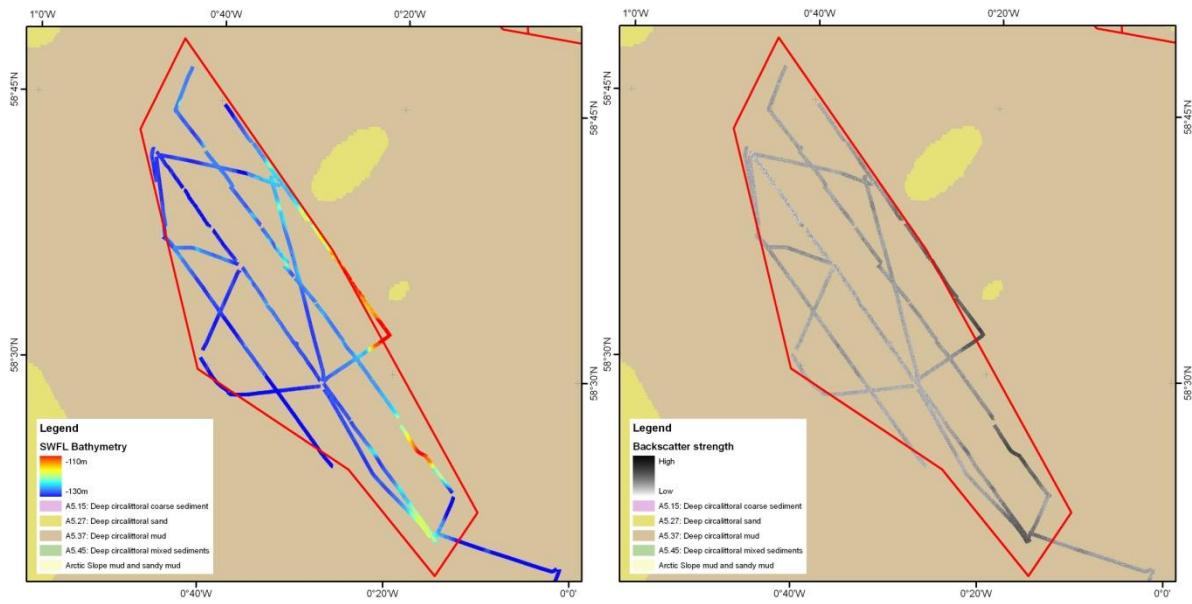


Figure 15: Multibeam bathymetry (left) and backscatter (right) for the Western Fladen site.

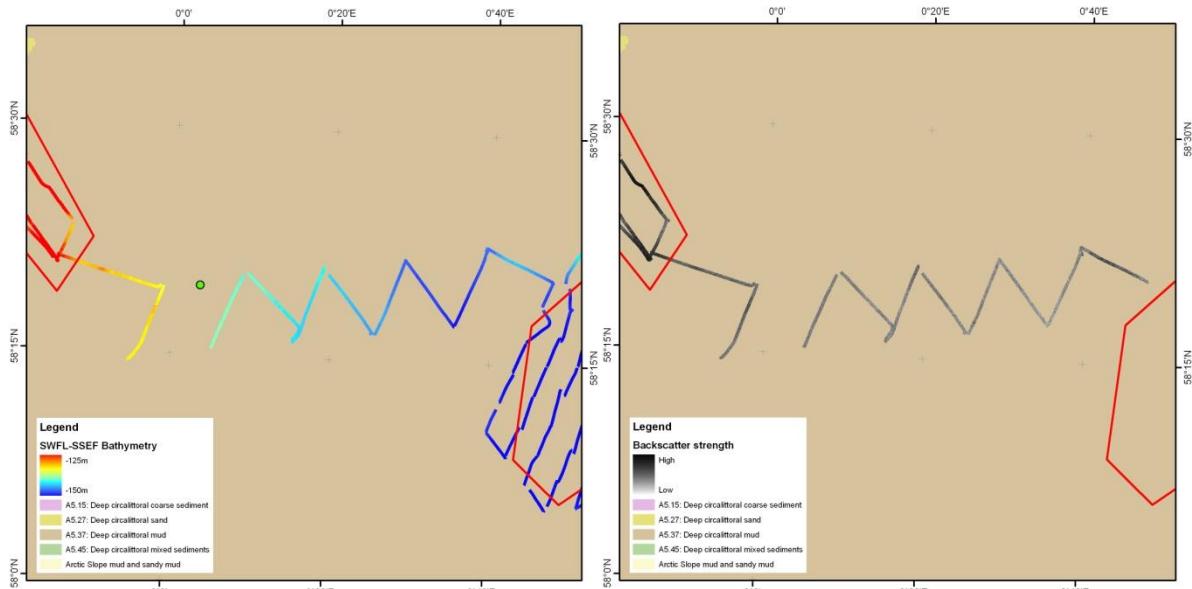


Figure 16: Multibeam bathymetry (left) and backscatter (right) for the transit between Western Fladen and SE Fladen sites.

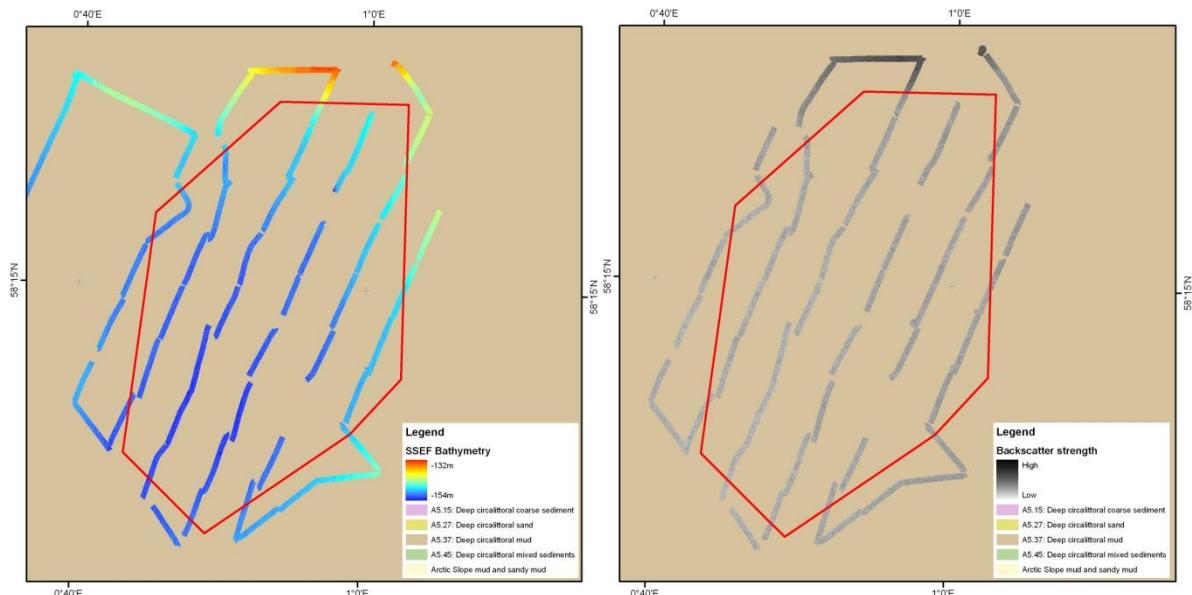


Figure 17: Multibeam bathymetry (left) and backscatter (right) for the SE Fladen site.

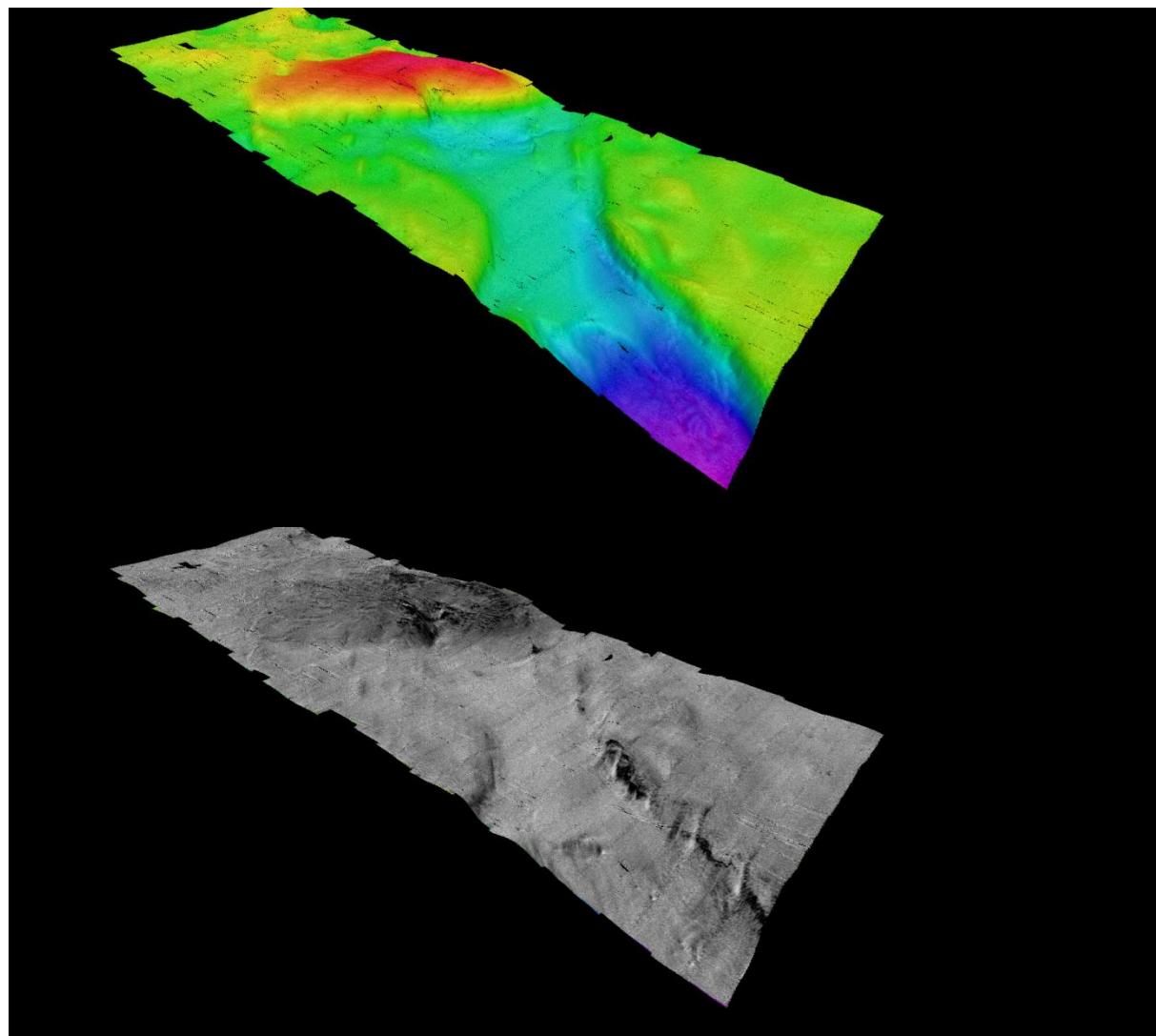


Figure 18: Multibeam bathymetry (top) and backscatter draped over bathymetry (bottom) for the area around station FTR03. *Funiculina quadrangularis* was observed in high densities on the raised feature with high backscatter strength.

4.2 Grab samples and sediment types

Grab samples were collected at all planned survey stations (Figure 6). All samples were assigned to broad scale habitat type “Mud” based on a visual inspection in the field. Only samples FTR03S and Deep5 were assigned a different broadscale habitat type, Sand and Mixed respectively. Photographs of each grab sample are presented in Table 2, Table 3, Table 4, Table 5, Table 6 and Table 7.

It should be emphasised that the assignments presented here are only preliminary and definitive assignment must await the results of granulometric analysis.

Information is given on each survey station, and images display the full sample and the 1mm sieve residue sample. *Please Note: These tables and associated images are not compliant with the WCAG 2.1 accessibility guidelines.*

Table 2: Photographs of Central Fladen grab samples and 1mm sieve mesh, showing preliminary classification of sediment type.

Station Code	Full sample	>1mm residue
CGT1		
CGT2		
CGT3		
CGT4		

Station Code	Full sample	>1mm residue
CGT5		
CGT6		
CGT7		
CGT8		
CGT9		
CGT10	<p style="color: red; font-size: 2em;">Image unavailable</p>	

Station Code	Full sample	>1mm residue
CGT11		
CGT12		
CGT13		
CGT14		
CGT15		
CGT16		

Station Code	Full sample	>1mm residue
CGT17		
CGT18		
CGT19		
CGT20		<p style="color: red; text-align: center;">Image unavailable</p>
CGT21		<p style="color: red; text-align: center;">Image unavailable</p>
CGT22		

Station Code	Full sample	>1mm residue
CGT23		
CGT24		
CGT25		
CGT26		
CGT27		
CGT28		

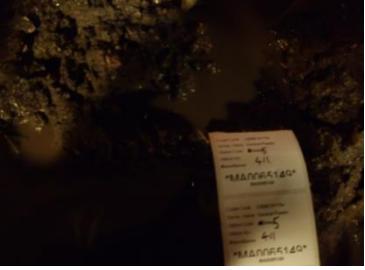
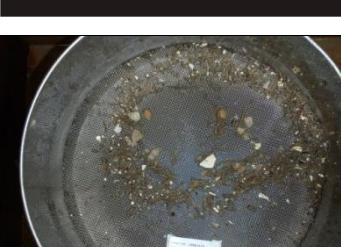
Station Code	Full sample	>1mm residue
Deep2		
Deep5		

Table 3: Photographs of Central Fladen (Core) grab samples and 1mm sieve mesh, showing preliminary classification of sediment type.

Station Code	Full sample	>1mm residue
CCGT1		
CCGT2		
CCGT3		

Station Code	Full sample	>1mm residue
CCGT4		
CCGT5		
CCGT6		
CCGT7		
CCGT8		<p style="color: red; font-size: 2em;">Image unavailable</p>
CCGT9		

Station Code	Full sample	>1mm residue
CCGT10		
CCGT11		
CCGT12		
CCGT13		
CCGT14		
CCGT15		

Station Code	Full sample	>1mm residue
CCGT16		
CCGT17		
CCGT18		
CCGT19		
CCGT20		
CCGT21	<p>Image unavailable</p>	<p>Image unavailable</p>

Station Code	Full sample	>1mm residue
CCGT22		
CCGT23		
CCGT24		
CCGT25		

Table 4: Photographs of grab samples taken between Central Fladen and Western Fladen and 1mm sieve mesh, showing preliminary classification of sediment type.

Station Code	Full sample	>1mm residue
FTR01		

Station Code	Full sample	>1mm residue
FTR02		
FTR03		
FTR03W		
FTR03N		
FTR03S		
FTR03E		

Station Code	Full sample	>1mm residue
FTR04		
FTR05		Image unavailable
FTR06		
FTR07		
FTR08		Image unavailable

Table 5: Photographs of grab samples taken at Western Fladen and 1mm sieve mesh, showing preliminary classification of sediment type.

Station Code	Full sample	>1mm residue
WGT1	A photograph showing a metal grab sampler in the water, containing a dark, silty sediment sample. A white evidence tag labeled '198' is visible attached to the side of the sampler.	Image unavailable
WGT2	A photograph showing a metal grab sampler in the water, containing a dark, silty sediment sample. A white evidence tag labeled '198' is visible attached to the side of the sampler.	A photograph of a circular metal sieve tray resting on a metal mesh surface. The tray contains small, light-colored fragments of biological material.
WGT3	A photograph showing a metal grab sampler in the water, containing a dark, silty sediment sample. A white evidence tag labeled '153' is visible attached to the side of the sampler.	A photograph of a circular metal sieve tray resting on a metal mesh surface. The tray contains small, light-colored fragments of biological material.
WGT4	A photograph showing a metal grab sampler in the water, containing a dark, silty sediment sample. A white evidence tag labeled '196' is visible attached to the side of the sampler.	A photograph of a circular metal sieve tray resting on a metal mesh surface. The tray contains small, light-colored fragments of biological material.
WGT5	A photograph showing a metal grab sampler in the water, containing a dark, silty sediment sample. A white evidence tag labeled '155' is visible attached to the side of the sampler.	A photograph of a circular metal sieve tray resting on a metal mesh surface. The tray contains small, light-colored fragments of biological material.

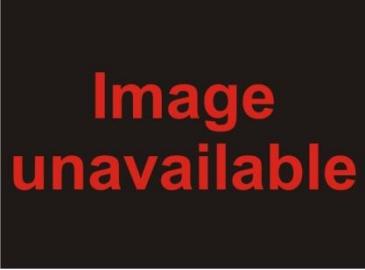
Station Code	Full sample	>1mm residue
WGT6		
WGT7		
WGT8		
WGT9		
WGT10		
WGT11		

Station Code	Full sample	>1mm residue
WGT12		
WGT13		Image unavailable
WGT14		
WGT15		
WGT16		
WGT17		

Station Code	Full sample	>1mm residue
WGT18		
WGT19		
WGT20		
WGT21		
WGT22		
WGT51		

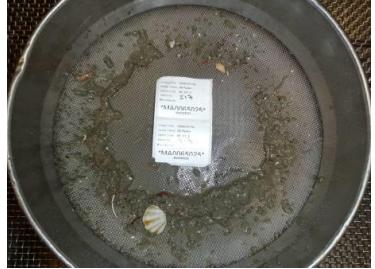
Station Code	Full sample	>1mm residue
WGT52		
WGT53		
WGT54		
WGT55		
WGT56		

Table 6: Photographs of grab samples taken between Western Fladen and SE Fladen and 1mm sieve mesh, showing preliminary classification of sediment type.

Station Code	Full sample	>1mm residue
FTR21		
FTR22		
FTR23		
FTR24		
FTR25		

Station Code	Full sample	>1mm residue
FTR26		
FTR27		
FTR28		
FTR29		
FTR30		

Table 7: Photographs of SE Fladen grab samples and 1mm sieve mesh, showing preliminary classification of sediment type.

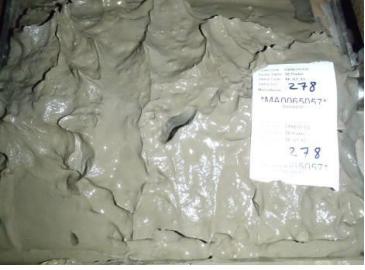
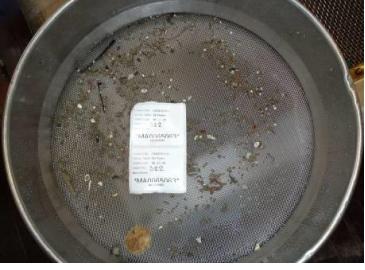
Station Code	Full sample	>1mm residue
SEGT1		
SEGT2		
SEGT3		
SEGT4		
SEGT5		

Station Code	Full sample	>1mm residue
SEGT6		
SEGT7		
SEGT8		
SEGT9		
SEGT10		
SEGT11		

Station Code	Full sample	>1mm residue
SEGT12		
SEGT13		
SEGT14		
SEGT15		
SEGT16		
SEGT17		

Station Code	Full sample	>1mm residue
SEGT18		
SEGT19		
SEGT20		
SEGT21		
SEGT22		
SEGT23		

Station Code	Full sample	>1mm residue
SEGT24		
SEGT25		
SEGT26		
SEGT27		<p style="color: red; font-size: 2em;">Image unavailable</p>
SEGT28		<p style="color: red; font-size: 2em;">Image unavailable</p>
SEGT29		

Station Code	Full sample	>1mm residue
SEGT51		
SEGT52		
SEGT53		
SEGT54		
SEGT55		
SEGT56		

Station Code	Full sample	>1mm residue
SEGT57		
SEGT58		
SEGT59		
SEGT60		
SEGT61		
SEGT62		

Station Code	Full sample	>1mm residue
SEGT63	Image unavailable	
SEGT64		
SEGT65		
SEGT66		
SEGT67		
SEGT68		

Station Code	Full sample	>1mm residue
SEGT69		
SEGT70		
SEGT71		

4.3 Seabed Imagery

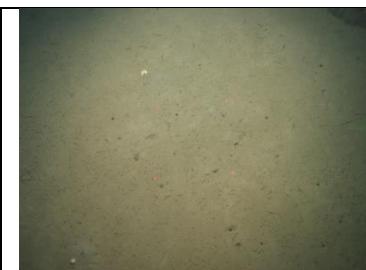
A selection of three still images from each of the camera sledge deployments is presented in Table 8 for Central Fladen, Central Fladen (Core), Central Fladen to Western Fladen transit, Western Fladen, Western Fladen to SE Fladen transit and SE transit respectively, to illustrate what was observed on the video.

Information is given on each survey station, and images are taken from the Beginning, Middle and End of a deployment. *Please Note: these tables and associated images are not compliant with the WCAG 2.1 accessibility guidelines.*

At the Central Fladen and Central Fladen (Core) site (Table 8 and Table 9), most of the images show a thick, cohesive mud pitted with burrow holes. The crustacean *Nephrops norvegicus* was observed on the seabed surface and emerging from burrows. The sea pens *Virgularia mirabilis* and *Pennatula phosphorea* were observed frequently and a number of burrowing anemones were also observed. *Funiculina quadrangularis* was observed at a small number of stations, mainly in the Central Fladen (Core) region.

Table 8: Selection of seabed images for each camera deployment at the Central Fladen site.

Station Code	Beginning	Middle	End
CGT1			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CGT4			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CGT8			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CGT10			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CGT15			

Station Code	Beginning	Middle	End
CGT16	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
			
CGT17	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
			
CGT18			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
CGT18 East West tow			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
CGT22			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗

Station Code	Beginning	Middle	End
CGT27			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
Deep2			
	Burrows ✗	Pennatulacea ✗	<i>Funiculina sp.</i> ✗

Table 9: Selection of seabed images for each camera deployment at the Central Fladen (Core) site.

Station Code	Beginning	Middle	End
CCGT1			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT4			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

Station Code	Beginning	Middle	End
CCGT5			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT6			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT8			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT9			
	Burrows ✓	Pennatulacea ✗	<i>Funiculina sp.</i> ✗
CCGT10			

Station Code	Beginning	Middle	End
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
CCGT12			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
CCGT13			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
CCGT14			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
CCGT15			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗

Station Code	Beginning	Middle	End
CCGT16			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✓
CCGT17			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT18			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT22			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
CCGT25			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

The transit from Central to Western Fladen revealed generally similar seabed types and communities (Table 10). Station FTR3 was the only station where *Funiculina quadrangularis* was observed during the transit.

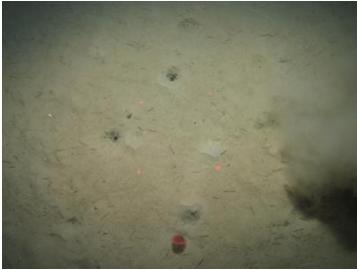
Table 10: Selection of seabed images for each camera deployment at the station on transit from Central Fladen to Western Fladen.

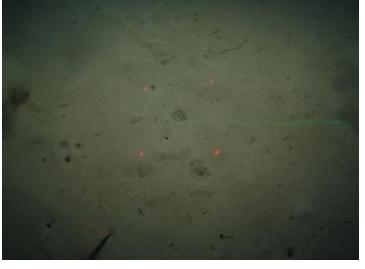
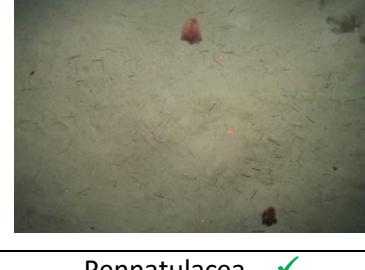
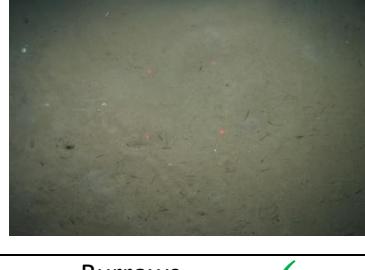
Station Code	Beginning	Middle	End
FTR2			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
FTR3			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✓
FTR3W			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
FTR3N			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗

Station Code	Beginning	Middle	End
FTR3S			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✓
FTR3E			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
FTR6			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
FTR7			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
FTR8			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

At the Western Fladen site images (Table 11) revealed burrowed mud habitats with the sea pens *Virgularia mirabilis* and *Pennatula phosphorea* were observed at most stations. *Funiculina quadrangularis* was not observed at any of the station within the Western Fladen site boundary. Stations along the transect from Western Fladen to SE Fladen showed similar habitats (Table 12) as observed at Western Fladen.

Table 11: Selection of seabed images for each camera deployment at the Western Fladen site.

Station Code	Beginning	Middle	End
WGT1			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
WGT6			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
WGT7			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗
WGT11			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina</i> sp. ✗

Station Code	Beginning	Middle	End
WGT12			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
WGT19			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
WGT20			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
WGT51			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
WGT52			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

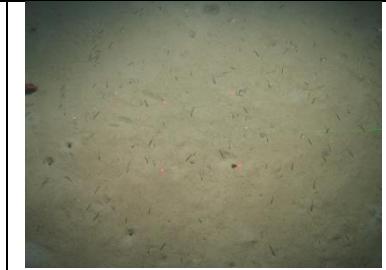
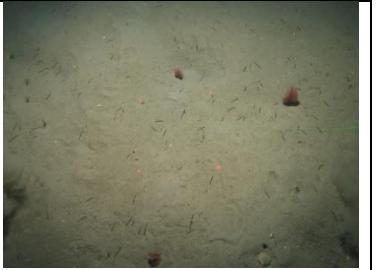
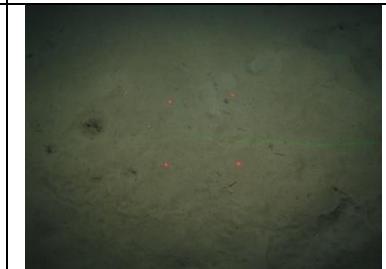
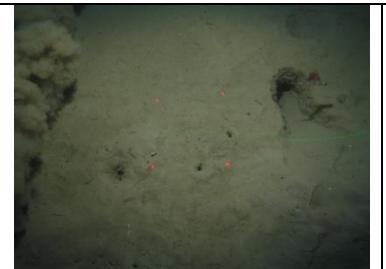
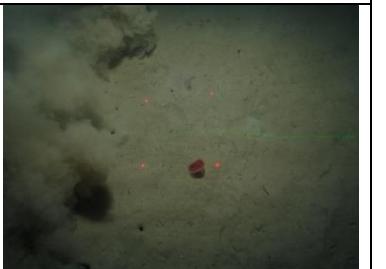
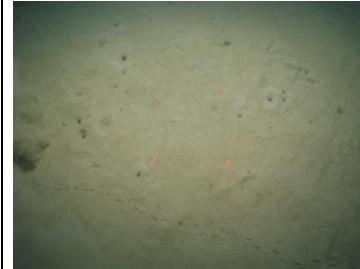
Station Code	Beginning	Middle	End
WGT56			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
WGT62			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
WGT66			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

Table 12: Selection of seabed images for each camera deployment at the station on transit from Western Fladen to SE Fladen.

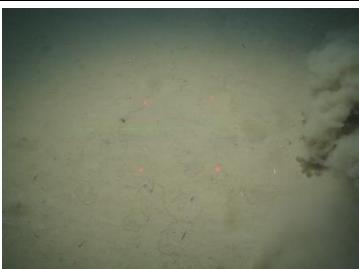
Station Code	Beginning	Middle	End
FTR21			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

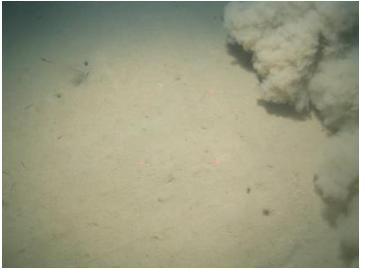
Station Code	Beginning	Middle	End
FTR24			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
FTR27			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
FTR30			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

The SE Fladen site was again dominated by burrowed mud (Table 13). *Virgularia mirabilis* and *Pennatula phosphorea* were observed in most video tows. Some of the video tows revealed these species in highest densities observed during this survey.

Table 13: Selection of seabed images for each camera deployment at the SE Fladen site.

Station Code	Beginning	Middle	End
SEGT1			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

Station Code	Beginning	Middle	End
SEGT9			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT10			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT11			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT18			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT19			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

Station Code	Beginning	Middle	End
SEGT21			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT24			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT29			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT54			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT55			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

Station Code	Beginning	Middle	End
SEGT60			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT63			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT65			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT68			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗
SEGT70			
	Burrows ✓	Pennatulacea ✓	<i>Funiculina sp.</i> ✗

4.4 Features of Conservation Importance (FOCI)

Analysis of the preliminary results of the survey confirmed the broadscale assessment that mud habitats dominate throughout the Fladen Ground sites. Locally, mixed habitats were encountered within the tunnel valley of the Central Fladen site. Burrowed mud habitats are a feature of the proposed SMPA and Figure 19 shows where burrowed mud habitats were identified from video tows. Sea pens (*Pennatulacea*) were identified in all burrowed mud habitats. Although not a feature of search for the Fladen Grounds potential MPA, the longest living mollusc *Arctica islandica* was recovered at several stations (Figure 19). At station CGT3 four species were recovered using a single 0.1m² Day grab (Figure 20). The two undamaged species were returned to the seabed.

The tall sea pen *Funiculina quadrangularis* was a specific feature of search for this potential Nature Conservation MPA in Scotland's seas. The species has been observed in a single video transect in 2010 by Marine Scotland Science. This survey has confirmed the presence of the species in the area and has found a wider distribution of the species in the area. Video tows where *Funiculina quadrangularis* was observed are shown in Figure 21. The stations are predominantly within the Central Fladen (Core) area. However, *Funiculina quadrangularis* was also observed at station FTR03 along the transect between Central and Western Fladen. At station FTR03S, just to the south for FTR03, highest densities of *Funiculina quadrangularis* were found. Figure 22 and Figure 23 show examples of *Funiculina quadrangularis* as observed on the video tows. In most cases, the brittlestar *Asteronyx loveni* was found encircling the tall sea pen.

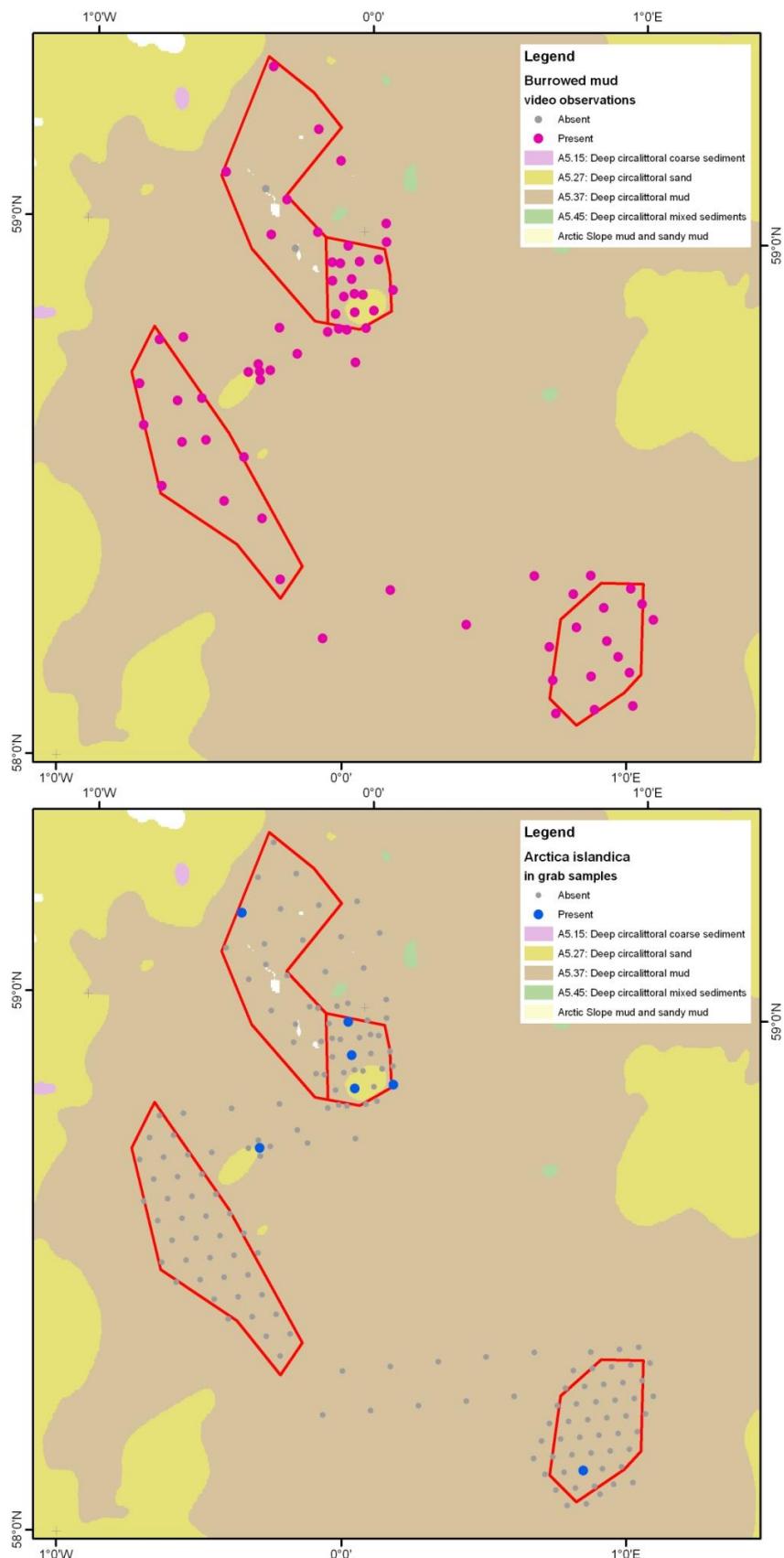


Figure 19: (Top) Distribution of burrowed mud habitats from video tows; (Bottom) Stations where *Arctica islandica* was recovered using a Day grab.



Figure 20: *Arctica islandica* recovered at station CGT3.

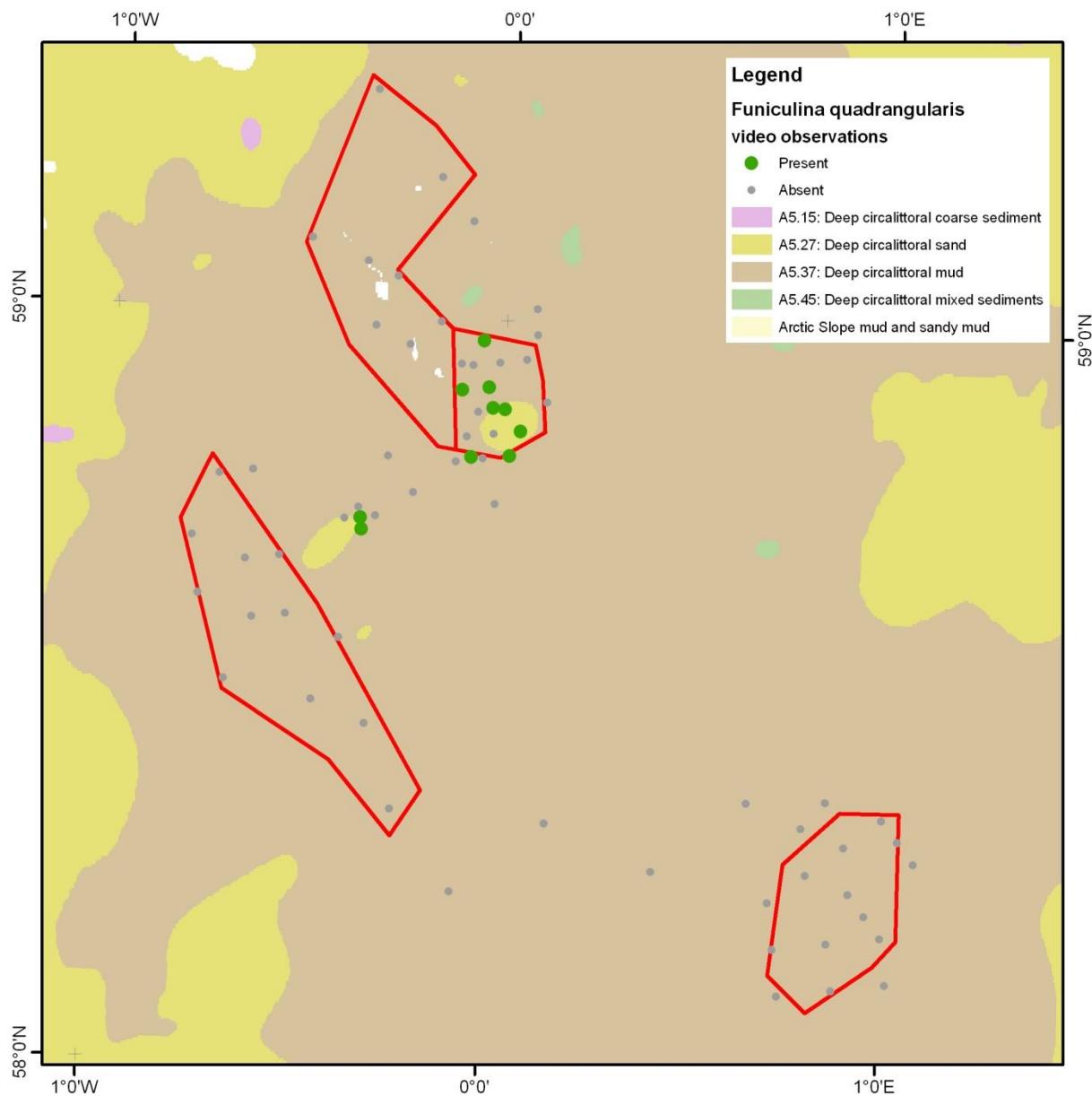


Figure 21: Distribution of stations where tall sea pen *Funiculina quadrangularis* was observed on video tows.



Figure 22: *Funiculina quadrangularis* with *Asteronyx loveni* as observed at station CGT12.



Figure 23: High density of *Funiculina quadrangularis* as observed at station FTR03S.

5 Evidence of anthropogenic impacts

Throughout the acoustic survey, a record was kept of any apparent trawl marks that were observed on the acoustic backscatter. Trawl scars were mainly observed within the SE Fladen site and on the transect between Western Fladen and SE Fladen (Figure 24). These observations are in line with the Vessel Monitoring System records from the area (Gareth Johnson, pers. comm.). Locally, the density of trawl tracks was significant, suggesting high fishing pressure in the area.

Observations during video tows also suggested possible fishing activity impacts at stations CCGT25, FTR24, FTR27, SEGT60 and SEGT68, most of which are situated in the same area as where acoustic data revealed trawls scars.

In addition to the impact from fishing activities, there were further anthropogenic impacts observed related to the oil and gas developments in the area. The main feature observed were pipelines running on or below the seabed. These features were observed in all three survey areas.

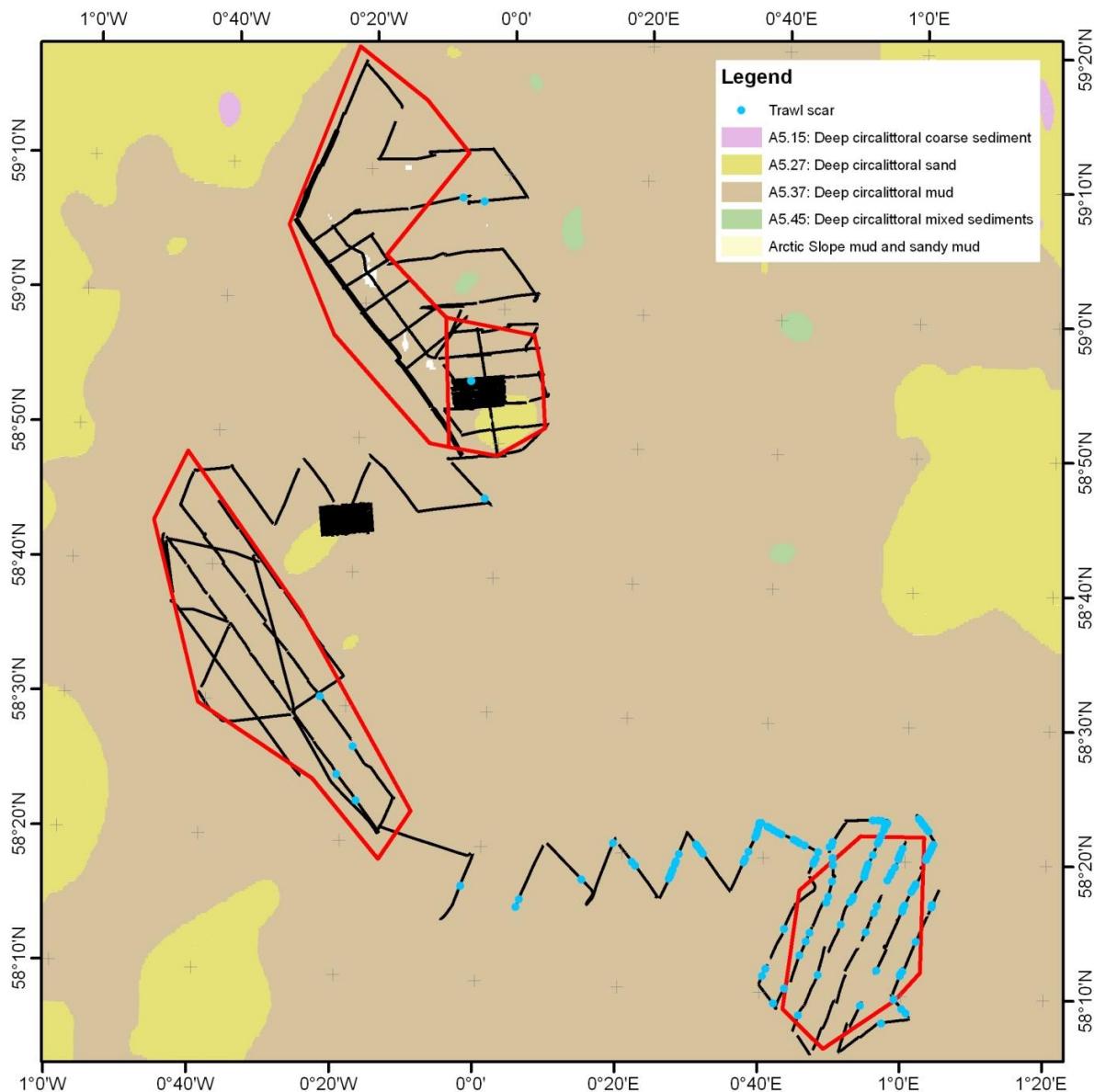


Figure 24: Location of linear 'trawl' marks on the seabed observed during the acoustic survey.

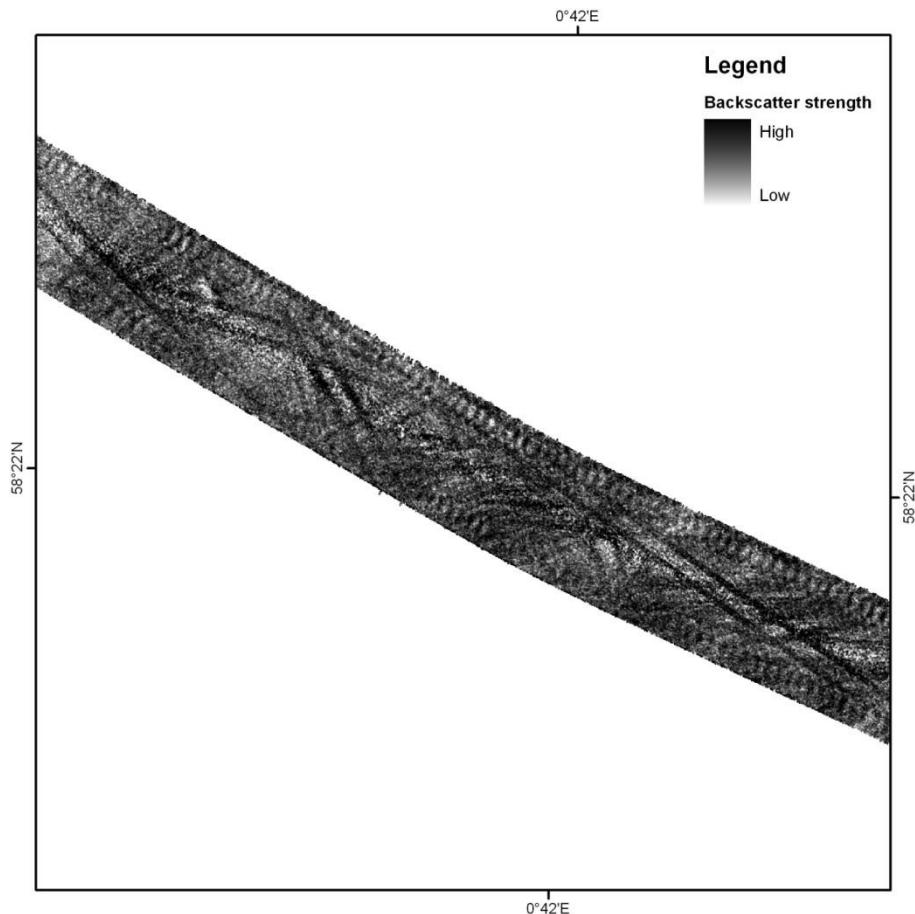


Figure 25: Detail of the multibeam backscatter data showing trawls scars on the seabed.

6 Health and safety events

Health and safety inductions for staff who had not been onboard the vessel in the last 6 months took place on Thursday 3rd January 2013 at 16:00.

An emergency drill took place at 9:30 on Friday 4th January 2013, which required staff to report at the muster station and a demonstration on launching life rafts.

Another emergency drill took place on Thursday 10th January 2013 at 14:00. All staff reported to the muster station and fire and emergency BA demonstration was provided.

No health and safety incidents occurred during the entire survey.

Appendix I: Vessel and equipment

1. RV Cefas Endeavour



Port of registry	Lowestoft
Length OA	73.00m (excluding stern roller)
Length extreme	73.916m
Breadth (MLD)	15.80m
Depth (MLD)	8.20m
Design draft	5.00m
Deep draught	5.50m
LBP	66.50m
Gross tonnage	2983 tonnes
Net register tonnage	894 tonnes
Net lightship	2436 tonnes
Deadweight @ 5.00 m	784 tonnes
Deadweight @ 5.50 m	1244 tonnes
Displacement @ 5.00 m	3210 tonnes
Displacement @ 5.50 m	3680 tonnes
Builder	Ferguson Shipbuilders Limited, Port Glasgow
Commissioned	2003
Communications	In port BT Tel. Cellphone Voice/Fax/Data Radio TELEX Inmarsat C Fleet 77 (Inmarsat F) and VSAT (Eutelsat) internet access
Endurance	42 days
Complement	En-suite accommodation for 16 crew and 19 scientists with dedicated hospital facility
Propulsion System	AC/DC Diesel Electric 3 x diesel electric AC generators, individually raft mounted 2 x tandem electric DC motors Single screw
Power generation	3240Kw
Power propulsion	2230Kw
Thrusters	Bow thruster (flush mounted azimuthing) Stern thruster (tunnel)
Trial speed	14.4 knots
Bollard pull	29 tonnes
Call sign	VQHF3
Official number	906938
MMSI	235005270
Lloyds/IMO number	9251107
Side Gantry	7.5 tonne articulated side A-frame

Stern Gantry	25 tonne stern A-frame
Winches	3 x cranes 35tM, heave compensated 2 x trawl winches, 2 x drum winches (1 double) Double barrel survey winch with motion compensation and slip rings Double barrel survey winch with slip rings Double barrel towing winch with slip rings Side-scan sonar winch with slip rings 3 x Gilson winches (one fitted to stern A-frame)
Transducers/Sea tube	Drop keel to deploy transducers outside the hull boundary layer in addition to hull mounted transducers. 1.2 m diameter sea tube/moon-pool
Acoustic equipment	Kongsberg HiPAP 500 positioning sonar EK60 38/120/200kHz scientific sounder EA 600 50/200kHz scientific sounder SH80 high frequency omni-directional sonar KongsbergEM2040 multibeam echosounders Hull mounted Scanmar fishing computer transducers Scanmar net measuring system
Boats	2 x 8m rigid work and rescue boats with suite of navigational equipment deployed on heave-compensated davits
Laboratories	8 networked laboratories designed for optimum flexibility of purpose 4 serviced deck locations for containerised laboratories
Special features	Dynamic positioning system Interring anti-roll system Local Area Network with scientific data management system Ship-wide general information system CCTV
Class	LRS 100A1+LMC UMS SCM CCS ICC IP ES (2) DP (CM) ICE class 2

2. Camera Sledge

Kongsberg Underwater Digital Stills Camera: model OE 14-208. Digital video and stills (5 Mega pixels).

Dedicated flash unit: model OE11-242.

Underwater lights – Cefas high power LED strip lights.

Camera settings variable depending on underwater visibility and ambient light levels.

Four underwater spot lasers. One underwater fan laser.

3. Survey navigation package

All sampling events were logged using the Tower Hydrographics software package. The software automatically calculates actual sampling locations based on deployment location (side or stern gantry) using defined offsets from the actual GPS antenna locations.

4. Multibeam Acoustic systems

Model: Kongsberg EM2040 multibeam echosounder operated at 200kHz. Calibrated by patch test on 5th January 2013 (see calibration report below).

Hardware online	Type	Remarks
Kongsberg EM2040	Multibeam echosounder	Head serial 220
Seapath 330 plus MRU-5	Motion and heading sensor: Primary Navigation: Secondary	Serial MRU-5 2043 Serial Seapath S/N10580
C-Nav 3050 GPS	Navigation: Primary	C-NAVC ¹ correction service (GPS + GLONASS)
Thales 3011 GPS	Navigation: Tertiary	Fugro Seastar differential corrections
TSS MAHRS	Motion and heading sensor: Secondary	SN 040644
SAIV SD204	CTD profiler	Serial 718
Reson SVP24	Blade SVP sensor	Mounted next to sonar heads
Druck PTX 1830	Vessel draft sensor	
<hr/>		
Software	Type	Remarks
Kongsberg SIS V3.9.2	Multibeam acquisition	
Caris HIPS V7.1.2 SP2	Multibeam bathymetry data processing	
QPS Fledermaus v7.3.3b	Multibeam backscatter data processing	
C-Nav C-tides Offline - Beta	C-Nav GPS Tide processing	Beta version

5. Calibration report, Kongsberg EM2040 multibeam.

A patch test took place near the survey area on the 5th of January 2013.

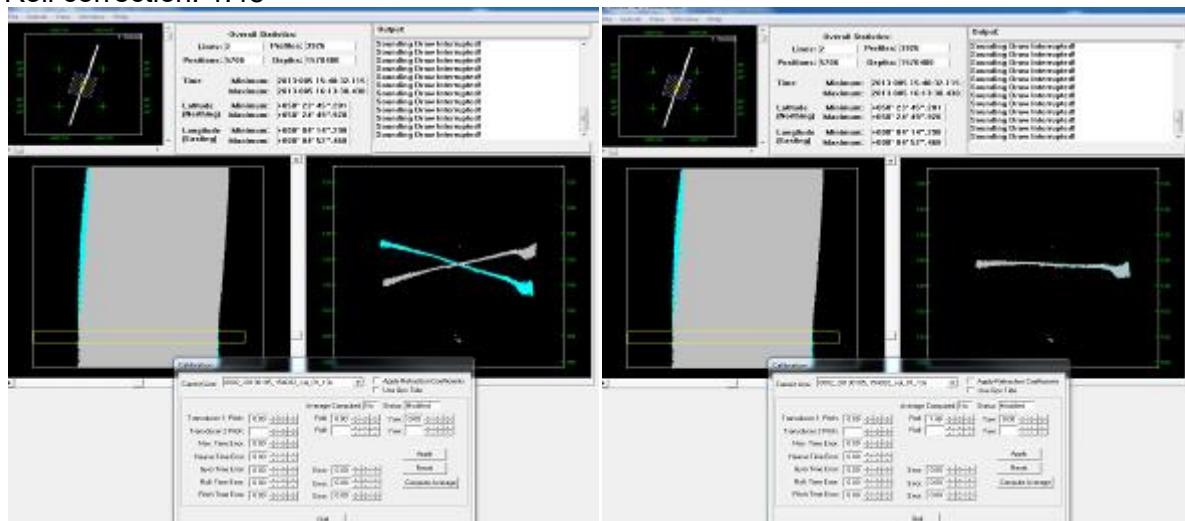
Four survey lines were run to calibrate for pitch, roll and yaw. No latency calibration was undertaken as 1 pulse per second (PPS) synchronisation is being used.

The corrections for the angular offsets were applied in SIS under "Attitude 1".

The lines were run on top of flat area with a wreck, at a depth of around 140 meters.

The CARIS HIPS Calibration Tool was used for processing.

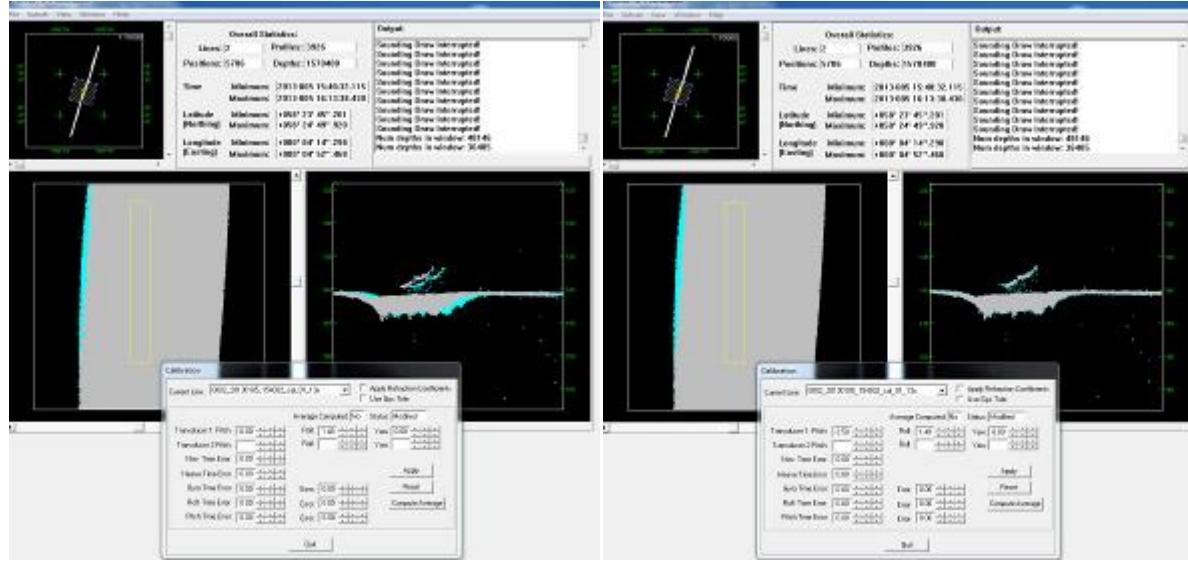
Roll correction: 1.48



Before

After

Pitch correction: -3.5

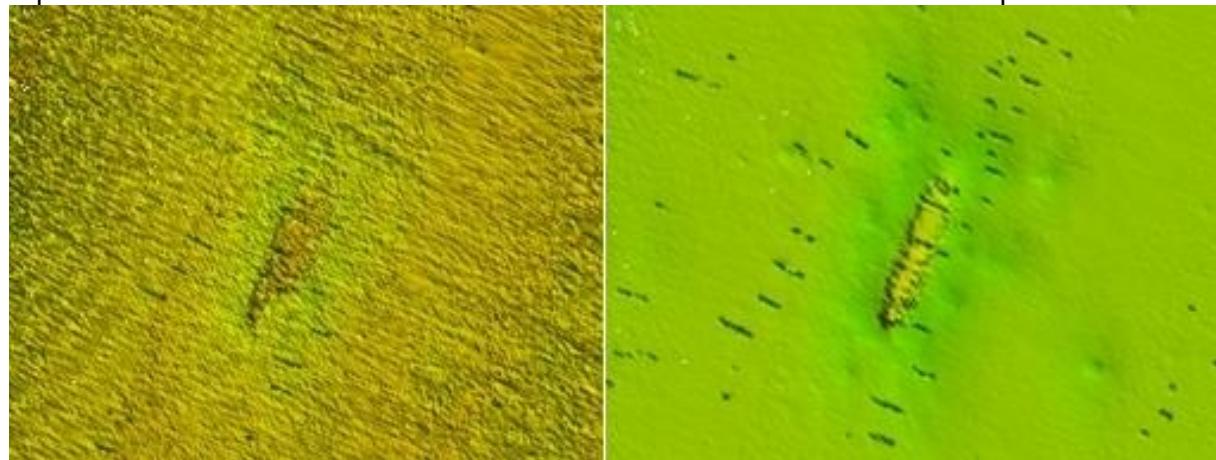


Before

After

Yaw correction: no misalignment found – no correction applied.

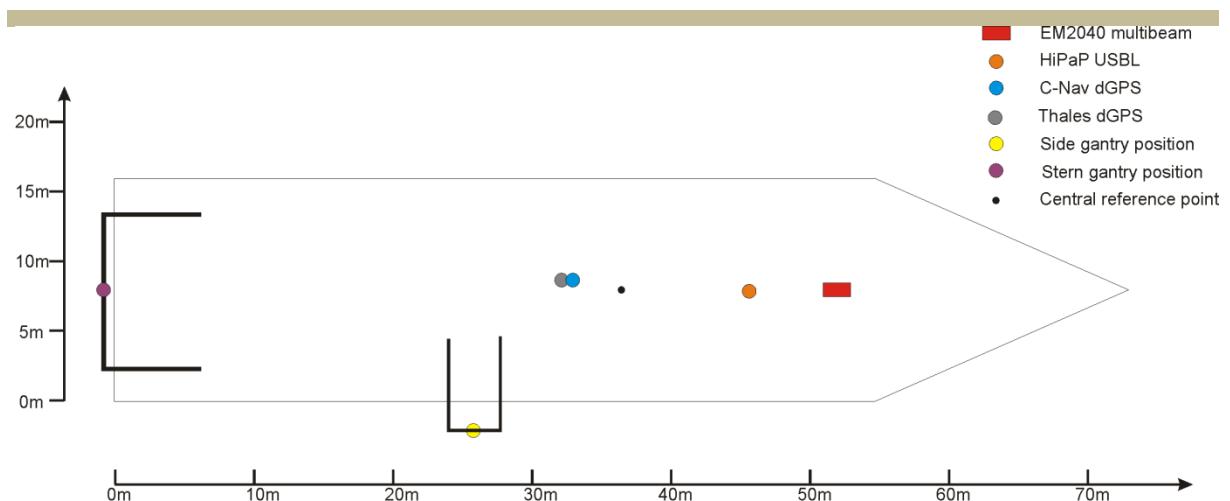
The effect of the calibration can be seen in the images below, which show a clear improvement in the visualisation of the wreck over which the calibration took place.



Before calibration

After calibration

Appendix II: Offsets



Type	X (m)	Y (m)	Z (m)
Central Reference Point	0	0	0
EM2040 multibeam	15.5	0	9.6
HiPAP transducer	9.2	-1	9.2
C-Nav dGPS	-3.5	-0.7	-21.7
Thales dGPS	-4.3	-0.8	-21.6
Side gantry	-10.7	10.1	n/a
Stern gantry	-36.6	0	n/a

Appendix III: Breakdown of survey operation time

Type	Time (hh:mm)	Remarks
Mob/Demob	07:00	
Offshore Calibrations	15:51	Incl. gear trials, multibeam and HiPAP calibration, daily CTD profiles
Total Operation Survey (TOSu)	109:53	
Total Operation Sampling (TOSa)	69:01	
Equipment/Downtime	04:58	
Ship/Plant Downtime		
Waiting On Weather	00:34	
Transit	88:43	Transit to and from site, incl. steaming between sites
Standby Port		
Others		
Total:	320:00	

Appendix IV: Survey metadata

Station metadata for the Fladen Grounds survey is provided below. All stations were sampled on Cruise CEND01/13X. Station Code is used to identify the location of the sampling station. Station Number is a sequential event number for the cruise, so changes each time a new gear is used or a new location is sampled. All positions in decimal degrees, Lat/Long WGS84.

MB2 = Kongsberg EM2040 Multibeam, DG = 0.1m² Day grab, HC = Hamon Grab, HCD = Hamon Grab with video Camera, CS = Camera Sledge, DC = Camera drop frame, SOL = Start Of Line, EOL = End Of Line.

GRAB SAMPLE POSITIONS

Area	Stn Code	Stn No	Attempt	Gear	Date	Time	Latitude	Longitude
Central Fladen	CGT15	9	A1	DG	06/01/2013	00:03	58.818680	-0.076658
Central Fladen	CGT11	12	A1	DG	06/01/2013	02:26	58.874860	-0.162982
Central Fladen	CGT7	14	A2	DG	06/01/2013	04:05	58.931100	-0.249369
Central Fladen	CGT4	16	A1	DG	06/01/2013	05:14	58.987650	-0.336399
Central Fladen	CGT2	19	A1	DG	06/01/2013	06:51	59.043720	-0.423406
Central Fladen	CGT1	21	A1	DG	06/01/2013	08:13	59.099820	-0.510675
Central Fladen	CGT3	24	A1	DG	06/01/2013	09:41	59.166600	-0.460028
Central Fladen	CGT6	27	A1	DG	06/01/2013	10:48	59.233570	-0.409255
Central Fladen	CGT10	29	A1	DG	06/01/2013	11:41	59.300030	-0.358136
Central Fladen	CGT14	32	A1	DG	06/01/2013	13:49	59.244050	-0.270209
Central Fladen	CGT09	34	A1	DG	06/01/2013	14:42	59.177190	-0.321338
Central Fladen	CGT17	36	A1	DG	06/01/2013	15:41	59.187640	-0.182680
Central Fladen	CGT28	39	A1	DG	06/01/2013	17:17	59.197760	-0.044677
Central Fladen	CGT26	41	A1	DG	06/01/2013	18:13	59.141160	0.042289
Central Fladen	CGT27	43	A1	DG	06/01/2013	19:16	59.131110	-0.095894
Central Fladen	CGT13	46	A1	DG	06/01/2013	20:57	59.120850	-0.234123
Central Fladen	CGT05	48	A1	DG	06/01/2013	21:52	59.110870	-0.372550
Central Fladen	CGT8	50	A1	DG	06/01/2013	22:45	59.054470	-0.285508
Central Fladen	CGT24	53	A1	DG	07/01/2013	00:43	59.064580	-0.147615
Central Fladen	CGT25	55	A1	DG	07/01/2013	01:39	59.074720	-0.009488
Central Fladen	CGT23	57	A1	DG	07/01/2013	02:34	59.018270	0.076975
Central Fladen	CGT19	60	A1	DG	07/01/2013	05:27	59.008140	-0.061018
Central Fladen	CGT12	62	A1	DG	07/01/2013	06:23	58.997880	-0.198543
Core Central Fladen	CCGT4	64	A1	DG	07/01/2013	06:53	58.996640	-0.168608
Core Central Fladen	CCGT11	67	A1	DG	07/01/2013	08:14	59.001870	-0.099703
Core Central Fladen	CCGT7	69	A1	DG	07/01/2013	08:48	58.968570	-0.125189
Core Central Fladen	CCGT14	71	A1	DG	07/01/2013	09:24	58.973450	-0.056373
Core Central Fladen	CCGT20	75	A1	DG	07/01/2013	10:51	58.978680	0.012196
Core Central Fladen	CCGT25	77	A1	DG	07/01/2013	11:26	58.983970	0.081591
Core Central Fladen	CCGT22	80	A1	DG	07/01/2013	12:40	58.950380	0.055271
Central Fladen	CGT21	82	A1	DG	06/01/2013	13:47	58.951640	0.025098
Core Central Fladen	CCGT17	83	A1	DG	07/01/2013	14:19	58.945330	-0.013316

CEND01/13X Fladen Grounds SMPA Survey Report

Area	Stn Code	Stn No	Attempt	Gear	Date	Time	Latitude	Longitude
Core Central Fladen	CCGT10	85	A1	DG	07/01/2013	14:55	58.940360	-0.082225
Central Fladen	CGT16	86	A2	DG	07/01/2013	15:33	58.941670	-0.112521
Core Central Fladen	CCGT3	88	A3	DG	07/01/2013	16:51	58.935160	-0.151022
Core Central Fladen	CCGT6	90	A2	DG	07/01/2013	17:42	58.907100	-0.107786
Core Central Fladen	CCGT13	92	A1	DG	07/01/2013	18:17	58.912030	-0.038809
Core Central Fladen	CCGT19	95	A1	DG	07/01/2013	19:32	58.916990	0.029759
Core Central Fladen	CCGT24	97	A1	DG	07/01/2013	20:06	58.922180	0.098545
Central Fladen	CGT22	99	A1	DG	07/01/2013	20:42	58.895020	0.111348
Core Central Fladen	CCGT21	102	A1	DG	07/01/2013	21:55	58.888780	0.072675
Core Central Fladen	CCGT16	104	A2	DG	07/01/2013	22:33	58.883800	0.004316
Central Fladen	CGT18	105	A2	DG	07/01/2013	23:04	58.885160	-0.026140
Core Central Fladen	CCGT9	107	A1	DG	07/01/2013	00:12	58.878770	-0.065027
Core Central Fladen	CCGT2	110	A1	DG	08/01/2013	01:29	58.873750	-0.135680
Core Central Fladen	CCGT5	112	A1	DG	08/01/2013	02:10	58.845470	-0.090447
Core Central Fladen	CCGT12	115	A1	DG	08/01/2013	03:23	58.850590	-0.021822
Core Central Fladen	CCGT18	117	A1	DG	08/01/2013	03:57	58.855470	0.046992
Core Central Fladen	CCGT23	120	A1	DG	08/01/2013	05:07	58.860440	0.115723
Central Fladen	CGT20	122	A1	DG	08/01/2013	05:45	58.828540	0.059535
Core Central Fladen	CCGT15	124	A2	DG	08/01/2013	06:18	58.822320	0.021055
Core Central Fladen	CCGT8	127	A1	DG	08/01/2013	07:28	58.817150	-0.047671
Core Central Fladen	CCGT1	129	A1	DG	08/01/2013	08:03	58.812210	-0.116064
Fladen Transits	FTR07A	131	A1	DG	08/01/2013	08:59	58.757760	-0.011535
Fladen Transits	FTR01A	135	A1	DG	08/01/2013	10:52	58.745090	-0.182568
Fladen Transits	FTR02	137	A3	DG	08/01/2013	12:53	58.811000	-0.303410
Fladen Transits	FTR03	140	A1	DG	08/01/2013	14:40	58.732040	-0.353430
Fladen Transits	FTR04	143	A1	DG	08/01/2013	16:49	58.802490	-0.461096
Fladen Transits	FTR05	145	A1	DG	08/01/2013	17:48	58.718860	-0.523703
Fladen Transits	FTR05	145	A1	DG	08/01/2013	17:48	58.718860	-0.523703
Fladen Transits	FTR05	145	A1	DG	08/01/2013	17:48	58.718860	-0.523703
Fladen Transits	FTR06	147	A1	DG	08/01/2013	18:56	58.788970	-0.632307
Western Fladen	WGT56	150	A1	DG	08/01/2013	20:32	58.782120	-0.717807
Western Fladen	WGT3	153	A1	DG	08/01/2013	22:09	58.740600	-0.748947
Western Fladen	WGT5	155	A1	DG	08/01/2013	22:47	58.705400	-0.694256
Western Fladen	WGT7	157	A1	DG	08/01/2013	23:26	58.670650	-0.640184
Western Fladen	WGT9	160	A1	DG	09/01/2013	00:53	58.635320	-0.587045
Western Fladen	WGT11	162	A1	DG	09/01/2013	01:43	58.600310	-0.533024
Western Fladen	WGT13	165	A1	DG	09/01/2013	03:08	58.565260	-0.479385
Western Fladen	WGT15	167	A1	DG	09/01/2013	03:59	58.530260	-0.425432
Western Fladen	WGT17	169	A1	DG	09/01/2013	04:50	58.495360	-0.371332
Western Fladen	WGT19	171	A1	DG	09/01/2013	05:34	58.460120	-0.318564
Western Fladen	WGT21	174	A1	DG	09/01/2013	07:30	58.424670	-0.265255
Western Fladen	WGT22	176	A1	DG	09/01/2013	08:09	58.389530	-0.211975
Western Fladen	WGT20	178	A1	DG	09/01/2013	08:52	58.347970	-0.243232

CEND01/13X Fladen Grounds SMPA Survey Report

Area	Stn Code	Stn No	Attempt	Gear	Date	Time	Latitude	Longitude
Western Fladen	WGT18	180	A1	DG	09/01/2013	10:05	58.382820	-0.296599
Western Fladen	WGT16	183	A1	DG	09/01/2013	11:03	58.418230	-0.349331
Western Fladen	WGT14	185	A1	DG	09/01/2013	11:49	58.453370	-0.402847
Western Fladen	WGT12	187	A1	DG	09/01/2013	12:40	58.488530	-0.456682
Western Fladen	WGT10	190	A1	DG	09/01/2013	13:54	58.523660	-0.510125
Western Fladen	WGT8	192	A1	DG	09/01/2013	14:50	58.558530	-0.564021
Western Fladen	WGT6	194	A2	DG	09/01/2013	16:20	58.593830	-0.617596
Western Fladen	WGT4	196	A1	DG	09/01/2013	17:01	58.628650	-0.671580
Western Fladen	WGT2	198	A2	DG	09/01/2013	17:55	58.663670	-0.725748
Western Fladen	WGT1	200	A1	DG	09/01/2013	18:46	58.698700	-0.780166
Western Fladen	WGT63	202	A1	DG	09/01/2013	21:07	58.411400	-0.434467
Western Fladen	WGT61	204	A1	DG	09/01/2013	21:45	58.446720	-0.488104
Western Fladen	WGT59	205	A1	DG	09/01/2013	22:16	58.481700	-0.541558
Western Fladen	WGT57	206	A1	DG	09/01/2013	22:47	58.516760	-0.595349
Western Fladen	WGT55	207	A1	DG	09/01/2013	21:36	58.551670	-0.649306
Western Fladen	WGT53	208	A1	DG	09/01/2013	23:44	58.587120	-0.703249
Western Fladen	WGT51	209	A1	DG	10/01/2013	00:20	58.621860	-0.756987
Western Fladen	WGT58	210	A1	DG	10/01/2013	01:44	58.746990	-0.663804
Western Fladen	WGT60	212	A1	DG	10/01/2013	02:21	58.712170	-0.609310
Western Fladen	WGT62	214	A1	DG	10/01/2013	03:01	58.677120	-0.555845
Western Fladen	WGT64	216	A1	DG	10/01/2013	03:36	58.641860	-0.501558
Western Fladen	WGT65	218	A1	DG	10/01/2013	04:11	58.607160	-0.448090
Western Fladen	WGT66	220	A1	DG	10/01/2013	04:48	58.571720	-0.394289
Western Fladen	WGT67	223	A1	DG	10/01/2013	06:02	58.536600	-0.340460
Western Fladen	WGT54	226	A1	DG	10/01/2013	08:23	58.475030	-0.626486
Western Fladen	WGT52	228	A1	DG	10/01/2013	09:03	58.510170	-0.680032
Fladen Transits	FTR29B	244	A1	DG	10/01/2013	22:06	58.324990	-0.021466
Fladen Transits	FTR30B	246	A1	DG	10/01/2013	23:08	58.242070	-0.084676
Fladen Transits	FTR28B	248	A1	DG	11/01/2013	00:47	58.254660	0.084010
Fladen Transits	FTR27B	250	A1	DG	11/01/2013	01:51	58.337680	0.147716
Fladen Transits	FTR26B	253	A1	DG	11/01/2013	03:51	58.267160	0.252539
Fladen Transits	FTR25B	255	A1	DG	11/01/2013	04:54	58.350270	0.316880
Fladen Transits	FTR24B	257	A1	DG	11/01/2013	05:59	58.279220	0.421609
Fladen Transits	FTR23B	260	A1	DG	11/01/2013	07:43	58.362170	0.486218
Fladen Transits	FTR22B	262	A1	DG	11/01/2013	08:45	58.291130	0.590888
Fladen Transits	FTR21B	264	A1	DG	11/01/2013	09:48	58.374100	0.655275
SE Fladen	SEGT60	269	A1	DG	11/01/2013	13:22	58.342780	0.796355
SE Fladen	SEGT58	271	A1	DG	11/01/2013	13:52	58.315880	0.774954
SE Fladen	SEGT57	273	A1	DG	11/01/2013	14:38	58.276630	0.744324
SE Fladen	SEGT55	275	A1	DG	11/01/2013	15:15	58.243240	0.717952
SE Fladen	SEGT53	278	A1	DG	11/01/2013	16:29	58.210250	0.692176
SE Fladen	SEGT51	280	A1	DG	11/01/2013	17:03	58.176970	0.666036
SE Fladen	SEGT52	282	A1	DG	11/01/2013	17:46	58.148660	0.708120

CEND01/13X Fladen Grounds SMPA Survey Report

Area	Stn Code	Stn No	Attempt	Gear	Date	Time	Latitude	Longitude
SE Fladen	SEGT1	284	A1	DG	11/01/2013	18:24	58.181690	0.733979
SE Fladen	SEGT3	287	A1	DG	11/01/2013	19:39	58.214880	0.760035
SE Fladen	SEGT6	289	A1	DG	11/01/2013	20:18	58.248010	0.785943
SE Fladen	SEGT9	291	A1	DG	11/01/2013	20:56	58.281170	0.812072
SE Fladen	SEGT13	294	A1	DG	11/01/2013	22:14	58.314080	0.837473
SE Fladen	SEGT62	296	A1	DG	11/01/2013	22:47	58.337390	0.827012
SE Fladen	SEGT 63	298	A1	DG	11/01/2013	23:32	58.378180	0.856488
SE Fladen	SEGT66	301	A1	DG	12/01/2013	01:05	58.385030	0.958082
SE Fladen	SEGT23	303	A1	DG	12/01/2013	01:46	58.351970	0.931967
SE Fladen	SEGT_19	305	A1	DG	12/01/2013	02:27	58.318930	0.905723
SE Fladen	SEGT16	308	A1	DG	12/01/2013	03:34	58.285790	0.879091
SE Fladen	SEGT12	310	A1	DG	12/01/2013	04:23	58.252750	0.852961
SE Fladen	SEGT8	312	A1	DG	12/01/2013	05:00	58.219670	0.826937
SE Fladen	SEGT5	315	A1	DG	12/01/2013	06:21	58.186340	0.801463
SE Fladen	SEGT2	317	A1	DG	12/01/2013	07:03	58.153170	0.775466
SE Fladen	SEGT54	319	A1	DG	12/01/2013	07:35	58.120140	0.749419
SE Fladen	SEGT56	322	A1	DG	12/01/2013	08:59	58.091670	0.790947
SE Fladen	SEGT4	324	A1	DG	12/01/2013	09:35	58.124770	0.816747
SE Fladen	SEGT7	326	A1	DG	12/01/2013	10:12	58.157770	0.842979
SE Fladen	SEGT11	329	A1	DG	12/01/2013	11:12	58.190800	0.868656
SE Fladen	SEGT 15	332	A1	DG	12/01/2013	12:46	58.223940	0.894860
SE Fladen	SEGT18	334	A1	DG	12/01/2013	13:29	58.257160	0.921237
SE Fladen	SEGT22	337	A1	DG	12/01/2013	14:50	58.290420	0.947256
SE Fladen	SEGT26	339	A1	DG	12/01/2013	15:30	58.323460	0.973076
SE Fladen	SEGT29	341	A2	DG	12/01/2013	16:12	58.356250	0.999728
SE Fladen	SEGT69	344	A1	DG	12/01/2013	17:32	58.389630	1.025217
SE Fladen	SEGT71	346	A2	DG	12/01/2013	18:14	58.360960	1.067581
SE Fladen	SEGT68	348	A1	DG	12/01/2013	18:52	58.327920	1.041261
SE Fladen	SEGT28	351	A1	DG	12/01/2013	20:05	58.294800	1.014958
SE Fladen	SEGT25	353	A1	DG	12/01/2013	20:39	58.261710	0.988635
SE Fladen	SEGT21	355	A1	DG	12/01/2013	21:16	58.228940	0.962600
SE Fladen	SEGT17	358	A1	DG	12/01/2013	22:25	58.195400	0.936122
SE Fladen	SEGT14	359	A1	DG	12/01/2013	22:59	58.162240	0.909830
SE Fladen	SEGT10	361	A1	DG	12/01/2013	23:35	58.129330	0.883960
SE Fladen	SEGT59	364	A1	DG	13/01/2013	00:51	58.096160	0.857994
SE Fladen	SEGT61	366	A1	DG	13/01/2013	01:27	58.114990	0.904641
SE Fladen	SEGT64	368	A1	DG	13/01/2013	02:04	58.134000	0.951304
SE Fladen	SEGT65	370	A2	DG	13/01/2013	02:50	58.138260	1.019053
SE Fladen	SEGT20	373	A1	DG	13/01/2013	04:03	58.167020	0.978116
SE Fladen	SEGT24	375	A1	DG	13/01/2013	04:44	58.199980	1.003791
SE Fladen	SEGT27	378	A1	DG	13/01/2013	05:59	58.233260	1.029888
SE Fladen	SEGT27	378	A1	DG	13/01/2013	05:59	58.233260	1.029888
SE Fladen	SEGT67	380	A1	DG	13/01/2013	06:32	58.266180	1.056397

CEND01/13X Fladen Grounds SMPA Survey Report

Area	Stn Code	Stn No	Attempt	Gear	Date	Time	Latitude	Longitude
SE Fladen	SEGT70	382	A1	DG	13/01/2013	07:08	58.299340	1.082705
SE Fladen	SEGT70	382	A1	DG	13/01/2013	07:08	58.299340	1.082705
Fladen Transits	FTR03W	388	A2	DG	15/01/2013	00:30	58.730000	-0.392991
Fladen Transits	FTR03N	390	A1	DG	15/01/2013	02:03	58.745780	-0.359205
Fladen Transits	FTR03S	392	A1	DG	15/01/2013	03:39	58.716500	-0.350339
Fladen Transits	FTR03E	394	A1	DG	15/01/2013	05:04	58.735560	-0.316032
Fladen Transits	FTR08	397	A1	DG	15/01/2013	06:41	58.768780	-0.221008
Central Fladen	Deep2	409	A1	HG	15/01/2013	19:44	58.964330	-0.245684
Central Fladen	Deep5	411	A1	HC	15/01/2013	21:05	59.063480	-0.387067

VIDEO TOWS

Area	Date	Time	Stn Code	Stn No	Attempt	Gear	Depth (m)	No stills
Central Fladen	06/01/2013	01:12	CGT15	10	A1	CS	144	16
Central Fladen	06/01/2013	05:39	CGT4	17	A1	CS	134	13
Central Fladen	06/01/2013	08:33	CGT1	22	A1	CS	141	13
Central Fladen	06/01/2013	12:42	CGT10	30	A1	CS	138	18
Central Fladen	06/01/2013	16:04	CGT17	37	A1	CS	143	19
Central Fladen	06/01/2013	19:47	CGT27	44	A1	CS	143	16
Central Fladen	06/01/2013	23:34	CGT8	51	A1	CS	145	16
Central Fladen	07/01/2013	03:02	CGT23	58	A1	CS	139	7
Core Central Fladen	07/01/2013	07:25	CCGT04	65	A1	CS	121	12
Core Central Fladen	07/01/2013	10:00	CCGT14	73	A1	CS	123	13
Core Central Fladen	07/01/2013	11:48	CCGT25	78	A1	CS	141	13
Core Central Fladen	07/01/2013	13:02	CCGT22	81	A1	CS	135	16
Central Fladen	07/01/2013	15:53	CGT16	87	A1	CS	118	24
Core Central Fladen	07/01/2013	18:38	CCGT13	93	A1	CS	122	18
Central Fladen	07/01/2013	21:08	CGT22	100	A1	CS	134	14
Central Fladen	07/01/2013	23:24	CGT18	106	A1	CS	110	21
Core Central Fladen	08/01/2013	00:32	CCGT09	108	A1	CS	116	13
Core Central Fladen	08/01/2013	02:32	CCGT05	113	A1	CS	143	14
Core Central Fladen	08/01/2013	04:20	CCGT18	118	A1	CS	120	15
Core Central Fladen	08/01/2013	06:41	CCGT15	125	A1	CS	125	12
Fladen Transits	08/01/2013	09:33	FTR07A	133	A1	CS	150	17
Fladen Transits	08/01/2013	13:13	FTR02	138	A1	CS	108	14
Fladen Transits	08/01/2013	15:01	FTR03	141	A1	CS	137	17
Fladen Transits	08/01/2013	19:18	FTR06	148	A1	CS	134	11
Western Fladen	08/01/2013	21:14	WGT56	151	A1	CS	131	18
Western Fladen	08/01/2013	23:46	WGT07	158	A1	CS	129	14
Western Fladen	09/01/2013	02:05	WGT11	163	A1	CS	125	18
Western Fladen	09/01/2013	06:29	WGT19	172	A2	CS	120	8
Western Fladen	10/01/2013	05:13	WGT66	221	A1	CS	110	12
Western Fladen	10/01/2013	09:38	WGT52	229	A1	CS	134	11
Western Fladen	10/01/2013	11:02	WGT06	232	A1	CS	133	14
Western Fladen	10/01/2013	12:43	WGT51	234	A1	CS	131	16
Western Fladen	10/01/2013	14:04	WGT01	236	A1	CS	127	14
Western Fladen	10/01/2013	15:49	WGT62	238	A1	CS	126	11
Western Fladen	10/01/2013	18:19	WGT12	240	A1	CS	131	18
Western Fladen	10/01/2013	20:37	WGT20	242	A1	CS	156	16
Fladen Transits	10/01/2013	23:29	FTR30B	247	A1	CS	137	14
Fladen Transits	11/01/2013	02:15	FTR27B	251	A1	CS	144	11
Fladen Transits	11/01/2013	06:21	FTR24B	258	A1	CS	140	12
Fladen Transits	11/01/2013	10:36	FTR21B	265	A1	CS	155	19
SE Fladen	11/01/2013	12:46	SEGT60	268	A2	CS	146	14
SE Fladen	11/01/2013	15:36	SEGT55	276	A1	CS	151	16

CEND01/13X Fladen Grounds SMPA Survey Report

Area	Date	Time	Stn Code	Stn No	Attempt	Gear	Depth (m)	No stills
SE Fladen	11/01/2013	18:45	SEGT01	285	A1	CS	152	15
SE Fladen	11/01/2013	21:22	SEGT9	292	A1	CS	149	15
SE Fladen	11/01/2013	23:58	SEGT63	299	A1	CS	142	15
SE Fladen	12/01/2013	02:54	SEGT19	306	A1	CS	147	12
SE Fladen	12/01/2013	08:12	SEGT54	320	A1	CS	150	17
SE Fladen	12/01/2013	11:44	SEGT11	330	A1	CS	151	16
SE Fladen	12/01/2013	13:50	SEGT18	335	A1	CS	153	14
SE Fladen	12/01/2013	16:34	SEGT29	342	A1	CS	148	20
SE Fladen	12/01/2013	19:14	SEGT68	349	A1	CS	145	15
SE Fladen	12/01/2013	21:35	SEGT21	356	A1	CS	152	13
SE Fladen	12/01/2013	23:56	SEGT10	362	A1	CS	152	11
SE Fladen	13/01/2013	03:11	SEGT65	371	A1	CS	146	15
SE Fladen	13/01/2013	05:04	SEGT24	376	A1	CS	150	17
SE Fladen	13/01/2013	07:28	SEGT70	383	A1	CS	143	15
Fladen Transits	15/01/2013	01:08	FTR03W	389	A1	CS	131	28
Fladen Transits	15/01/2013	02:28	FTR03N	391	A1	CS	136	22
Fladen Transits	15/01/2013	04:00	FTR03S	393	A1	CS	108	43
Fladen Transits	15/01/2013	05:26	FTR03E	395	A1	CS	120	22
Fladen Transits	15/01/2013	07:02	FTR08	398	A1	CS	123	21
Core Central Fladen	15/01/2013	08:24	CCGT01	400	A1	CS	136	24
Core Central Fladen	15/01/2013	08:24	CCGT01	400	A1	CS	136	24
Core Central Fladen	15/01/2013	08:24	CCGT01	400	A1	CS	136	24
Core Central Fladen	15/01/2013	09:29	CCGT08	401	A1	CS	137	29
Core Central Fladen	15/01/2013	10:57	CCGT12	402	A1	CS	118	34
Core Central Fladen	15/01/2013	13:03	CCGT16	403	A2	CS	113	21
Central Fladen	15/01/2013	14:05	CGT18	404	A1	CS	111	27
Core Central Fladen	15/01/2013	15:32	CCGT17	405	A1	CS	124	18
Core Central Fladen	15/01/2013	16:24	CCGT10	406	A1	CS	115	19
Core Central Fladen	15/01/2013	17:49	CCGT06	407	A1	CS	111	16
Central Fladen	15/01/2013	19:11	Deep2	408	A1	DC	190	9
Central Fladen	15/01/2013	20:50	Deep5	410	A1	HCD	207	0

VIDEO STILLS POSITIONS

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SSEF_CEND0113X_SEGT1_STN_285_A1_002	SEGT1	A1	CS	11/01/2013	18:45:01	58.183613	0.732373
SSEF_CEND0113X_SEGT1_STN_285_A1_003	SEGT1	A1	CS	11/01/2013	18:46:04	58.183498	0.732524
SSEF_CEND0113X_SEGT1_STN_285_A1_004	SEGT1	A1	CS	11/01/2013	18:47:00	58.183374	0.732588
SSEF_CEND0113X_SEGT1_STN_285_A1_005	SEGT1	A1	CS	11/01/2013	18:48:02	58.183234	0.732701
SSEF_CEND0113X_SEGT1_STN_285_A1_006	SEGT1	A1	CS	11/01/2013	18:49:01	58.183121	0.732852
SSEF_CEND0113X_SEGT1_STN_285_A1_007	SEGT1	A1	CS	11/01/2013	18:50:00	58.182991	0.732965
SSEF_CEND0113X_SEGT1_STN_285_A1_008	SEGT1	A1	CS	11/01/2013	18:50:03	58.182991	0.732965
SSEF_CEND0113X_SEGT1_STN_285_A1_009	SEGT1	A1	CS	11/01/2013	18:51:01	58.182854	0.733033
SSEF_CEND0113X_SEGT1_STN_285_A1_010	SEGT1	A1	CS	11/01/2013	18:52:00	58.182740	0.733187
SSEF_CEND0113X_SEGT1_STN_285_A1_011	SEGT1	A1	CS	11/01/2013	18:52:59	58.182628	0.733269
SSEF_CEND0113X_SEGT1_STN_285_A1_012	SEGT1	A1	CS	11/01/2013	18:54:02	58.182474	0.733339
SSEF_CEND0113X_SEGT1_STN_285_A1_013	SEGT1	A1	CS	11/01/2013	18:55:02	58.182358	0.733494
SSEF_CEND0113X_SEGT1_STN_285_A1_014	SEGT1	A1	CS	11/01/2013	18:56:01	58.182230	0.733607
SSEF_CEND0113X_SEGT1_STN_285_A1_015	SEGT1	A1	CS	11/01/2013	18:56:20	58.182176	0.733593
SSEF_CEND0113X_SEGT55_STN_276_A1_002	SEGT55	A1	CS	11/01/2013	15:35:37	58.245386	0.715988
SSEF_CEND0113X_SEGT55_STN_276_A1_003	SEGT55	A1	CS	11/01/2013	15:36:16	58.245242	0.716104
SSEF_CEND0113X_SEGT55_STN_276_A1_004	SEGT55	A1	CS	11/01/2013	15:37:26	58.245158	0.716141
SSEF_CEND0113X_SEGT55_STN_276_A1_005	SEGT55	A1	CS	11/01/2013	15:38:15	58.245051	0.716228
SSEF_CEND0113X_SEGT55_STN_276_A1_006	SEGT55	A1	CS	11/01/2013	15:39:04	58.244946	0.716330
SSEF_CEND0113X_SEGT55_STN_276_A1_007	SEGT55	A1	CS	11/01/2013	15:39:12	58.244928	0.716360
SSEF_CEND0113X_SEGT55_STN_276_A1_008	SEGT55	A1	CS	11/01/2013	15:39:38	58.244871	0.716420
SSEF_CEND0113X_SEGT55_STN_276_A1_009	SEGT55	A1	CS	11/01/2013	15:40:31	58.244835	0.716425
SSEF_CEND0113X_SEGT55_STN_276_A1_010	SEGT55	A1	CS	11/01/2013	15:41:24	58.244729	0.716515
SSEF_CEND0113X_SEGT55_STN_276_A1_011	SEGT55	A1	CS	11/01/2013	15:42:25	58.244604	0.716635
SSEF_CEND0113X_SEGT55_STN_276_A1_012	SEGT55	A1	CS	11/01/2013	15:42:41	58.244562	0.716665
SSEF_CEND0113X_SEGT55_STN_276_A1_013	SEGT55	A1	CS	11/01/2013	15:43:24	58.244474	0.716740
SSEF_CEND0113X_SEGT55_STN_276_A1_014	SEGT55	A1	CS	11/01/2013	15:44:25	58.244355	0.716869
SSEF_CEND0113X_SEGT55_STN_276_A1_015	SEGT55	A1	CS	11/01/2013	15:45:25	58.244227	0.716939
SSEF_CEND0113X_SEGT55_STN_276_A1_016	SEGT55	A1	CS	11/01/2013	15:46:31	58.244080	0.717084
SSEF_CEND0113X_SEGT60_STN_268_A1_002	SEGT60	A1	CS	11/01/2013	12:42:04	58.341674	0.796735
SSEF_CEND0113X_SEGT60_STN_268_A1_003	SEGT60	A1	CS	11/01/2013	12:42:15	58.341594	0.796749
SSEF_CEND0113X_SEGT60_STN_268_A2_002	SEGT60	A2	CS	11/01/2013	12:44:47	58.341959	0.796826
SSEF_CEND0113X_SEGT60_STN_268_A2_003	SEGT60	A2	CS	11/01/2013	12:46:04	58.342131	0.796871
SSEF_CEND0113X_SEGT60_STN_268_A2_004	SEGT60	A2	CS	11/01/2013	12:47:12	58.342277	0.796909
SSEF_CEND0113X_SEGT60_STN_268_A2_005	SEGT60	A2	CS	11/01/2013	12:48:01	58.342404	0.796944
SSEF_CEND0113X_SEGT60_STN_268_A2_006	SEGT60	A2	CS	11/01/2013	12:49:12	58.342551	0.796983
SSEF_CEND0113X_SEGT60_STN_268_A2_007	SEGT60	A2	CS	11/01/2013	12:49:55	58.342651	0.797008
SSEF_CEND0113X_SEGT60_STN_268_A2_008	SEGT60	A2	CS	11/01/2013	12:51:16	58.342836	0.797054
SSEF_CEND0113X_SEGT60_STN_268_A2_009	SEGT60	A2	CS	11/01/2013	12:52:01	58.342931	0.797084
SSEF_CEND0113X_SEGT60_STN_268_A2_010	SEGT60	A2	CS	11/01/2013	12:53:11	58.343102	0.797101
SSEF_CEND0113X_SEGT60_STN_268_A2_011	SEGT60	A2	CS	11/01/2013	12:54:04	58.343221	0.797144

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SSEF_CEND0113X_SEGT60_STN_268_A2_012	SEGT60	A2	CS	11/01/2013	12:55:06	58.343357	0.797178
SSEF_CEND0113X_SEGT60_STN_268_A2_013	SEGT60	A2	CS	11/01/2013	12:55:35	58.343419	0.797176
SSEF_CEND0113X_SEGT60_STN_268_A2_014	SEGT60	A2	CS	11/01/2013	12:56:16	58.343544	0.797231
SSEF_CEND0113X_SEGT63_STN_299_A1_002	SEGT63	A1	CS	11/01/2013	23:58:35	58.376265	0.857189
SSEF_CEND0113X_SEGT63_STN_299_A1_003	SEGT63	A1	CS	11/01/2013	23:59:42	58.376410	0.857182
SSEF_CEND0113X_SEGT63_STN_299_A1_004	SEGT63	A1	CS	12/01/2013	00:00:31	58.376504	0.857052
SSEF_CEND0113X_SEGT63_STN_299_A1_005	SEGT63	A1	CS	12/01/2013	00:01:52	58.376653	0.857000
SSEF_CEND0113X_SEGT63_STN_299_A1_006	SEGT63	A1	CS	12/01/2013	00:02:45	58.376807	0.857067
SSEF_CEND0113X_SEGT63_STN_299_A1_007	SEGT63	A1	CS	12/01/2013	00:03:52	58.376952	0.856937
SSEF_CEND0113X_SEGT63_STN_299_A1_008	SEGT63	A1	CS	12/01/2013	00:04:31	58.377015	0.856855
SSEF_CEND0113X_SEGT63_STN_299_A1_009	SEGT63	A1	CS	12/01/2013	00:04:45	58.377030	0.856867
SSEF_CEND0113X_SEGT63_STN_299_A1_010	SEGT63	A1	CS	12/01/2013	00:05:42	58.377170	0.856925
SSEF_CEND0113X_SEGT63_STN_299_A1_011	SEGT63	A1	CS	12/01/2013	00:06:52	58.377338	0.856813
SSEF_CEND0113X_SEGT63_STN_299_A1_012	SEGT63	A1	CS	12/01/2013	00:07:21	58.377376	0.856786
SSEF_CEND0113X_SEGT63_STN_299_A1_013	SEGT63	A1	CS	12/01/2013	00:07:48	58.377448	0.856755
SSEF_CEND0113X_SEGT63_STN_299_A1_014	SEGT63	A1	CS	12/01/2013	00:08:43	58.377605	0.856718
SSEF_CEND0113X_SEGT63_STN_299_A1_015	SEGT63	A1	CS	12/01/2013	00:08:55	58.377632	0.856686
SSEF_CEND0113X_SEGT9_STN_292_A1_002	SEGT9	A1	CS	11/01/2013	21:22:40	58.282692	0.810114
SSEF_CEND0113X_SEGT9_STN_292_A1_003	SEGT9	A1	CS	11/01/2013	21:24:01	58.282486	0.810216
SSEF_CEND0113X_SEGT9_STN_292_A1_004	SEGT9	A1	CS	11/01/2013	21:24:10	58.282463	0.810246
SSEF_CEND0113X_SEGT9_STN_292_A1_005	SEGT9	A1	CS	11/01/2013	21:24:58	58.282361	0.810344
SSEF_CEND0113X_SEGT9_STN_292_A1_006	SEGT9	A1	CS	11/01/2013	21:26:01	58.282249	0.810529
SSEF_CEND0113X_SEGT9_STN_292_A1_007	SEGT9	A1	CS	11/01/2013	21:26:51	58.282113	0.810642
SSEF_CEND0113X_SEGT9_STN_292_A1_008	SEGT9	A1	CS	11/01/2013	21:27:18	58.282035	0.810732
SSEF_CEND0113X_SEGT9_STN_292_A1_009	SEGT9	A1	CS	11/01/2013	21:27:51	58.281976	0.810832
SSEF_CEND0113X_SEGT9_STN_292_A1_010	SEGT9	A1	CS	11/01/2013	21:28:47	58.281851	0.811029
SSEF_CEND0113X_SEGT9_STN_292_A1_011	SEGT9	A1	CS	11/01/2013	21:29:57	58.281675	0.811170
SSEF_CEND0113X_SEGT9_STN_292_A1_012	SEGT9	A1	CS	11/01/2013	21:30:40	58.281537	0.811219
SSEF_CEND0113X_SEGT9_STN_292_A1_013	SEGT9	A1	CS	11/01/2013	21:31:10	58.281418	0.811299
SSEF_CEND0113X_SEGT9_STN_292_A1_014	SEGT9	A1	CS	11/01/2013	21:31:29	58.281341	0.811402
SSEF_CEND0113X_SEGT9_STN_292_A1_015	SEGT9	A1	CS	11/01/2013	21:31:48	58.281256	0.811517
SSEF_CEND0113X_SEGT10_STN_362_A1_002	SEGT10	A1	CS	12/01/2013	23:55:46	58.128145	0.887080
SSEF_CEND0113X_SEGT10_STN_362_A1_003	SEGT10	A1	CS	12/01/2013	23:57:37	58.128261	0.886808
SSEF_CEND0113X_SEGT10_STN_362_A1_004	SEGT10	A1	CS	12/01/2013	23:58:29	58.128332	0.886645
SSEF_CEND0113X_SEGT10_STN_362_A1_005	SEGT10	A1	CS	13/01/2013	00:02:31	58.128693	0.885856
SSEF_CEND0113X_SEGT10_STN_362_A1_006	SEGT10	A1	CS	13/01/2013	00:03:29	58.128783	0.885659
SSEF_CEND0113X_SEGT10_STN_362_A1_007	SEGT10	A1	CS	13/01/2013	00:04:43	58.128859	0.885388
SSEF_CEND0113X_SEGT10_STN_362_A1_008	SEGT10	A1	CS	13/01/2013	00:05:28	58.128937	0.885237
SSEF_CEND0113X_SEGT10_STN_362_A1_009	SEGT10	A1	CS	13/01/2013	00:06:34	58.129029	0.885002
SSEF_CEND0113X_SEGT10_STN_362_A1_010	SEGT10	A1	CS	13/01/2013	00:07:30	58.129094	0.884812
SSEF_CEND0113X_SEGT10_STN_362_A1_011	SEGT10	A1	CS	13/01/2013	00:08:30	58.129221	0.884648
SSEF_CEND0113X_SEGT11_STN_330_A1_002	SEGT11	A1	CS	12/01/2013	11:48:24	58.189182	0.871721
SSEF_CEND0113X_SEGT11_STN_330_A1_003	SEGT11	A1	CS	12/01/2013	11:48:50	58.189239	0.871613

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SSEF_CEND0113X_SEGT11_STN_330_A1_004	SEGT11	A1	CS	12/01/2013	11:49:14	58.189285	0.871548
SSEF_CEND0113X_SEGT11_STN_330_A1_005	SEGT11	A1	CS	12/01/2013	11:50:18	58.189358	0.871430
SSEF_CEND0113X_SEGT11_STN_330_A1_006	SEGT11	A1	CS	12/01/2013	11:50:59	58.189460	0.871265
SSEF_CEND0113X_SEGT11_STN_330_A1_007	SEGT11	A1	CS	12/01/2013	11:51:15	58.189456	0.871182
SSEF_CEND0113X_SEGT11_STN_330_A1_008	SEGT11	A1	CS	12/01/2013	11:52:16	58.189608	0.871037
SSEF_CEND0113X_SEGT11_STN_330_A1_009	SEGT11	A1	CS	12/01/2013	11:52:54	58.189661	0.870877
SSEF_CEND0113X_SEGT11_STN_330_A1_010	SEGT11	A1	CS	12/01/2013	11:53:15	58.189669	0.870745
SSEF_CEND0113X_SEGT11_STN_330_A1_011	SEGT11	A1	CS	12/01/2013	11:54:26	58.189687	0.870104
SSEF_CEND0113X_SEGT11_STN_330_A1_012	SEGT11	A1	CS	12/01/2013	11:54:39	58.189694	0.869879
SSEF_CEND0113X_SEGT11_STN_330_A1_013	SEGT11	A1	CS	12/01/2013	11:55:16	58.189703	0.869623
SSEF_CEND0113X_SEGT11_STN_330_A1_014	SEGT11	A1	CS	12/01/2013	11:56:14	58.189778	0.869318
SSEF_CEND0113X_SEGT11_STN_330_A1_015	SEGT11	A1	CS	12/01/2013	11:56:48	58.189829	0.869193
SSEF_CEND0113X_SEGT11_STN_330_A1_016	SEGT11	A1	CS	12/01/2013	11:57:15	58.189892	0.869118
SSEF_CEND0113X_SEGT11_STN_330_A1_017	SEGT11	A1	CS	12/01/2013	11:58:16	58.190015	0.868908
SSEF_CEND0113X_SEGT18_STN_335_A1_002	SEGT18	A1	CS	12/01/2013	13:50:34	58.255553	0.920261
SSEF_CEND0113X_SEGT18_STN_335_A1_003	SEGT18	A1	CS	12/01/2013	13:51:14	58.255618	0.920343
SSEF_CEND0113X_SEGT18_STN_335_A1_004	SEGT18	A1	CS	12/01/2013	13:51:56	58.255665	0.920483
SSEF_CEND0113X_SEGT18_STN_335_A1_005	SEGT18	A1	CS	12/01/2013	13:52:53	58.255799	0.920439
SSEF_CEND0113X_SEGT18_STN_335_A1_006	SEGT18	A1	CS	12/01/2013	13:53:40	58.255825	0.921063
SSEF_CEND0113X_SEGT18_STN_335_A1_007	SEGT18	A1	CS	12/01/2013	13:54:49	58.255958	0.921254
SSEF_CEND0113X_SEGT18_STN_335_A1_008	SEGT18	A1	CS	12/01/2013	13:55:49	58.256028	0.921406
SSEF_CEND0113X_SEGT18_STN_335_A1_009	SEGT18	A1	CS	12/01/2013	13:56:20	58.256093	0.921352
SSEF_CEND0113X_SEGT18_STN_335_A1_010	SEGT18	A1	CS	12/01/2013	13:56:52	58.256171	0.921493
SSEF_CEND0113X_SEGT18_STN_335_A1_011	SEGT18	A1	CS	12/01/2013	13:57:48	58.256279	0.921706
SSEF_CEND0113X_SEGT18_STN_335_A1_012	SEGT18	A1	CS	12/01/2013	13:58:54	58.256384	0.921740
SSEF_CEND0113X_SEGT18_STN_335_A1_013	SEGT18	A1	CS	12/01/2013	13:59:45	58.256433	0.922165
SSEF_CEND0113X_SEGT18_STN_335_A1_014	SEGT18	A1	CS	12/01/2013	14:00:47	58.256581	0.922272
SSEF_CEND0113X_SEGT19_STN_306_A1_002	SEGT19	A1	CS	12/01/2013	02:54:51	58.319551	0.903474
SSEF_CEND0113X_SEGT19_STN_306_A1_003	SEGT19	A1	CS	12/01/2013	02:56:01	58.319501	0.903682
SSEF_CEND0113X_SEGT19_STN_306_A1_004	SEGT19	A1	CS	12/01/2013	02:57:14	58.319540	0.904167
SSEF_CEND0113X_SEGT19_STN_306_A1_005	SEGT19	A1	CS	12/01/2013	02:58:04	58.319610	0.904545
SSEF_CEND0113X_SEGT19_STN_306_A1_006	SEGT19	A1	CS	12/01/2013	02:59:00	58.319595	0.904888
SSEF_CEND0113X_SEGT19_STN_306_A1_007	SEGT19	A1	CS	12/01/2013	03:00:03	58.319523	0.905284
SSEF_CEND0113X_SEGT19_STN_306_A1_008	SEGT19	A1	CS	12/01/2013	03:01:03	58.319488	0.905694
SSEF_CEND0113X_SEGT19_STN_306_A1_009	SEGT19	A1	CS	12/01/2013	03:02:01	58.319502	0.905883
SSEF_CEND0113X_SEGT19_STN_306_A1_010	SEGT19	A1	CS	12/01/2013	03:03:04	58.319378	0.906449
SSEF_CEND0113X_SEGT19_STN_306_A1_011	SEGT19	A1	CS	12/01/2013	03:04:03	58.319393	0.906737
SSEF_CEND0113X_SEGT19_STN_306_A1_012	SEGT19	A1	CS	12/01/2013	03:05:04	58.319325	0.907123
SSEF_CEND0113X_SEGT21_STN_356_A1_002	SEGT21	A1	CS	12/01/2013	21:35:18	58.230668	0.961462
SSEF_CEND0113X_SEGT21_STN_356_A1_003	SEGT21	A1	CS	12/01/2013	21:36:24	58.230510	0.961499
SSEF_CEND0113X_SEGT21_STN_356_A1_004	SEGT21	A1	CS	12/01/2013	21:38:08	58.230374	0.961597
SSEF_CEND0113X_SEGT21_STN_356_A1_005	SEGT21	A1	CS	12/01/2013	21:38:35	58.230298	0.961635
SSEF_CEND0113X_SEGT21_STN_356_A1_006	SEGT21	A1	CS	12/01/2013	21:39:45	58.230151	0.961739

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SSEF_CEND0113X_SEGT21_STN_356_A1_007	SEGT21	A1	CS	12/01/2013	21:39:53	58.230151	0.961739
SSEF_CEND0113X_SEGT21_STN_356_A1_008	SEGT21	A1	CS	12/01/2013	21:41:24	58.229926	0.961844
SSEF_CEND0113X_SEGT21_STN_356_A1_009	SEGT21	A1	CS	12/01/2013	21:41:37	58.229903	0.961864
SSEF_CEND0113X_SEGT21_STN_356_A1_010	SEGT21	A1	CS	12/01/2013	21:42:17	58.229809	0.961904
SSEF_CEND0113X_SEGT21_STN_356_A1_011	SEGT21	A1	CS	12/01/2013	21:43:05	58.229708	0.962009
SSEF_CEND0113X_SEGT21_STN_356_A1_012	SEGT21	A1	CS	12/01/2013	21:44:17	58.229548	0.962047
SSEF_CEND0113X_SEGT21_STN_356_A1_013	SEGT21	A1	CS	12/01/2013	21:45:34	58.229376	0.962194
SSEF_CEND0113X_SEGT24_STN_376_A1_002	SEGT24	A1	CS	13/01/2013	05:05:10	58.202762	1.003237
SSEF_CEND0113X_SEGT24_STN_376_A1_003	SEGT24	A1	CS	13/01/2013	05:06:13	58.202627	1.003279
SSEF_CEND0113X_SEGT24_STN_376_A1_004	SEGT24	A1	CS	13/01/2013	05:06:31	58.202577	1.003301
SSEF_CEND0113X_SEGT24_STN_376_A1_005	SEGT24	A1	CS	13/01/2013	05:07:14	58.202482	1.003327
SSEF_CEND0113X_SEGT24_STN_376_A1_006	SEGT24	A1	CS	13/01/2013	05:08:02	58.202437	1.003345
SSEF_CEND0113X_SEGT24_STN_376_A1_007	SEGT24	A1	CS	13/01/2013	05:08:13	58.202413	1.003358
SSEF_CEND0113X_SEGT24_STN_376_A1_008	SEGT24	A1	CS	13/01/2013	05:09:14	58.202278	1.003398
SSEF_CEND0113X_SEGT24_STN_376_A1_009	SEGT24	A1	CS	13/01/2013	05:10:14	58.202137	1.003445
SSEF_CEND0113X_SEGT24_STN_376_A1_010	SEGT24	A1	CS	13/01/2013	05:10:56	58.202047	1.003473
SSEF_CEND0113X_SEGT24_STN_376_A1_011	SEGT24	A1	CS	13/01/2013	05:11:14	58.202000	1.003498
SSEF_CEND0113X_SEGT24_STN_376_A1_012	SEGT24	A1	CS	13/01/2013	05:12:15	58.201870	1.003542
SSEF_CEND0113X_SEGT24_STN_376_A1_013	SEGT24	A1	CS	13/01/2013	05:13:13	58.201723	1.003595
SSEF_CEND0113X_SEGT24_STN_376_A1_014	SEGT24	A1	CS	13/01/2013	05:14:06	58.201615	1.003643
SSEF_CEND0113X_SEGT24_STN_376_A1_015	SEGT24	A1	CS	13/01/2013	05:14:14	58.201592	1.003642
SSEF_CEND0113X_SEGT24_STN_376_A1_016	SEGT24	A1	CS	13/01/2013	05:14:40	58.201543	1.003658
SSEF_CEND0113X_SEGT24_STN_376_A1_017	SEGT24	A1	CS	13/01/2013	05:15:13	58.201467	1.003717
SSEF_CEND0113X_SEGT29_STN_342_A1_002	SEGT29	A1	CS	12/01/2013	16:34:29	58.358109	0.993831
SSEF_CEND0113X_SEGT29_STN_342_A1_003	SEGT29	A1	CS	12/01/2013	16:35:16	58.358041	0.994003
SSEF_CEND0113X_SEGT29_STN_342_A1_004	SEGT29	A1	CS	12/01/2013	16:35:31	58.358014	0.994108
SSEF_CEND0113X_SEGT29_STN_342_A1_005	SEGT29	A1	CS	12/01/2013	16:36:28	58.357925	0.994309
SSEF_CEND0113X_SEGT29_STN_342_A1_006	SEGT29	A1	CS	12/01/2013	16:37:31	58.357854	0.994645
SSEF_CEND0113X_SEGT29_STN_342_A1_007	SEGT29	A1	CS	12/01/2013	16:37:58	58.357810	0.994777
SSEF_CEND0113X_SEGT29_STN_342_A1_008	SEGT29	A1	CS	12/01/2013	16:38:29	58.357785	0.994986
SSEF_CEND0113X_SEGT29_STN_342_A1_009	SEGT29	A1	CS	12/01/2013	16:38:44	58.357765	0.995052
SSEF_CEND0113X_SEGT29_STN_342_A1_010	SEGT29	A1	CS	12/01/2013	16:39:13	58.357692	0.995212
SSEF_CEND0113X_SEGT29_STN_342_A1_011	SEGT29	A1	CS	12/01/2013	16:39:24	58.357677	0.995270
SSEF_CEND0113X_SEGT29_STN_342_A1_012	SEGT29	A1	CS	12/01/2013	16:39:36	58.357670	0.995315
SSEF_CEND0113X_SEGT29_STN_342_A1_013	SEGT29	A1	CS	12/01/2013	16:40:31	58.357580	0.995598
SSEF_CEND0113X_SEGT29_STN_342_A1_014	SEGT29	A1	CS	12/01/2013	16:40:50	58.357582	0.995707
SSEF_CEND0113X_SEGT29_STN_342_A1_015	SEGT29	A1	CS	12/01/2013	16:41:30	58.357490	0.995922
SSEF_CEND0113X_SEGT29_STN_342_A1_016	SEGT29	A1	CS	12/01/2013	16:42:24	58.357391	0.996199
SSEF_CEND0113X_SEGT29_STN_342_A1_017	SEGT29	A1	CS	12/01/2013	16:43:03	58.357360	0.996417
SSEF_CEND0113X_SEGT29_STN_342_A1_018	SEGT29	A1	CS	12/01/2013	16:43:37	58.357297	0.996598
SSEF_CEND0113X_SEGT29_STN_342_A1_019	SEGT29	A1	CS	12/01/2013	16:44:09	58.357248	0.996801
SSEF_CEND0113X_SEGT29_STN_342_A1_020	SEGT29	A1	CS	12/01/2013	16:44:29	58.357234	0.996935
SSEF_CEND0113X_SEGT54_STN_320_A1_002	SEGT54	A1	CS	12/01/2013	08:10:07	58.120949	0.746550

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SSEF_CEND0113X_SEGT54_STN_320_A1_003	SEGT54	A1	CS	12/01/2013	08:11:15	58.120839	0.746823
SSEF_CEND0113X_SEGT54_STN_320_A1_004	SEGT54	A1	CS	12/01/2013	08:12:08	58.120787	0.747075
SSEF_CEND0113X_SEGT54_STN_320_A1_005	SEGT54	A1	CS	12/01/2013	08:12:59	58.120720	0.747293
SSEF_CEND0113X_SEGT54_STN_320_A1_006	SEGT54	A1	CS	12/01/2013	08:13:46	58.120686	0.747495
SSEF_CEND0113X_SEGT54_STN_320_A1_007	SEGT54	A1	CS	12/01/2013	08:13:55	58.120684	0.747528
SSEF_CEND0113X_SEGT54_STN_320_A1_008	SEGT54	A1	CS	12/01/2013	08:14:05	58.120671	0.747560
SSEF_CEND0113X_SEGT54_STN_320_A1_009	SEGT54	A1	CS	12/01/2013	08:15:01	58.120629	0.747843
SSEF_CEND0113X_SEGT54_STN_320_A1_010	SEGT54	A1	CS	12/01/2013	08:16:03	58.120555	0.748031
SSEF_CEND0113X_SEGT54_STN_320_A1_011	SEGT54	A1	CS	12/01/2013	08:17:01	58.120517	0.748273
SSEF_CEND0113X_SEGT54_STN_320_A1_012	SEGT54	A1	CS	12/01/2013	08:17:40	58.120449	0.748418
SSEF_CEND0113X_SEGT54_STN_320_A1_013	SEGT54	A1	CS	12/01/2013	08:18:02	58.120425	0.748520
SSEF_CEND0113X_SEGT54_STN_320_A1_014	SEGT54	A1	CS	12/01/2013	08:19:06	58.120412	0.748800
SSEF_CEND0113X_SEGT54_STN_320_A1_015	SEGT54	A1	CS	12/01/2013	08:20:01	58.120334	0.749067
SSEF_CEND0113X_SEGT54_STN_320_A1_016	SEGT54	A1	CS	12/01/2013	08:21:01	58.120284	0.749310
SSEF_CEND0113X_SEGT54_STN_320_A1_017	SEGT54	A1	CS	12/01/2013	08:22:04	58.120199	0.749520
SSEF_CEND0113X_SEGT65_STN_371_A1_002	SEGT65	A1	CS	13/01/2013	03:11:48	58.135710	1.017239
SSEF_CEND0113X_SEGT65_STN_371_A1_003	SEGT65	A1	CS	13/01/2013	03:11:55	58.135710	1.017239
SSEF_CEND0113X_SEGT65_STN_371_A1_004	SEGT65	A1	CS	13/01/2013	03:13:06	58.135849	1.017308
SSEF_CEND0113X_SEGT65_STN_371_A1_005	SEGT65	A1	CS	13/01/2013	03:14:16	58.135979	1.017468
SSEF_CEND0113X_SEGT65_STN_371_A1_006	SEGT65	A1	CS	13/01/2013	03:15:00	58.136074	1.017691
SSEF_CEND0113X_SEGT65_STN_371_A1_007	SEGT65	A1	CS	13/01/2013	03:15:21	58.136104	1.017741
SSEF_CEND0113X_SEGT65_STN_371_A1_008	SEGT65	A1	CS	13/01/2013	03:16:15	58.136200	1.017896
SSEF_CEND0113X_SEGT65_STN_371_A1_009	SEGT65	A1	CS	13/01/2013	03:17:15	58.136318	1.017911
SSEF_CEND0113X_SEGT65_STN_371_A1_010	SEGT65	A1	CS	13/01/2013	03:18:16	58.136438	1.017950
SSEF_CEND0113X_SEGT65_STN_371_A1_011	SEGT65	A1	CS	13/01/2013	03:19:15	58.136544	1.018224
SSEF_CEND0113X_SEGT65_STN_371_A1_012	SEGT65	A1	CS	13/01/2013	03:20:16	58.136649	1.018506
SSEF_CEND0113X_SEGT65_STN_371_A1_013	SEGT65	A1	CS	13/01/2013	03:21:18	58.136775	1.018642
SSEF_CEND0113X_SEGT65_STN_371_A1_014	SEGT65	A1	CS	13/01/2013	03:22:16	58.136872	1.018804
SSEF_CEND0113X_SEGT65_STN_371_A1_015	SEGT65	A1	CS	13/01/2013	03:23:17	58.137004	1.018952
SSEF_CEND0113X_SEGT68_STN_349_A1_002	SEGT68	A1	CS	12/01/2013	19:14:21	58.329032	1.038796
SSEF_CEND0113X_SEGT68_STN_349_A1_003	SEGT68	A1	CS	12/01/2013	19:14:42	58.328975	1.038931
SSEF_CEND0113X_SEGT68_STN_349_A1_004	SEGT68	A1	CS	12/01/2013	19:16:18	58.328870	1.039182
SSEF_CEND0113X_SEGT68_STN_349_A1_005	SEGT68	A1	CS	12/01/2013	19:16:22	58.328850	1.039214
SSEF_CEND0113X_SEGT68_STN_349_A1_006	SEGT68	A1	CS	12/01/2013	19:17:13	58.328775	1.039412
SSEF_CEND0113X_SEGT68_STN_349_A1_007	SEGT68	A1	CS	12/01/2013	19:17:53	58.328717	1.039545
SSEF_CEND0113X_SEGT68_STN_349_A1_008	SEGT68	A1	CS	12/01/2013	19:18:11	58.328699	1.039575
SSEF_CEND0113X_SEGT68_STN_349_A1_009	SEGT68	A1	CS	12/01/2013	19:19:11	58.328605	1.039833
SSEF_CEND0113X_SEGT68_STN_349_A1_010	SEGT68	A1	CS	12/01/2013	19:20:14	58.328524	1.040037
SSEF_CEND0113X_SEGT68_STN_349_A1_011	SEGT68	A1	CS	12/01/2013	19:21:10	58.328430	1.040184
SSEF_CEND0113X_SEGT68_STN_349_A1_012	SEGT68	A1	CS	12/01/2013	19:22:14	58.328350	1.040425
SSEF_CEND0113X_SEGT68_STN_349_A1_013	SEGT68	A1	CS	12/01/2013	19:23:12	58.328220	1.040609
SSEF_CEND0113X_SEGT68_STN_349_A1_014	SEGT68	A1	CS	12/01/2013	19:24:20	58.328144	1.040834
SSEF_CEND0113X_SEGT68_STN_349_A1_015	SEGT68	A1	CS	12/01/2013	19:25:13	58.328054	1.041031

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SSEF_CEND0113X_SEGT70_STN_383_A1_002	SEGT70	A1	CS	13/01/2013	07:27:56	58.300905	1.082125
SSEF_CEND0113X_SEGT70_STN_383_A1_003	SEGT70	A1	CS	13/01/2013	07:28:42	58.300901	1.082087
SSEF_CEND0113X_SEGT70_STN_383_A1_004	SEGT70	A1	CS	13/01/2013	07:28:53	58.300881	1.082100
SSEF_CEND0113X_SEGT70_STN_383_A1_005	SEGT70	A1	CS	13/01/2013	07:29:52	58.300749	1.082189
SSEF_CEND0113X_SEGT70_STN_383_A1_006	SEGT70	A1	CS	13/01/2013	07:30:04	58.300715	1.082194
SSEF_CEND0113X_SEGT70_STN_383_A1_007	SEGT70	A1	CS	13/01/2013	07:30:52	58.300669	1.082152
SSEF_CEND0113X_SEGT70_STN_383_A1_008	SEGT70	A1	CS	13/01/2013	07:31:51	58.300539	1.082184
SSEF_CEND0113X_SEGT70_STN_383_A1_009	SEGT70	A1	CS	13/01/2013	07:32:53	58.300399	1.082277
SSEF_CEND0113X_SEGT70_STN_383_A1_010	SEGT70	A1	CS	13/01/2013	07:33:51	58.300261	1.082257
SSEF_CEND0113X_SEGT70_STN_383_A1_011	SEGT70	A1	CS	13/01/2013	07:34:51	58.300132	1.082297
SSEF_CEND0113X_SEGT70_STN_383_A1_012	SEGT70	A1	CS	13/01/2013	07:35:51	58.299997	1.082331
SSEF_CEND0113X_SEGT70_STN_383_A1_013	SEGT70	A1	CS	13/01/2013	07:36:51	58.299854	1.082343
SSEF_CEND0113X_SEGT70_STN_383_A1_014	SEGT70	A1	CS	13/01/2013	07:37:29	58.299772	1.082421
SSEF_CEND0113X_SEGT70_STN_383_A1_015	SEGT70	A1	CS	13/01/2013	07:37:51	58.299726	1.082436
SCFL_CEND0113X_CCGT016_STN_403_A1_002	CCGT016	A1	CS	15/01/2013	12:38:41	58.881216	0.004056
SCFL_CEND0113X_CCGT016_STN_403_A1_003	CCGT016	A1	CS	15/01/2013	12:40:02	58.881370	0.004061
SCFL_CEND0113X_CCGT016_STN_403_A1_004	CCGT016	A1	CS	15/01/2013	12:41:00	58.881526	0.004032
SCFL_CEND0113X_CCGT016_STN_403_A2_002	CCGT016	A2	CS	15/01/2013	13:03:05	58.886722	0.004471
SCFL_CEND0113X_CCGT016_STN_403_A2_003	CCGT016	A2	CS	15/01/2013	13:03:58	58.886513	0.005745
SCFL_CEND0113X_CCGT016_STN_403_A2_004	CCGT016	A2	CS	15/01/2013	13:05:13	58.884548	0.005407
SCFL_CEND0113X_CCGT016_STN_403_A2_005	CCGT016	A2	CS	15/01/2013	13:05:35	58.884324	0.003888
SCFL_CEND0113X_CCGT016_STN_403_A2_006	CCGT016	A2	CS	15/01/2013	13:06:02	58.884409	0.003947
SCFL_CEND0113X_CCGT016_STN_403_A2_007	CCGT016	A2	CS	15/01/2013	13:07:03	58.884577	0.003953
SCFL_CEND0113X_CCGT016_STN_403_A2_008	CCGT016	A2	CS	15/01/2013	13:08:03	58.884738	0.003939
SCFL_CEND0113X_CCGT016_STN_403_A2_009	CCGT016	A2	CS	15/01/2013	13:09:08	58.884898	0.003893
SCFL_CEND0113X_CCGT016_STN_403_A2_010	CCGT016	A2	CS	15/01/2013	13:09:58	58.884988	0.003899
SCFL_CEND0113X_CCGT016_STN_403_A2_011	CCGT016	A2	CS	15/01/2013	13:10:44	58.885112	0.003893
SCFL_CEND0113X_CCGT016_STN_403_A2_012	CCGT016	A2	CS	15/01/2013	13:11:32	58.885218	0.003884
SCFL_CEND0113X_CCGT016_STN_403_A2_013	CCGT016	A2	CS	15/01/2013	13:13:09	58.885425	0.003863
SCFL_CEND0113X_CCGT016_STN_403_A2_014	CCGT016	A2	CS	15/01/2013	13:13:35	58.885470	0.003843
SCFL_CEND0113X_CCGT016_STN_403_A2_015	CCGT016	A2	CS	15/01/2013	13:14:19	58.885568	0.003826
SCFL_CEND0113X_CCGT016_STN_403_A2_016	CCGT016	A2	CS	15/01/2013	13:15:37	58.885735	0.003849
SCFL_CEND0113X_CCGT016_STN_403_A2_017	CCGT016	A2	CS	15/01/2013	13:16:09	58.885868	0.003816
SCFL_CEND0113X_CCGT016_STN_403_A2_018	CCGT016	A2	CS	15/01/2013	13:16:35	58.885923	0.003796
SCFL_CEND0113X_CCGT016_STN_403_A2_019	CCGT016	A2	CS	15/01/2013	13:17:14	58.886017	0.003768
SCFL_CEND0113X_CCGT016_STN_403_A2_020	CCGT016	A2	CS	15/01/2013	13:17:38	58.886098	0.003743
SCFL_CEND0113X_CCGT016_STN_403_A2_021	CCGT016	A2	CS	15/01/2013	13:18:14	58.886170	0.003754
SCFL_CEND0113X_CCGT01_STN_400_A1_002	CCGT01	A1	CS	15/01/2013	08:24:01	58.813559	-0.117875
SCFL_CEND0113X_CCGT01_STN_400_A1_003	CCGT01	A1	CS	15/01/2013	08:25:06	58.813284	-0.117691
SCFL_CEND0113X_CCGT01_STN_400_A1_004	CCGT01	A1	CS	15/01/2013	08:25:36	58.813194	-0.117755
SCFL_CEND0113X_CCGT01_STN_400_A1_005	CCGT01	A1	CS	15/01/2013	08:26:06	58.813112	-0.117686
SCFL_CEND0113X_CCGT01_STN_400_A1_006	CCGT01	A1	CS	15/01/2013	08:27:02	58.813011	-0.117797
SCFL_CEND0113X_CCGT01_STN_400_A1_007	CCGT01	A1	CS	15/01/2013	08:28:00	58.812845	-0.117768

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SCFL_CEND0113X_CCGT01_STN_400_A1_008	CCGT01	A1	CS	15/01/2013	08:29:01	58.812684	-0.117751
SCFL_CEND0113X_CCGT01_STN_400_A1_009	CCGT01	A1	CS	15/01/2013	08:30:00	58.812512	-0.117730
SCFL_CEND0113X_CCGT01_STN_400_A1_010	CCGT01	A1	CS	15/01/2013	08:31:01	58.812349	-0.117723
SCFL_CEND0113X_CCGT01_STN_400_A1_011	CCGT01	A1	CS	15/01/2013	08:32:02	58.812180	-0.117733
SCFL_CEND0113X_CCGT01_STN_400_A1_012	CCGT01	A1	CS	15/01/2013	08:33:01	58.812030	-0.117687
SCFL_CEND0113X_CCGT01_STN_400_A1_013	CCGT01	A1	CS	15/01/2013	08:34:00	58.811862	-0.117645
SCFL_CEND0113X_CCGT01_STN_400_A1_014	CCGT01	A1	CS	15/01/2013	08:35:05	58.811655	-0.117685
SCFL_CEND0113X_CCGT01_STN_400_A1_015	CCGT01	A1	CS	15/01/2013	08:36:03	58.811515	-0.117663
SCFL_CEND0113X_CCGT01_STN_400_A1_016	CCGT01	A1	CS	15/01/2013	08:37:05	58.811350	-0.117716
SCFL_CEND0113X_CCGT01_STN_400_A1_017	CCGT01	A1	CS	15/01/2013	08:38:02	58.811237	-0.117759
SCFL_CEND0113X_CCGT01_STN_400_A1_018	CCGT01	A1	CS	15/01/2013	08:38:59	58.811081	-0.117690
SCFL_CEND0113X_CCGT01_STN_400_A1_019	CCGT01	A1	CS	15/01/2013	08:39:59	58.810986	-0.117568
SCFL_CEND0113X_CCGT01_STN_400_A1_020	CCGT01	A1	CS	15/01/2013	08:41:00	58.810848	-0.117502
SCFL_CEND0113X_CCGT01_STN_400_A1_021	CCGT01	A1	CS	15/01/2013	08:42:02	58.810694	-0.117456
SCFL_CEND0113X_CCGT01_STN_400_A1_022	CCGT01	A1	CS	15/01/2013	08:42:58	58.810530	-0.117508
SCFL_CEND0113X_CCGT01_STN_400_A1_023	CCGT01	A1	CS	15/01/2013	08:44:00	58.810355	-0.117472
SCFL_CEND0113X_CCGT01_STN_400_A1_024	CCGT01	A1	CS	15/01/2013	08:44:03	58.810355	-0.117472
SCFL_CEND0113X_CCGT04_STN_65_A1_002	CCGT04	A1	CS	07/01/2013	07:25:01	58.995139	-0.168032
SCFL_CEND0113X_CCGT04_STN_65_A1_003	CCGT04	A1	CS	07/01/2013	07:26:02	58.995024	-0.168012
SCFL_CEND0113X_CCGT04_STN_65_A1_004	CCGT04	A1	CS	07/01/2013	07:26:15	58.995047	-0.168025
SCFL_CEND0113X_CCGT04_STN_65_A1_005	CCGT04	A1	CS	07/01/2013	07:27:02	58.995166	-0.168064
SCFL_CEND0113X_CCGT04_STN_65_A1_006	CCGT04	A1	CS	07/01/2013	07:27:15	58.995186	-0.168074
SCFL_CEND0113X_CCGT04_STN_65_A1_007	CCGT04	A1	CS	07/01/2013	07:27:54	58.995277	-0.168127
SCFL_CEND0113X_CCGT04_STN_65_A1_008	CCGT04	A1	CS	07/01/2013	07:29:05	58.995441	-0.168205
SCFL_CEND0113X_CCGT04_STN_65_A1_009	CCGT04	A1	CS	07/01/2013	07:30:05	58.995576	-0.168265
SCFL_CEND0113X_CCGT04_STN_65_A1_010	CCGT04	A1	CS	07/01/2013	07:31:02	58.995704	-0.168335
SCFL_CEND0113X_CCGT04_STN_65_A1_011	CCGT04	A1	CS	07/01/2013	07:32:11	58.995859	-0.168389
SCFL_CEND0113X_CCGT04_STN_65_A1_012	CCGT04	A1	CS	07/01/2013	07:33:03	58.995979	-0.168454
SCFL_CEND0113X_CCGT04_STN_65_A1_013	CCGT04	A1	CS	07/01/2013	07:34:05	58.996119	-0.168522
SCFL_CEND0113X_CCGT04_STN_65_A1_014	CCGT04	A1	CS	07/01/2013	07:35:02	58.996242	-0.168574
SCFL_CEND0113X_CCGT08_STN_401_A1_002	CCGT08	A1	CS	15/01/2013	09:29:38	58.818939	-0.049999
SCFL_CEND0113X_CCGT08_STN_401_A1_003	CCGT08	A1	CS	15/01/2013	09:30:26	58.818844	-0.049885
SCFL_CEND0113X_CCGT08_STN_401_A1_004	CCGT08	A1	CS	15/01/2013	09:30:35	58.818817	-0.049863
SCFL_CEND0113X_CCGT08_STN_401_A1_005	CCGT08	A1	CS	15/01/2013	09:31:48	58.818741	-0.049844
SCFL_CEND0113X_CCGT08_STN_401_A1_006	CCGT08	A1	CS	15/01/2013	09:32:17	58.818684	-0.049810
SCFL_CEND0113X_CCGT08_STN_401_A1_007	CCGT08	A1	CS	15/01/2013	09:32:41	58.818639	-0.049777
SCFL_CEND0113X_CCGT08_STN_401_A1_008	CCGT08	A1	CS	15/01/2013	09:33:39	58.818484	-0.049609
SCFL_CEND0113X_CCGT08_STN_401_A1_009	CCGT08	A1	CS	15/01/2013	09:34:12	58.818453	-0.049518
SCFL_CEND0113X_CCGT08_STN_401_A1_010	CCGT08	A1	CS	15/01/2013	09:34:40	58.818391	-0.049461
SCFL_CEND0113X_CCGT08_STN_401_A1_011	CCGT08	A1	CS	15/01/2013	09:35:41	58.818277	-0.049319
SCFL_CEND0113X_CCGT08_STN_401_A1_012	CCGT08	A1	CS	15/01/2013	09:36:46	58.818129	-0.049152
SCFL_CEND0113X_CCGT08_STN_401_A1_013	CCGT08	A1	CS	15/01/2013	09:37:42	58.818031	-0.049064
SCFL_CEND0113X_CCGT08_STN_401_A1_014	CCGT08	A1	CS	15/01/2013	09:38:39	58.817915	-0.048906

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SCFL_CEND0113X_CCGT08_STN_401_A1_015	CCGT08	A1	CS	15/01/2013	09:39:27	58.817822	-0.048752
SCFL_CEND0113X_CCGT08_STN_401_A1_016	CCGT08	A1	CS	15/01/2013	09:39:41	58.817802	-0.048737
SCFL_CEND0113X_CCGT08_STN_401_A1_017	CCGT08	A1	CS	15/01/2013	09:40:18	58.817716	-0.048660
SCFL_CEND0113X_CCGT08_STN_401_A1_018	CCGT08	A1	CS	15/01/2013	09:40:40	58.817674	-0.048622
SCFL_CEND0113X_CCGT08_STN_401_A1_019	CCGT08	A1	CS	15/01/2013	09:41:38	58.817547	-0.048472
SCFL_CEND0113X_CCGT08_STN_401_A1_020	CCGT08	A1	CS	15/01/2013	09:42:39	58.817439	-0.048330
SCFL_CEND0113X_CCGT08_STN_401_A1_021	CCGT08	A1	CS	15/01/2013	09:43:43	58.817321	-0.048240
SCFL_CEND0113X_CCGT08_STN_401_A1_022	CCGT08	A1	CS	15/01/2013	09:44:39	58.817180	-0.048117
SCFL_CEND0113X_CCGT08_STN_401_A1_023	CCGT08	A1	CS	15/01/2013	09:45:47	58.817074	-0.047937
SCFL_CEND0113X_CCGT08_STN_401_A1_024	CCGT08	A1	CS	15/01/2013	09:46:40	58.816962	-0.047879
SCFL_CEND0113X_CCGT08_STN_401_A1_025	CCGT08	A1	CS	15/01/2013	09:47:35	58.816823	-0.047699
SCFL_CEND0113X_CCGT08_STN_401_A1_026	CCGT08	A1	CS	15/01/2013	09:48:25	58.816722	-0.047569
SCFL_CEND0113X_CCGT08_STN_401_A1_027	CCGT08	A1	CS	15/01/2013	09:48:42	58.816703	-0.047547
SCFL_CEND0113X_CCGT08_STN_401_A1_028	CCGT08	A1	CS	15/01/2013	09:49:01	58.816663	-0.047491
SCFL_CEND0113X_CCGT08_STN_401_A1_029	CCGT08	A1	CS	15/01/2013	09:49:43	58.816590	-0.047386
SCFL_CEND0113X_CCGT09_STN_108_A1_002	CCGT09	A1	CS	08/01/2013	00:32:58	58.879962	-0.065507
SCFL_CEND0113X_CCGT09_STN_108_A1_003	CCGT09	A1	CS	08/01/2013	00:33:01	58.879939	-0.065505
SCFL_CEND0113X_CCGT09_STN_108_A1_004	CCGT09	A1	CS	08/01/2013	00:34:04	58.879814	-0.065430
SCFL_CEND0113X_CCGT09_STN_108_A1_005	CCGT09	A1	CS	08/01/2013	00:35:02	58.879743	-0.065409
SCFL_CEND0113X_CCGT09_STN_108_A1_006	CCGT09	A1	CS	08/01/2013	00:36:02	58.879591	-0.065362
SCFL_CEND0113X_CCGT09_STN_108_A1_007	CCGT09	A1	CS	08/01/2013	00:37:03	58.879490	-0.065344
SCFL_CEND0113X_CCGT09_STN_108_A1_008	CCGT09	A1	CS	08/01/2013	00:38:03	58.879364	-0.065274
SCFL_CEND0113X_CCGT09_STN_108_A1_009	CCGT09	A1	CS	08/01/2013	00:39:02	58.879264	-0.065186
SCFL_CEND0113X_CCGT09_STN_108_A1_010	CCGT09	A1	CS	08/01/2013	00:40:03	58.879125	-0.065114
SCFL_CEND0113X_CCGT09_STN_108_A1_011	CCGT09	A1	CS	08/01/2013	00:41:03	58.879002	-0.065038
SCFL_CEND0113X_CCGT09_STN_108_A1_012	CCGT09	A1	CS	08/01/2013	00:42:03	58.878864	-0.064976
SCFL_CEND0113X_CCGT09_STN_108_A1_013	CCGT09	A1	CS	08/01/2013	00:43:02	58.878709	-0.064891
SCFL_CEND0113X_CCGT10_STN_406_A1_002	CCGT10	A1	CS	15/01/2013	16:24:54	58.940159	-0.085211
SCFL_CEND0113X_CCGT10_STN_406_A1_003	CCGT10	A1	CS	15/01/2013	16:27:01	58.940144	-0.085936
SCFL_CEND0113X_CCGT10_STN_406_A1_004	CCGT10	A1	CS	15/01/2013	16:27:59	58.940159	-0.086280
SCFL_CEND0113X_CCGT10_STN_406_A1_005	CCGT10	A1	CS	15/01/2013	16:29:02	58.940147	-0.086575
SCFL_CEND0113X_CCGT10_STN_406_A1_006	CCGT10	A1	CS	15/01/2013	16:30:03	58.940134	-0.086855
SCFL_CEND0113X_CCGT10_STN_406_A1_007	CCGT10	A1	CS	15/01/2013	16:31:02	58.940094	-0.087097
SCFL_CEND0113X_CCGT10_STN_406_A1_008	CCGT10	A1	CS	15/01/2013	16:32:00	58.940074	-0.087389
SCFL_CEND0113X_CCGT10_STN_406_A1_009	CCGT10	A1	CS	15/01/2013	16:33:02	58.940058	-0.087656
SCFL_CEND0113X_CCGT10_STN_406_A1_010	CCGT10	A1	CS	15/01/2013	16:34:02	58.940062	-0.087892
SCFL_CEND0113X_CCGT10_STN_406_A1_011	CCGT10	A1	CS	15/01/2013	16:34:44	58.940104	-0.088031
SCFL_CEND0113X_CCGT10_STN_406_A1_012	CCGT10	A1	CS	15/01/2013	16:35:01	58.940111	-0.088089
SCFL_CEND0113X_CCGT10_STN_406_A1_013	CCGT10	A1	CS	15/01/2013	16:36:35	58.940144	-0.088276
SCFL_CEND0113X_CCGT10_STN_406_A1_014	CCGT10	A1	CS	15/01/2013	16:37:02	58.940158	-0.088344
SCFL_CEND0113X_CCGT10_STN_406_A1_015	CCGT10	A1	CS	15/01/2013	16:38:06	58.940186	-0.088536
SCFL_CEND0113X_CCGT10_STN_406_A1_016	CCGT10	A1	CS	15/01/2013	16:39:01	58.940209	-0.088716
SCFL_CEND0113X_CCGT10_STN_406_A1_017	CCGT10	A1	CS	15/01/2013	16:40:00	58.940257	-0.088928

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SCFL_CEND0113X_CCGT10_STN_406_A1_018	CCGT10	A1	CS	15/01/2013	16:40:33	58.940271	-0.089036
SCFL_CEND0113X_CCGT10_STN_406_A1_019	CCGT10	A1	CS	15/01/2013	16:41:03	58.940286	-0.089123
SCFL_CEND0113X_CCGT12_STN_402_A1_002	CCGT12	A1	CS	15/01/2013	10:57:44	58.852424	-0.023137
SCFL_CEND0113X_CCGT12_STN_402_A1_003	CCGT12	A1	CS	15/01/2013	10:58:02	58.852389	-0.023114
SCFL_CEND0113X_CCGT12_STN_402_A1_004	CCGT12	A1	CS	15/01/2013	10:58:33	58.852324	-0.023102
SCFL_CEND0113X_CCGT12_STN_402_A1_005	CCGT12	A1	CS	15/01/2013	11:00:10	58.852164	-0.023051
SCFL_CEND0113X_CCGT12_STN_402_A1_006	CCGT12	A1	CS	15/01/2013	11:00:18	58.852144	-0.023032
SCFL_CEND0113X_CCGT12_STN_402_A1_007	CCGT12	A1	CS	15/01/2013	11:00:33	58.852117	-0.023012
SCFL_CEND0113X_CCGT12_STN_402_A1_008	CCGT12	A1	CS	15/01/2013	11:01:02	58.852054	-0.022974
SCFL_CEND0113X_CCGT12_STN_402_A1_009	CCGT12	A1	CS	15/01/2013	11:02:01	58.851907	-0.022887
SCFL_CEND0113X_CCGT12_STN_402_A1_010	CCGT12	A1	CS	15/01/2013	11:02:31	58.851847	-0.022836
SCFL_CEND0113X_CCGT12_STN_402_A1_011	CCGT12	A1	CS	15/01/2013	11:02:59	58.851799	-0.022774
SCFL_CEND0113X_CCGT12_STN_402_A1_012	CCGT12	A1	CS	15/01/2013	11:03:40	58.851677	-0.022739
SCFL_CEND0113X_CCGT12_STN_402_A1_013	CCGT12	A1	CS	15/01/2013	11:04:01	58.851619	-0.022692
SCFL_CEND0113X_CCGT12_STN_402_A1_014	CCGT12	A1	CS	15/01/2013	11:04:56	58.851484	-0.022594
SCFL_CEND0113X_CCGT12_STN_402_A1_015	CCGT12	A1	CS	15/01/2013	11:05:35	58.851399	-0.022556
SCFL_CEND0113X_CCGT12_STN_402_A1_016	CCGT12	A1	CS	15/01/2013	11:06:02	58.851321	-0.022454
SCFL_CEND0113X_CCGT12_STN_402_A1_017	CCGT12	A1	CS	15/01/2013	11:07:05	58.851172	-0.022377
SCFL_CEND0113X_CCGT12_STN_402_A1_018	CCGT12	A1	CS	15/01/2013	11:07:56	58.851034	-0.022282
SCFL_CEND0113X_CCGT12_STN_402_A1_019	CCGT12	A1	CS	15/01/2013	11:08:59	58.850859	-0.022184
SCFL_CEND0113X_CCGT12_STN_402_A1_020	CCGT12	A1	CS	15/01/2013	11:10:00	58.850719	-0.022071
SCFL_CEND0113X_CCGT12_STN_402_A1_021	CCGT12	A1	CS	15/01/2013	11:11:04	58.850552	-0.021979
SCFL_CEND0113X_CCGT12_STN_402_A1_022	CCGT12	A1	CS	15/01/2013	11:12:05	58.850404	-0.021859
SCFL_CEND0113X_CCGT12_STN_402_A1_023	CCGT12	A1	CS	15/01/2013	11:12:59	58.850257	-0.021754
SCFL_CEND0113X_CCGT12_STN_402_A1_024	CCGT12	A1	CS	15/01/2013	11:14:02	58.850101	-0.021575
SCFL_CEND0113X_CCGT12_STN_402_A1_025	CCGT12	A1	CS	15/01/2013	11:14:09	58.850074	-0.021572
SCFL_CEND0113X_CCGT12_STN_402_A1_026	CCGT12	A1	CS	15/01/2013	11:15:02	58.849972	-0.021464
SCFL_CEND0113X_CCGT12_STN_402_A1_027	CCGT12	A1	CS	15/01/2013	11:16:01	58.849807	-0.021319
SCFL_CEND0113X_CCGT12_STN_402_A1_028	CCGT12	A1	CS	15/01/2013	11:16:27	58.849734	-0.021287
SCFL_CEND0113X_CCGT12_STN_402_A1_029	CCGT12	A1	CS	15/01/2013	11:17:10	58.849635	-0.021196
SCFL_CEND0113X_CCGT12_STN_402_A1_030	CCGT12	A1	CS	15/01/2013	11:18:05	58.849507	-0.021037
SCFL_CEND0113X_CCGT13_STN_93_A1_002	CCGT13	A1	CS	07/01/2013	18:37:53	58.910625	-0.037597
SCFL_CEND0113X_CCGT13_STN_93_A1_003	CCGT13	A1	CS	07/01/2013	18:39:29	58.910842	-0.037863
SCFL_CEND0113X_CCGT13_STN_93_A1_004	CCGT13	A1	CS	07/01/2013	18:40:05	58.910869	-0.037865
SCFL_CEND0113X_CCGT13_STN_93_A1_005	CCGT13	A1	CS	07/01/2013	18:41:05	58.910937	-0.037932
SCFL_CEND0113X_CCGT13_STN_93_A1_006	CCGT13	A1	CS	07/01/2013	18:42:08	58.911066	-0.038063
SCFL_CEND0113X_CCGT13_STN_93_A1_007	CCGT13	A1	CS	07/01/2013	18:43:03	58.911152	-0.038158
SCFL_CEND0113X_CCGT13_STN_93_A1_008	CCGT13	A1	CS	07/01/2013	18:44:09	58.911250	-0.038234
SCFL_CEND0113X_CCGT13_STN_93_A1_009	CCGT13	A1	CS	07/01/2013	18:45:09	58.911370	-0.038372
SCFL_CEND0113X_CCGT13_STN_93_A1_010	CCGT13	A1	CS	07/01/2013	18:46:09	58.911492	-0.038507
SCFL_CEND0113X_CCGT13_STN_93_A1_011	CCGT13	A1	CS	07/01/2013	18:46:36	58.911532	-0.038552
SCFL_CEND0113X_CCGT13_STN_93_A1_012	CCGT13	A1	CS	07/01/2013	18:46:51	58.911582	-0.038597
SCFL_CEND0113X_CCGT13_STN_93_A1_013	CCGT13	A1	CS	07/01/2013	18:48:07	58.911728	-0.038777

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SCFL_CEND0113X_CCGT13_STN_93_A1_014	CCGT13	A1	CS	07/01/2013	18:48:22	58.911750	-0.038797
SCFL_CEND0113X_CCGT13_STN_93_A1_015	CCGT13	A1	CS	07/01/2013	18:48:34	58.911775	-0.038821
SCFL_CEND0113X_CCGT13_STN_93_A1_016	CCGT13	A1	CS	07/01/2013	18:49:08	58.911862	-0.038914
SCFL_CEND0113X_CCGT13_STN_93_A1_017	CCGT13	A1	CS	07/01/2013	18:49:36	58.911898	-0.038956
SCFL_CEND0113X_CCGT13_STN_93_A1_018	CCGT13	A1	CS	07/01/2013	18:50:10	58.911973	-0.039037
SCFL_CEND0113X_CCGT14_STN_73_A1_002	CCGT14	A1	CS	07/01/2013	10:00:29	58.974781	-0.056710
SCFL_CEND0113X_CCGT14_STN_73_A1_003	CCGT14	A1	CS	07/01/2013	10:01:35	58.974627	-0.056658
SCFL_CEND0113X_CCGT14_STN_73_A1_004	CCGT14	A1	CS	07/01/2013	10:02:35	58.974462	-0.056693
SCFL_CEND0113X_CCGT14_STN_73_A1_005	CCGT14	A1	CS	07/01/2013	10:03:38	58.974408	-0.056679
SCFL_CEND0113X_CCGT14_STN_73_A1_006	CCGT14	A1	CS	07/01/2013	10:04:39	58.974265	-0.056673
SCFL_CEND0113X_CCGT14_STN_73_A1_007	CCGT14	A1	CS	07/01/2013	10:05:34	58.974131	-0.056658
SCFL_CEND0113X_CCGT14_STN_73_A1_008	CCGT14	A1	CS	07/01/2013	10:06:35	58.973988	-0.056677
SCFL_CEND0113X_CCGT14_STN_73_A1_009	CCGT14	A1	CS	07/01/2013	10:07:37	58.973853	-0.056667
SCFL_CEND0113X_CCGT14_STN_73_A1_010	CCGT14	A1	CS	07/01/2013	10:08:36	58.973713	-0.056626
SCFL_CEND0113X_CCGT14_STN_73_A1_011	CCGT14	A1	CS	07/01/2013	10:09:32	58.973573	-0.056644
SCFL_CEND0113X_CCGT14_STN_73_A1_012	CCGT14	A1	CS	07/01/2013	10:10:30	58.973446	-0.056617
SCFL_CEND0113X_CCGT14_STN_73_A1_013	CCGT14	A1	CS	07/01/2013	10:11:35	58.973318	-0.056604
SCFL_CEND0113X_CCGT15_STN_125_A1_002	CCGT15	A1	CS	08/01/2013	06:41:34	58.823754	0.018886
SCFL_CEND0113X_CCGT15_STN_125_A1_003	CCGT15	A1	CS	08/01/2013	06:42:39	58.823615	0.019086
SCFL_CEND0113X_CCGT15_STN_125_A1_004	CCGT15	A1	CS	08/01/2013	06:43:34	58.823525	0.019228
SCFL_CEND0113X_CCGT15_STN_125_A1_005	CCGT15	A1	CS	08/01/2013	06:44:39	58.823400	0.019418
SCFL_CEND0113X_CCGT15_STN_125_A1_006	CCGT15	A1	CS	08/01/2013	06:45:59	58.823247	0.019641
SCFL_CEND0113X_CCGT15_STN_125_A1_007	CCGT15	A1	CS	08/01/2013	06:46:43	58.823172	0.019744
SCFL_CEND0113X_CCGT15_STN_125_A1_008	CCGT15	A1	CS	08/01/2013	06:47:36	58.823064	0.019913
SCFL_CEND0113X_CCGT15_STN_125_A1_009	CCGT15	A1	CS	08/01/2013	06:48:31	58.822980	0.020039
SCFL_CEND0113X_CCGT15_STN_125_A1_010	CCGT15	A1	CS	08/01/2013	06:49:27	58.822867	0.020213
SCFL_CEND0113X_CCGT15_STN_125_A1_011	CCGT15	A1	CS	08/01/2013	06:50:45	58.822724	0.020436
SCFL_CEND0113X_CCGT15_STN_125_A1_012	CCGT15	A1	CS	08/01/2013	06:51:41	58.822629	0.020573
SCFL_CEND0113X_CCGT17_STN_405_A1_002	CCGT17	A1	CS	15/01/2013	15:32:01	58.943591	-0.016919
SCFL_CEND0113X_CCGT17_STN_405_A1_003	CCGT17	A1	CS	15/01/2013	15:32:46	58.943752	-0.016520
SCFL_CEND0113X_CCGT17_STN_405_A1_004	CCGT17	A1	CS	15/01/2013	15:33:30	58.943800	-0.016542
SCFL_CEND0113X_CCGT17_STN_405_A1_005	CCGT17	A1	CS	15/01/2013	15:34:32	58.943870	-0.016319
SCFL_CEND0113X_CCGT17_STN_405_A1_006	CCGT17	A1	CS	15/01/2013	15:34:45	58.943888	-0.016286
SCFL_CEND0113X_CCGT17_STN_405_A1_007	CCGT17	A1	CS	15/01/2013	15:35:21	58.943946	-0.016359
SCFL_CEND0113X_CCGT17_STN_405_A1_008	CCGT17	A1	CS	15/01/2013	15:36:30	58.944026	-0.016075
SCFL_CEND0113X_CCGT17_STN_405_A1_009	CCGT17	A1	CS	15/01/2013	15:37:32	58.944070	-0.015378
SCFL_CEND0113X_CCGT17_STN_405_A1_010	CCGT17	A1	CS	15/01/2013	15:38:39	58.944152	-0.015071
SCFL_CEND0113X_CCGT17_STN_405_A1_011	CCGT17	A1	CS	15/01/2013	15:39:30	58.944214	-0.014880
SCFL_CEND0113X_CCGT17_STN_405_A1_012	CCGT17	A1	CS	15/01/2013	15:40:39	58.944298	-0.014887
SCFL_CEND0113X_CCGT17_STN_405_A1_013	CCGT17	A1	CS	15/01/2013	15:41:17	58.944340	-0.014778
SCFL_CEND0113X_CCGT17_STN_405_A1_014	CCGT17	A1	CS	15/01/2013	15:41:31	58.944362	-0.014693
SCFL_CEND0113X_CCGT17_STN_405_A1_015	CCGT17	A1	CS	15/01/2013	15:42:47	58.944433	-0.014405
SCFL_CEND0113X_CCGT17_STN_405_A1_016	CCGT17	A1	CS	15/01/2013	15:43:42	58.944524	-0.014401

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SCFL_CEND0113X_CCGT17_STN_405_A1_017	CCGT17	A1	CS	15/01/2013	15:44:32	58.944572	-0.014182
SCFL_CEND0113X_CCGT17_STN_405_A1_018	CCGT17	A1	CS	15/01/2013	15:45:34	58.944638	-0.013775
SCFL_CEND0113X_CCGT18_STN_118_A1_002	CCGT18	A1	CS	08/01/2013	04:20:38	58.857754	0.051318
SCFL_CEND0113X_CCGT18_STN_118_A1_003	CCGT18	A1	CS	08/01/2013	04:21:41	58.857650	0.051122
SCFL_CEND0113X_CCGT18_STN_118_A1_004	CCGT18	A1	CS	08/01/2013	04:22:47	58.857584	0.050988
SCFL_CEND0113X_CCGT18_STN_118_A1_005	CCGT18	A1	CS	08/01/2013	04:23:41	58.857496	0.050832
SCFL_CEND0113X_CCGT18_STN_118_A1_006	CCGT18	A1	CS	08/01/2013	04:24:12	58.857456	0.050708
SCFL_CEND0113X_CCGT18_STN_118_A1_007	CCGT18	A1	CS	08/01/2013	04:24:43	58.857384	0.050583
SCFL_CEND0113X_CCGT18_STN_118_A1_008	CCGT18	A1	CS	08/01/2013	04:25:01	58.857361	0.050546
SCFL_CEND0113X_CCGT18_STN_118_A1_009	CCGT18	A1	CS	08/01/2013	04:25:42	58.857299	0.050420
SCFL_CEND0113X_CCGT18_STN_118_A1_010	CCGT18	A1	CS	08/01/2013	04:26:42	58.857194	0.050203
SCFL_CEND0113X_CCGT18_STN_118_A1_011	CCGT18	A1	CS	08/01/2013	04:27:32	58.857123	0.050101
SCFL_CEND0113X_CCGT18_STN_118_A1_012	CCGT18	A1	CS	08/01/2013	04:27:42	58.857101	0.050063
SCFL_CEND0113X_CCGT18_STN_118_A1_013	CCGT18	A1	CS	08/01/2013	04:28:42	58.856989	0.049901
SCFL_CEND0113X_CCGT18_STN_118_A1_014	CCGT18	A1	CS	08/01/2013	04:29:48	58.856879	0.049638
SCFL_CEND0113X_CCGT18_STN_118_A1_015	CCGT18	A1	CS	08/01/2013	04:30:44	58.856768	0.049459
SCFL_CEND0113X_CCGT22_STN_81_A1_002	CCGT22	A1	CS	07/01/2013	13:02:13	58.950508	0.055215
SCFL_CEND0113X_CCGT22_STN_81_A1_003	CCGT22	A1	CS	07/01/2013	13:03:18	58.950376	0.055192
SCFL_CEND0113X_CCGT22_STN_81_A1_004	CCGT22	A1	CS	07/01/2013	13:03:30	58.950358	0.055184
SCFL_CEND0113X_CCGT22_STN_81_A1_005	CCGT22	A1	CS	07/01/2013	13:04:21	58.950325	0.055158
SCFL_CEND0113X_CCGT22_STN_81_A1_006	CCGT22	A1	CS	07/01/2013	13:05:18	58.950190	0.055117
SCFL_CEND0113X_CCGT22_STN_81_A1_007	CCGT22	A1	CS	07/01/2013	13:06:19	58.950058	0.055072
SCFL_CEND0113X_CCGT22_STN_81_A1_008	CCGT22	A1	CS	07/01/2013	13:07:21	58.949915	0.055042
SCFL_CEND0113X_CCGT22_STN_81_A1_009	CCGT22	A1	CS	07/01/2013	13:08:19	58.949783	0.054998
SCFL_CEND0113X_CCGT22_STN_81_A1_010	CCGT22	A1	CS	07/01/2013	13:09:20	58.949641	0.054952
SCFL_CEND0113X_CCGT22_STN_81_A1_011	CCGT22	A1	CS	07/01/2013	13:10:06	58.949528	0.054905
SCFL_CEND0113X_CCGT22_STN_81_A1_012	CCGT22	A1	CS	07/01/2013	13:11:20	58.949360	0.054831
SCFL_CEND0113X_CCGT22_STN_81_A1_013	CCGT22	A1	CS	07/01/2013	13:11:36	58.949317	0.054818
SCFL_CEND0113X_CCGT22_STN_81_A1_014	CCGT22	A1	CS	07/01/2013	13:11:44	58.949292	0.054808
SCFL_CEND0113X_CCGT22_STN_81_A1_015	CCGT22	A1	CS	07/01/2013	13:12:18	58.949222	0.054793
SCFL_CEND0113X_CCGT22_STN_81_A1_016	CCGT22	A1	CS	07/01/2013	13:12:46	58.949153	0.054810
SCFL_CEND0113X_CCGT25_STN_78_A1_003	CCGT25	A1	CS	07/01/2013	11:48:55	58.984364	0.081359
SCFL_CEND0113X_CCGT25_STN_78_A1_004	CCGT25	A1	CS	07/01/2013	11:50:04	58.984289	0.081323
SCFL_CEND0113X_CCGT25_STN_78_A1_005	CCGT25	A1	CS	07/01/2013	11:51:02	58.984147	0.081274
SCFL_CEND0113X_CCGT25_STN_78_A1_006	CCGT25	A1	CS	07/01/2013	11:52:06	58.984011	0.081254
SCFL_CEND0113X_CCGT25_STN_78_A1_007	CCGT25	A1	CS	07/01/2013	11:53:05	58.983945	0.081224
SCFL_CEND0113X_CCGT25_STN_78_A1_008	CCGT25	A1	CS	07/01/2013	11:54:04	58.983817	0.081200
SCFL_CEND0113X_CCGT25_STN_78_A1_009	CCGT25	A1	CS	07/01/2013	11:55:04	58.983667	0.081167
SCFL_CEND0113X_CCGT25_STN_78_A1_010	CCGT25	A1	CS	07/01/2013	11:56:03	58.983529	0.081132
SCFL_CEND0113X_CCGT25_STN_78_A1_011	CCGT25	A1	CS	07/01/2013	11:57:04	58.983389	0.081109
SCFL_CEND0113X_CCGT25_STN_78_A1_012	CCGT25	A1	CS	07/01/2013	11:58:03	58.983257	0.081048
SCFL_CEND0113X_CCGT25_STN_78_A1_013	CCGT25	A1	CS	07/01/2013	11:59:04	58.983115	0.081059
SCFL_CEND0113X_CCGT6_STN_407_A1_002	CCGT6	A1	CS	15/01/2013	17:48:36	58.907901	-0.108569

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SCFL_CEND0113X_CCGT6_STN_407_A1_003	CCGT6	A1	CS	15/01/2013	17:50:01	58.907752	-0.108417
SCFL_CEND0113X_CCGT6_STN_407_A1_004	CCGT6	A1	CS	15/01/2013	17:50:41	58.907695	-0.108391
SCFL_CEND0113X_CCGT6_STN_407_A1_005	CCGT6	A1	CS	15/01/2013	17:51:05	58.907677	-0.108398
SCFL_CEND0113X_CCGT6_STN_407_A1_006	CCGT6	A1	CS	15/01/2013	17:51:36	58.907616	-0.108312
SCFL_CEND0113X_CCGT6_STN_407_A1_007	CCGT6	A1	CS	15/01/2013	17:52:00	58.907559	-0.108249
SCFL_CEND0113X_CCGT6_STN_407_A1_008	CCGT6	A1	CS	15/01/2013	17:52:34	58.907501	-0.108194
SCFL_CEND0113X_CCGT6_STN_407_A1_009	CCGT6	A1	CS	15/01/2013	17:53:17	58.907402	-0.108178
SCFL_CEND0113X_CCGT6_STN_407_A1_010	CCGT6	A1	CS	15/01/2013	17:54:04	58.907294	-0.108075
SCFL_CEND0113X_CCGT6_STN_407_A1_011	CCGT6	A1	CS	15/01/2013	17:55:13	58.907210	-0.108025
SCFL_CEND0113X_CCGT6_STN_407_A1_012	CCGT6	A1	CS	15/01/2013	17:56:23	58.907055	-0.107906
SCFL_CEND0113X_CCGT6_STN_407_A1_013	CCGT6	A1	CS	15/01/2013	17:57:10	58.906945	-0.107800
SCFL_CEND0113X_CCGT6_STN_407_A1_014	CCGT6	A1	CS	15/01/2013	17:58:30	58.906778	-0.107701
SCFL_CEND0113X_CCGT6_STN_407_A1_015	CCGT6	A1	CS	15/01/2013	17:59:33	58.906642	-0.107593
SCFL_CEND0113X_CCGT6_STN_407_A1_016	CCGT6	A1	CS	15/01/2013	18:00:24	58.906542	-0.107491
SCFL_CEND0113X_CGT05_STN_113_A1_002	CGT05	A1	CS	08/01/2013	02:32:51	58.846391	-0.090183
SCFL_CEND0113X_CGT05_STN_113_A1_003	CGT05	A1	CS	08/01/2013	02:34:14	58.846263	-0.090242
SCFL_CEND0113X_CGT05_STN_113_A1_004	CGT05	A1	CS	08/01/2013	02:35:09	58.846140	-0.090240
SCFL_CEND0113X_CGT05_STN_113_A1_005	CGT05	A1	CS	08/01/2013	02:36:13	58.845993	-0.090340
SCFL_CEND0113X_CGT05_STN_113_A1_006	CGT05	A1	CS	08/01/2013	02:36:47	58.845911	-0.090368
SCFL_CEND0113X_CGT05_STN_113_A1_007	CGT05	A1	CS	08/01/2013	02:37:11	58.845853	-0.090378
SCFL_CEND0113X_CGT05_STN_113_A1_008	CGT05	A1	CS	08/01/2013	02:38:16	58.845705	-0.090440
SCFL_CEND0113X_CGT05_STN_113_A1_009	CGT05	A1	CS	08/01/2013	02:39:11	58.845595	-0.090472
SCFL_CEND0113X_CGT05_STN_113_A1_010	CGT05	A1	CS	08/01/2013	02:39:26	58.845550	-0.090482
SCFL_CEND0113X_CGT05_STN_113_A1_011	CGT05	A1	CS	08/01/2013	02:40:12	58.845423	-0.090532
SCFL_CEND0113X_CGT05_STN_113_A1_012	CGT05	A1	CS	08/01/2013	02:40:32	58.845373	-0.090548
SCFL_CEND0113X_CGT05_STN_113_A1_013	CGT05	A1	CS	08/01/2013	02:41:11	58.845345	-0.090525
SCFL_CEND0113X_CGT05_STN_113_A1_014	CGT05	A1	CS	08/01/2013	02:42:11	58.845173	-0.090667
NA_CEND0113X_FTR02_STN_138_A1_002	FTR02	A1	CS	08/01/2013	13:13:48	58.811869	-0.303668
NA_CEND0113X_FTR02_STN_138_A1_003	FTR02	A1	CS	08/01/2013	13:14:56	58.811742	-0.303563
NA_CEND0113X_FTR02_STN_138_A1_004	FTR02	A1	CS	08/01/2013	13:15:52	58.811602	-0.303478
NA_CEND0113X_FTR02_STN_138_A1_005	FTR02	A1	CS	08/01/2013	13:16:19	58.811554	-0.303453
NA_CEND0113X_FTR02_STN_138_A1_006	FTR02	A1	CS	08/01/2013	13:16:52	58.811458	-0.303422
NA_CEND0113X_FTR02_STN_138_A1_007	FTR02	A1	CS	08/01/2013	13:17:44	58.811352	-0.303334
NA_CEND0113X_FTR02_STN_138_A1_008	FTR02	A1	CS	08/01/2013	13:18:54	58.811207	-0.303190
NA_CEND0113X_FTR02_STN_138_A1_009	FTR02	A1	CS	08/01/2013	13:19:56	58.811065	-0.303149
NA_CEND0113X_FTR02_STN_138_A1_010	FTR02	A1	CS	08/01/2013	13:20:51	58.810965	-0.303041
NA_CEND0113X_FTR02_STN_138_A1_011	FTR02	A1	CS	08/01/2013	13:21:47	58.810827	-0.302953
NA_CEND0113X_FTR02_STN_138_A1_012	FTR02	A1	CS	08/01/2013	13:22:18	58.810767	-0.302925
NA_CEND0113X_FTR02_STN_138_A1_013	FTR02	A1	CS	08/01/2013	13:22:56	58.810677	-0.302866
NA_CEND0113X_FTR02_STN_138_A1_014	FTR02	A1	CS	08/01/2013	13:23:58	58.810540	-0.302797
NA_CEND0113X_FTR03E_STN395_A1_002	FTR03E	A1	CS	15/01/2013	05:26:56	58.734696	-0.320185
NA_CEND0113X_FTR03E_STN395_A1_003	FTR03E	A1	CS	15/01/2013	05:27:57	58.734703	-0.320271
NA_CEND0113X_FTR03E_STN395_A1_004	FTR03E	A1	CS	15/01/2013	05:28:56	58.734634	-0.319998

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
NA_CEND0113X_FTR03E_STN395_A1_005	FTR03E	A1	CS	15/01/2013	05:29:59	58.734684	-0.320152
NA_CEND0113X_FTR03E_STN395_A1_006	FTR03E	A1	CS	15/01/2013	05:31:02	58.734747	-0.320150
NA_CEND0113X_FTR03E_STN395_A1_007	FTR03E	A1	CS	15/01/2013	05:32:01	58.734644	-0.319169
NA_CEND0113X_FTR03E_STN395_A1_008	FTR03E	A1	CS	15/01/2013	05:32:21	58.734686	-0.319439
NA_CEND0113X_FTR03E_STN395_A1_009	FTR03E	A1	CS	15/01/2013	05:33:05	58.734747	-0.319675
NA_CEND0113X_FTR03E_STN395_A1_010	FTR03E	A1	CS	15/01/2013	05:33:54	58.735384	-0.320704
NA_CEND0113X_FTR03E_STN395_A1_011	FTR03E	A1	CS	15/01/2013	05:35:02	58.736316	-0.320420
NA_CEND0113X_FTR03E_STN395_A1_012	FTR03E	A1	CS	15/01/2013	05:37:00	58.736328	-0.319990
NA_CEND0113X_FTR03E_STN395_A1_013	FTR03E	A1	CS	15/01/2013	05:37:58	58.736326	-0.319726
NA_CEND0113X_FTR03E_STN395_A1_014	FTR03E	A1	CS	15/01/2013	05:39:03	58.736340	-0.319415
NA_CEND0113X_FTR03E_STN395_A1_015	FTR03E	A1	CS	15/01/2013	05:40:01	58.736320	-0.319191
NA_CEND0113X_FTR03E_STN395_A1_016	FTR03E	A1	CS	15/01/2013	05:40:59	58.736310	-0.318908
NA_CEND0113X_FTR03E_STN395_A1_017	FTR03E	A1	CS	15/01/2013	05:42:01	58.736330	-0.318699
NA_CEND0113X_FTR03E_STN395_A1_018	FTR03E	A1	CS	15/01/2013	05:43:02	58.736341	-0.318277
NA_CEND0113X_FTR03E_STN395_A1_019	FTR03E	A1	CS	15/01/2013	05:44:07	58.736349	-0.318031
NA_CEND0113X_FTR03E_STN395_A1_020	FTR03E	A1	CS	15/01/2013	05:45:01	58.736249	-0.317766
NA_CEND0113X_FTR03E_STN395_A1_021	FTR03E	A1	CS	15/01/2013	05:46:05	58.736167	-0.317613
NA_CEND0113X_FTR03E_STN395_A1_022	FTR03E	A1	CS	15/01/2013	05:47:01	58.736107	-0.317366
NA_CEND0113X_FTR03N_STN_391_A1_002	FTR03N	A1	CS	15/01/2013	02:28:01	58.744307	-0.359257
NA_CEND0113X_FTR03N_STN_391_A1_003	FTR03N	A1	CS	15/01/2013	02:29:06	58.744455	-0.359302
NA_CEND0113X_FTR03N_STN_391_A1_004	FTR03N	A1	CS	15/01/2013	02:30:22	58.744636	-0.359008
NA_CEND0113X_FTR03N_STN_391_A1_005	FTR03N	A1	CS	15/01/2013	02:31:08	58.744706	-0.358886
NA_CEND0113X_FTR03N_STN_391_A1_006	FTR03N	A1	CS	15/01/2013	02:32:00	58.744844	-0.359008
NA_CEND0113X_FTR03N_STN_391_A1_007	FTR03N	A1	CS	15/01/2013	02:33:30	58.745017	-0.358948
NA_CEND0113X_FTR03N_STN_391_A1_008	FTR03N	A1	CS	15/01/2013	02:35:04	58.745216	-0.358797
NA_CEND0113X_FTR03N_STN_391_A1_009	FTR03N	A1	CS	15/01/2013	02:36:04	58.745412	-0.358695
NA_CEND0113X_FTR03N_STN_391_A1_010	FTR03N	A1	CS	15/01/2013	02:37:02	58.745543	-0.358613
NA_CEND0113X_FTR03N_STN_391_A1_011	FTR03N	A1	CS	15/01/2013	02:38:01	58.745673	-0.358341
NA_CEND0113X_FTR03N_STN_391_A1_012	FTR03N	A1	CS	15/01/2013	02:39:04	58.745838	-0.358204
NA_CEND0113X_FTR03N_STN_391_A1_013	FTR03N	A1	CS	15/01/2013	02:40:03	58.745991	-0.358115
NA_CEND0113X_FTR03N_STN_391_A1_014	FTR03N	A1	CS	15/01/2013	02:41:00	58.746112	-0.357844
NA_CEND0113X_FTR03N_STN_391_A1_015	FTR03N	A1	CS	15/01/2013	02:42:01	58.746237	-0.357532
NA_CEND0113X_FTR03N_STN_391_A1_016	FTR03N	A1	CS	15/01/2013	02:42:59	58.746397	-0.357455
NA_CEND0113X_FTR03N_STN_391_A1_017	FTR03N	A1	CS	15/01/2013	02:43:38	58.746515	-0.357368
NA_CEND0113X_FTR03N_STN_391_A1_018	FTR03N	A1	CS	15/01/2013	02:44:02	58.746570	-0.357328
NA_CEND0113X_FTR03N_STN_391_A1_019	FTR03N	A1	CS	15/01/2013	02:45:04	58.746683	-0.357297
NA_CEND0113X_FTR03N_STN_391_A1_020	FTR03N	A1	CS	15/01/2013	02:46:04	58.746840	-0.357157
NA_CEND0113X_FTR03N_STN_391_A1_021	FTR03N	A1	CS	15/01/2013	02:47:06	58.746988	-0.356756
NA_CEND0113X_FTR03N_STN_391_A1_022	FTR03N	A1	CS	15/01/2013	02:48:05	58.747138	-0.356770
NA_CEND0113X_FTR03S_STN393_A1_003	FTR03S	A1	CS	15/01/2013	04:00:11	58.717336	-0.355536
NA_CEND0113X_FTR03S_STN393_A1_004	FTR03S	A1	CS	15/01/2013	04:00:57	58.717289	-0.355373
NA_CEND0113X_FTR03S_STN393_A1_005	FTR03S	A1	CS	15/01/2013	04:01:16	58.717295	-0.355267
NA_CEND0113X_FTR03S_STN393_A1_006	FTR03S	A1	CS	15/01/2013	04:02:08	58.717276	-0.355075

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
NA_CEND0113X_FTR03S_STN393_A1_007	FTR03S	A1	CS	15/01/2013	04:03:00	58.717201	-0.354826
NA_CEND0113X_FTR03S_STN393_A1_008	FTR03S	A1	CS	15/01/2013	04:04:00	58.717148	-0.354552
NA_CEND0113X_FTR03S_STN393_A1_009	FTR03S	A1	CS	15/01/2013	04:05:03	58.717150	-0.354287
NA_CEND0113X_FTR03S_STN393_A1_010	FTR03S	A1	CS	15/01/2013	04:05:10	58.717150	-0.354287
NA_CEND0113X_FTR03S_STN393_A1_011	FTR03S	A1	CS	15/01/2013	04:06:13	58.717091	-0.353996
NA_CEND0113X_FTR03S_STN393_A1_012	FTR03S	A1	CS	15/01/2013	04:07:10	58.717058	-0.353817
NA_CEND0113X_FTR03S_STN393_A1_013	FTR03S	A1	CS	15/01/2013	04:07:30	58.717040	-0.353679
NA_CEND0113X_FTR03S_STN393_A1_014	FTR03S	A1	CS	15/01/2013	04:07:49	58.717028	-0.353639
NA_CEND0113X_FTR03S_STN393_A1_015	FTR03S	A1	CS	15/01/2013	04:08:01	58.716996	-0.353550
NA_CEND0113X_FTR03S_STN393_A1_016	FTR03S	A1	CS	15/01/2013	04:08:04	58.716996	-0.353550
NA_CEND0113X_FTR03S_STN393_A1_017	FTR03S	A1	CS	15/01/2013	04:08:31	58.716983	-0.353415
NA_CEND0113X_FTR03S_STN393_A1_018	FTR03S	A1	CS	15/01/2013	04:08:39	58.716983	-0.353415
NA_CEND0113X_FTR03S_STN393_A1_019	FTR03S	A1	CS	15/01/2013	04:09:02	58.716971	-0.353300
NA_CEND0113X_FTR03S_STN393_A1_020	FTR03S	A1	CS	15/01/2013	04:09:21	58.716973	-0.353194
NA_CEND0113X_FTR03S_STN393_A1_021	FTR03S	A1	CS	15/01/2013	04:10:01	58.716955	-0.352987
NA_CEND0113X_FTR03S_STN393_A1_022	FTR03S	A1	CS	15/01/2013	04:11:01	58.716903	-0.352778
NA_CEND0113X_FTR03S_STN393_A1_023	FTR03S	A1	CS	15/01/2013	04:12:02	58.716863	-0.352510
NA_CEND0113X_FTR03S_STN393_A1_024	FTR03S	A1	CS	15/01/2013	04:12:22	58.716851	-0.352418
NA_CEND0113X_FTR03S_STN393_A1_025	FTR03S	A1	CS	15/01/2013	04:12:56	58.716848	-0.352282
NA_CEND0113X_FTR03S_STN393_A1_026	FTR03S	A1	CS	15/01/2013	04:14:02	58.716786	-0.352014
NA_CEND0113X_FTR03S_STN393_A1_027	FTR03S	A1	CS	15/01/2013	04:14:51	58.716723	-0.351765
NA_CEND0113X_FTR03S_STN393_A1_028	FTR03S	A1	CS	15/01/2013	04:15:06	58.716716	-0.351732
NA_CEND0113X_FTR03S_STN393_A1_029	FTR03S	A1	CS	15/01/2013	04:15:53	58.716698	-0.351548
NA_CEND0113X_FTR03S_STN393_A1_030	FTR03S	A1	CS	15/01/2013	04:16:56	58.716676	-0.351297
NA_CEND0113X_FTR03S_STN393_A1_031	FTR03S	A1	CS	15/01/2013	04:18:02	58.716593	-0.351004
NA_CEND0113X_FTR03S_STN393_A1_032	FTR03S	A1	CS	15/01/2013	04:18:09	58.716593	-0.351004
NA_CEND0113X_FTR03S_STN393_A1_033	FTR03S	A1	CS	15/01/2013	04:19:00	58.716576	-0.350752
NA_CEND0113X_FTR03S_STN393_A1_034	FTR03S	A1	CS	15/01/2013	04:20:01	58.716525	-0.350482
NA_CEND0113X_FTR03S_STN393_A1_035	FTR03S	A1	CS	15/01/2013	04:20:31	58.716506	-0.350357
NA_CEND0113X_FTR03S_STN393_A1_036	FTR03S	A1	CS	15/01/2013	04:21:01	58.716459	-0.350240
NA_CEND0113X_FTR03S_STN393_A1_037	FTR03S	A1	CS	15/01/2013	04:21:42	58.716465	-0.350043
NA_CEND0113X_FTR03S_STN393_A1_038	FTR03S	A1	CS	15/01/2013	04:22:02	58.716453	-0.349965
NA_CEND0113X_FTR03S_STN393_A1_039	FTR03S	A1	CS	15/01/2013	04:22:12	58.716448	-0.349922
NA_CEND0113X_FTR03S_STN393_A1_040	FTR03S	A1	CS	15/01/2013	04:22:35	58.716428	-0.349843
NA_CEND0113X_FTR03S_STN393_A1_041	FTR03S	A1	CS	15/01/2013	04:22:59	58.716413	-0.349757
NA_CEND0113X_FTR03S_STN393_A1_042	FTR03S	A1	CS	15/01/2013	04:24:03	58.716366	-0.349423
NA_CEND0113X_FTR03S_STN393_A1_043	FTR03S	A1	CS	15/01/2013	04:25:05	58.716335	-0.349240
NA_CEND0113X_FTR03W_STN_389_A1_003	FTR03W	A1	CS	15/01/2013	01:08:37	58.728544	-0.393469
NA_CEND0113X_FTR03W_STN_389_A1_004	FTR03W	A1	CS	15/01/2013	01:09:27	58.728679	-0.393229
NA_CEND0113X_FTR03W_STN_389_A1_005	FTR03W	A1	CS	15/01/2013	01:09:38	58.728707	-0.393194
NA_CEND0113X_FTR03W_STN_389_A1_006	FTR03W	A1	CS	15/01/2013	01:10:39	58.728851	-0.392852
NA_CEND0113X_FTR03W_STN_389_A1_007	FTR03W	A1	CS	15/01/2013	01:11:36	58.728956	-0.392689
NA_CEND0113X_FTR03W_STN_389_A1_008	FTR03W	A1	CS	15/01/2013	01:12:24	58.729078	-0.392806

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
NA_CEND0113X_FTR03W_STN_389_A1_009	FTR03W	A1	CS	15/01/2013	01:12:36	58.729104	-0.392793
NA_CEND0113X_FTR03W_STN_389_A1_010	FTR03W	A1	CS	15/01/2013	01:13:37	58.729224	-0.392684
NA_CEND0113X_FTR03W_STN_389_A1_011	FTR03W	A1	CS	15/01/2013	01:14:02	58.729274	-0.392609
NA_CEND0113X_FTR03W_STN_389_A1_012	FTR03W	A1	CS	15/01/2013	01:14:42	58.729363	-0.392347
NA_CEND0113X_FTR03W_STN_389_A1_013	FTR03W	A1	CS	15/01/2013	01:15:35	58.729526	-0.392296
NA_CEND0113X_FTR03W_STN_389_A1_014	FTR03W	A1	CS	15/01/2013	01:15:47	58.729556	-0.392249
NA_CEND0113X_FTR03W_STN_389_A1_015	FTR03W	A1	CS	15/01/2013	01:16:16	58.729628	-0.392203
NA_CEND0113X_FTR03W_STN_389_A1_016	FTR03W	A1	CS	15/01/2013	01:16:28	58.729645	-0.392182
NA_CEND0113X_FTR03W_STN_389_A1_017	FTR03W	A1	CS	15/01/2013	01:17:38	58.729771	-0.392042
NA_CEND0113X_FTR03W_STN_389_A1_018	FTR03W	A1	CS	15/01/2013	01:18:14	58.729873	-0.391898
NA_CEND0113X_FTR03W_STN_389_A1_019	FTR03W	A1	CS	15/01/2013	01:19:38	58.729976	-0.391302
NA_CEND0113X_FTR03W_STN_389_A1_020	FTR03W	A1	CS	15/01/2013	01:20:37	58.730126	-0.391188
NA_CEND0113X_FTR03W_STN_389_A1_021	FTR03W	A1	CS	15/01/2013	01:21:43	58.730247	-0.391303
NA_CEND0113X_FTR03W_STN_389_A1_022	FTR03W	A1	CS	15/01/2013	01:22:38	58.730339	-0.391158
NA_CEND0113X_FTR03W_STN_389_A1_023	FTR03W	A1	CS	15/01/2013	01:23:34	58.730535	-0.390910
NA_CEND0113X_FTR03W_STN_389_A1_024	FTR03W	A1	CS	15/01/2013	01:23:43	58.730555	-0.390770
NA_CEND0113X_FTR03W_STN_389_A1_025	FTR03W	A1	CS	15/01/2013	01:24:36	58.730657	-0.390710
NA_CEND0113X_FTR03W_STN_389_A1_026	FTR03W	A1	CS	15/01/2013	01:25:37	58.730762	-0.390667
NA_CEND0113X_FTR03W_STN_389_A1_027	FTR03W	A1	CS	15/01/2013	01:26:53	58.730950	-0.390679
NA_CEND0113X_FTR03W_STN_389_A1_028	FTR03W	A1	CS	15/01/2013	01:27:42	58.731047	-0.390556
NA_CEND0113X_FTR03W_STN_389_A1_029	FTR03W	A1	CS	15/01/2013	01:28:39	58.731175	-0.390462
NA_CEND0113X_FTR03_STN_141_A1_002	FTR03	A1	CS	08/01/2013	15:01:12	58.733219	-0.352750
NA_CEND0113X_FTR03_STN_141_A1_003	FTR03	A1	CS	08/01/2013	15:02:04	58.733102	-0.352779
NA_CEND0113X_FTR03_STN_141_A1_004	FTR03	A1	CS	08/01/2013	15:02:40	58.733021	-0.352842
NA_CEND0113X_FTR03_STN_141_A1_005	FTR03	A1	CS	08/01/2013	15:03:06	58.732961	-0.352900
NA_CEND0113X_FTR03_STN_141_A1_006	FTR03	A1	CS	08/01/2013	15:04:04	58.732852	-0.352977
NA_CEND0113X_FTR03_STN_141_A1_007	FTR03	A1	CS	08/01/2013	15:04:26	58.732791	-0.353025
NA_CEND0113X_FTR03_STN_141_A1_008	FTR03	A1	CS	08/01/2013	15:04:39	58.732767	-0.353040
NA_CEND0113X_FTR03_STN_141_A1_009	FTR03	A1	CS	08/01/2013	15:05:06	58.732697	-0.353094
NA_CEND0113X_FTR03_STN_141_A1_010	FTR03	A1	CS	08/01/2013	15:05:57	58.732606	-0.353220
NA_CEND0113X_FTR03_STN_141_A1_011	FTR03	A1	CS	08/01/2013	15:07:05	58.732466	-0.353311
NA_CEND0113X_FTR03_STN_141_A1_012	FTR03	A1	CS	08/01/2013	15:08:03	58.732348	-0.353406
NA_CEND0113X_FTR03_STN_141_A1_013	FTR03	A1	CS	08/01/2013	15:09:08	58.732182	-0.353492
NA_CEND0113X_FTR03_STN_141_A1_014	FTR03	A1	CS	08/01/2013	15:09:49	58.732104	-0.353588
NA_CEND0113X_FTR03_STN_141_A1_015	FTR03	A1	CS	08/01/2013	15:10:06	58.732068	-0.353628
NA_CEND0113X_FTR03_STN_141_A1_016	FTR03	A1	CS	08/01/2013	15:10:37	58.732004	-0.353685
NA_CEND0113X_FTR03_STN_141_A1_017	FTR03	A1	CS	08/01/2013	15:11:08	58.731929	-0.353733
NA_CEND0113X_FTR06_STN_148_A1_002	FTR06	A1	CS	08/01/2013	19:18:00	58.789469	-0.628852
NA_CEND0113X_FTR06_STN_148_A1_003	FTR06	A1	CS	08/01/2013	19:20:01	58.789446	-0.629098
NA_CEND0113X_FTR06_STN_148_A1_004	FTR06	A1	CS	08/01/2013	19:20:16	58.789438	-0.629188
NA_CEND0113X_FTR06_STN_148_A1_005	FTR06	A1	CS	08/01/2013	19:20:39	58.789426	-0.629273
NA_CEND0113X_FTR06_STN_148_A1_006	FTR06	A1	CS	08/01/2013	19:21:14	58.789433	-0.629290
NA_CEND0113X_FTR06_STN_148_A1_007	FTR06	A1	CS	08/01/2013	19:21:55	58.789408	-0.629473

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
NA_CEND0113X_FTR06_STN_148_A1_008	FTR06	A1	CS	08/01/2013	19:23:03	58.789372	-0.629765
NA_CEND0113X_FTR06_STN_148_A1_009	FTR06	A1	CS	08/01/2013	15:05:06	58.732697	-0.353094
NA_CEND0113X_FTR06_STN_148_A1_010	FTR06	A1	CS	08/01/2013	15:05:57	58.732606	-0.353220
NA_CEND0113X_FTR06_STN_148_A1_011	FTR06	A1	CS	08/01/2013	15:07:05	58.732466	-0.353311
NA_CEND0113X_FTR07_STN_133_A1_002	FTR07	A1	CS	08/01/2013	09:33:10	58.756354	-0.011397
NA_CEND0113X_FTR07_STN_133_A1_003	FTR07	A1	CS	08/01/2013	09:34:02	58.756458	-0.011220
NA_CEND0113X_FTR07_STN_133_A1_004	FTR07	A1	CS	08/01/2013	09:34:43	58.756557	-0.011160
NA_CEND0113X_FTR07_STN_133_A1_005	FTR07	A1	CS	08/01/2013	09:35:05	58.756597	-0.011128
NA_CEND0113X_FTR07_STN_133_A1_006	FTR07	A1	CS	08/01/2013	09:36:25	58.756690	-0.010994
NA_CEND0113X_FTR07_STN_133_A1_007	FTR07	A1	CS	08/01/2013	09:37:02	58.756773	-0.011017
NA_CEND0113X_FTR07_STN_133_A1_008	FTR07	A1	CS	08/01/2013	09:38:04	58.756904	-0.010945
NA_CEND0113X_FTR07_STN_133_A1_009	FTR07	A1	CS	08/01/2013	09:38:34	58.756967	-0.010991
NA_CEND0113X_FTR07_STN_133_A1_010	FTR07	A1	CS	08/01/2013	09:39:06	58.757028	-0.010870
NA_CEND0113X_FTR07_STN_133_A1_011	FTR07	A1	CS	08/01/2013	09:40:04	58.757162	-0.010721
NA_CEND0113X_FTR07_STN_133_A1_012	FTR07	A1	CS	08/01/2013	09:40:35	58.757231	-0.010591
NA_CEND0113X_FTR07_STN_133_A1_013	FTR07	A1	CS	08/01/2013	09:41:32	58.757356	-0.010498
NA_CEND0113X_FTR07_STN_133_A1_014	FTR07	A1	CS	08/01/2013	09:42:03	58.757428	-0.010463
NA_CEND0113X_FTR07_STN_133_A1_015	FTR07	A1	CS	08/01/2013	09:43:01	58.757558	-0.010379
NA_CEND0113X_FTR07_STN_133_A1_016	FTR07	A1	CS	08/01/2013	09:43:22	58.757596	-0.010346
NA_CEND0113X_FTR07_STN_133_A1_017	FTR07	A1	CS	08/01/2013	09:44:09	58.757713	-0.010273
NA_CEND0113X_FTR08_STN398_A1_002	FTR08	A1	CS	15/01/2013	07:02:05	58.769429	-0.223595
NA_CEND0113X_FTR08_STN398_A1_003	FTR08	A1	CS	15/01/2013	07:02:50	58.769389	-0.223449
NA_CEND0113X_FTR08_STN398_A1_004	FTR08	A1	CS	15/01/2013	07:04:03	58.769292	-0.223177
NA_CEND0113X_FTR08_STN398_A1_005	FTR08	A1	CS	15/01/2013	07:05:00	58.769248	-0.222995
NA_CEND0113X_FTR08_STN398_A1_006	FTR08	A1	CS	15/01/2013	07:06:00	58.769219	-0.222748
NA_CEND0113X_FTR08_STN398_A1_007	FTR08	A1	CS	15/01/2013	07:07:04	58.769148	-0.222467
NA_CEND0113X_FTR08_STN398_A1_008	FTR08	A1	CS	15/01/2013	07:08:01	58.769076	-0.222305
NA_CEND0113X_FTR08_STN398_A1_009	FTR08	A1	CS	15/01/2013	07:09:07	58.769033	-0.222018
NA_CEND0113X_FTR08_STN398_A1_010	FTR08	A1	CS	15/01/2013	07:10:00	58.768968	-0.221797
NA_CEND0113X_FTR08_STN398_A1_011	FTR08	A1	CS	15/01/2013	07:12:00	58.768833	-0.221323
NA_CEND0113X_FTR08_STN398_A1_012	FTR08	A1	CS	15/01/2013	07:13:02	58.768792	-0.221071
NA_CEND0113X_FTR08_STN398_A1_013	FTR08	A1	CS	15/01/2013	07:14:01	58.768714	-0.220875
NA_CEND0113X_FTR08_STN398_A1_014	FTR08	A1	CS	15/01/2013	07:15:02	58.768646	-0.220618
NA_CEND0113X_FTR08_STN398_A1_015	FTR08	A1	CS	15/01/2013	07:16:05	58.768618	-0.220325
NA_CEND0113X_FTR08_STN398_A1_016	FTR08	A1	CS	15/01/2013	07:17:04	58.768568	-0.220085
NA_CEND0113X_FTR08_STN398_A1_017	FTR08	A1	CS	15/01/2013	07:18:06	58.768508	-0.219875
NA_CEND0113X_FTR08_STN398_A1_018	FTR08	A1	CS	15/01/2013	07:19:05	58.768416	-0.219581
NA_CEND0113X_FTR08_STN398_A1_019	FTR08	A1	CS	15/01/2013	07:20:04	58.768388	-0.219355
NA_CEND0113X_FTR08_STN398_A1_020	FTR08	A1	CS	15/01/2013	07:21:09	58.768334	-0.219100
NA_CEND0113X_FTR08_STN398_A1_021	FTR08	A1	CS	15/01/2013	07:21:57	58.768273	-0.218888
NA_CEND0113X_FTR21_STN_265_A1_002	FTR21	A1	CS	11/01/2013	10:36:09	58.372464	0.656932
NA_CEND0113X_FTR21_STN_265_A1_003	FTR21	A1	CS	11/01/2013	10:36:19	58.372489	0.656920
NA_CEND0113X_FTR21_STN_265_A1_004	FTR21	A1	CS	11/01/2013	10:36:29	58.372512	0.656897

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
NA_CEND0113X_FTR21_STN_265_A1_005	FTR21	A1	CS	11/01/2013	10:38:15	58.372659	0.656786
NA_CEND0113X_FTR21_STN_265_A1_006	FTR21	A1	CS	11/01/2013	10:38:52	58.372721	0.656739
NA_CEND0113X_FTR21_STN_265_A1_007	FTR21	A1	CS	11/01/2013	10:39:53	58.372848	0.656623
NA_CEND0113X_FTR21_STN_265_A1_008	FTR21	A1	CS	11/01/2013	10:40:43	58.372954	0.656524
NA_CEND0113X_FTR21_STN_265_A1_009	FTR21	A1	CS	11/01/2013	10:41:01	58.372996	0.656491
NA_CEND0113X_FTR21_STN_265_A1_010	FTR21	A1	CS	11/01/2013	10:41:14	58.373018	0.656479
NA_CEND0113X_FTR21_STN_265_A1_011	FTR21	A1	CS	11/01/2013	10:42:11	58.373149	0.656371
NA_CEND0113X_FTR21_STN_265_A1_012	FTR21	A1	CS	11/01/2013	10:43:11	58.373278	0.656276
NA_CEND0113X_FTR21_STN_265_A1_013	FTR21	A1	CS	11/01/2013	10:43:47	58.373363	0.656201
NA_CEND0113X_FTR21_STN_265_A1_014	FTR21	A1	CS	11/01/2013	10:44:12	58.373401	0.656163
NA_CEND0113X_FTR21_STN_265_A1_015	FTR21	A1	CS	11/01/2013	10:45:14	58.373551	0.656039
NA_CEND0113X_FTR21_STN_265_A1_016	FTR21	A1	CS	11/01/2013	10:46:12	58.373656	0.655949
NA_CEND0113X_FTR21_STN_265_A1_017	FTR21	A1	CS	11/01/2013	10:47:12	58.373783	0.655851
NA_CEND0113X_FTR21_STN_265_A1_018	FTR21	A1	CS	11/01/2013	10:48:12	58.373901	0.655739
NA_CEND0113X_FTR21_STN_265_A1_019	FTR21	A1	CS	11/01/2013	10:49:13	58.374033	0.655616
NA_CEND0113X_FTR24_STN_258_A1_002	FTR24	A1	CS	11/01/2013	06:21:54	58.281390	0.421051
NA_CEND0113X_FTR24_STN_258_A1_003	FTR24	A1	CS	11/01/2013	06:22:59	58.281257	0.421121
NA_CEND0113X_FTR24_STN_258_A1_004	FTR24	A1	CS	11/01/2013	06:24:11	58.281137	0.421115
NA_CEND0113X_FTR24_STN_258_A1_005	FTR24	A1	CS	11/01/2013	06:25:00	58.281030	0.421136
NA_CEND0113X_FTR24_STN_258_A1_006	FTR24	A1	CS	11/01/2013	06:26:03	58.280885	0.421160
NA_CEND0113X_FTR24_STN_258_A1_007	FTR24	A1	CS	11/01/2013	06:27:02	58.280742	0.421223
NA_CEND0113X_FTR24_STN_258_A1_008	FTR24	A1	CS	11/01/2013	06:28:04	58.280607	0.421270
NA_CEND0113X_FTR24_STN_258_A1_009	FTR24	A1	CS	11/01/2013	06:29:03	58.280463	0.421311
NA_CEND0113X_FTR24_STN_258_A1_010	FTR24	A1	CS	11/01/2013	06:30:05	58.280328	0.421355
NA_CEND0113X_FTR24_STN_258_A1_011	FTR24	A1	CS	11/01/2013	06:31:03	58.280192	0.421376
NA_CEND0113X_FTR24_STN_258_A1_012	FTR24	A1	CS	11/01/2013	06:32:01	58.280048	0.421369
NA_CEND0113X_FTR27_STN_251_A1_002	FTR27	A1	CS	11/01/2013	02:15:52	58.336908	0.148253
NA_CEND0113X_FTR27_STN_251_A1_003	FTR27	A1	CS	11/01/2013	02:17:01	58.337078	0.148530
NA_CEND0113X_FTR27_STN_251_A1_004	FTR27	A1	CS	11/01/2013	02:17:58	58.337195	0.148755
NA_CEND0113X_FTR27_STN_251_A1_005	FTR27	A1	CS	11/01/2013	02:19:04	58.337318	0.148943
NA_CEND0113X_FTR27_STN_251_A1_006	FTR27	A1	CS	11/01/2013	02:19:55	58.337428	0.149173
NA_CEND0113X_FTR27_STN_251_A1_007	FTR27	A1	CS	11/01/2013	02:21:00	58.337593	0.149406
NA_CEND0113X_FTR27_STN_251_A1_008	FTR27	A1	CS	11/01/2013	02:22:00	58.337683	0.149598
NA_CEND0113X_FTR27_STN_251_A1_009	FTR27	A1	CS	11/01/2013	02:22:53	58.337815	0.149791
NA_CEND0113X_FTR27_STN_251_A1_010	FTR27	A1	CS	11/01/2013	02:23:55	58.337949	0.149873
NA_CEND0113X_FTR27_STN_251_A1_011	FTR27	A1	CS	11/01/2013	02:25:04	58.338128	0.150346
NA_CEND0113X_FTR30_STN_247_A1_002	FTR30	A1	CS	10/01/2013	23:33:37	58.240207	-0.084593
NA_CEND0113X_FTR30_STN_247_A1_003	FTR30	A1	CS	10/01/2013	23:34:48	58.240312	-0.084589
NA_CEND0113X_FTR30_STN_247_A1_004	FTR30	A1	CS	10/01/2013	23:34:55	58.240312	-0.084589
NA_CEND0113X_FTR30_STN_247_A1_005	FTR30	A1	CS	10/01/2013	23:35:42	58.240423	-0.084592
NA_CEND0113X_FTR30_STN_247_A1_006	FTR30	A1	CS	10/01/2013	23:36:23	58.240513	-0.084572
NA_CEND0113X_FTR30_STN_247_A1_007	FTR30	A1	CS	10/01/2013	23:36:46	58.240562	-0.084579
NA_CEND0113X_FTR30_STN_247_A1_008	FTR30	A1	CS	10/01/2013	23:37:45	58.240702	-0.084580

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
NA_CEND0113X_FTR30_STN_247_A1_009	FTR30	A1	CS	10/01/2013	23:38:43	58.240835	-0.084552
NA_CEND0113X_FTR30_STN_247_A1_010	FTR30	A1	CS	10/01/2013	23:39:46	58.240993	-0.084524
NA_CEND0113X_FTR30_STN_247_A1_011	FTR30	A1	CS	10/01/2013	23:40:46	58.241117	-0.084527
NA_CEND0113X_FTR30_STN_247_A1_012	FTR30	A1	CS	10/01/2013	23:41:44	58.241250	-0.084519
NA_CEND0113X_FTR30_STN_247_A1_013	FTR30	A1	CS	10/01/2013	23:42:44	58.241388	-0.084507
NA_CEND0113X_FTR30_STN_247_A1_014	FTR30	A1	CS	10/01/2013	23:43:44	58.241527	-0.084502
CTFL_CEND0113X_CGT018_STN_404_A1_002	CGT018	A1	CS	15/01/2013	14:05:45	58.884477	-0.023793
CTFL_CEND0113X_CGT018_STN_404_A1_003	CGT018	A1	CS	15/01/2013	14:06:05	58.884479	-0.023878
CTFL_CEND0113X_CGT018_STN_404_A1_004	CGT018	A1	CS	15/01/2013	14:06:49	58.884499	-0.024120
CTFL_CEND0113X_CGT018_STN_404_A1_005	CGT018	A1	CS	15/01/2013	14:07:52	58.884484	-0.024318
CTFL_CEND0113X_CGT018_STN_404_A1_006	CGT018	A1	CS	15/01/2013	14:08:44	58.884418	-0.024437
CTFL_CEND0113X_CGT018_STN_404_A1_007	CGT018	A1	CS	15/01/2013	14:09:50	58.884476	-0.024785
CTFL_CEND0113X_CGT018_STN_404_A1_008	CGT018	A1	CS	15/01/2013	14:10:46	58.884516	-0.025110
CTFL_CEND0113X_CGT018_STN_404_A1_009	CGT018	A1	CS	15/01/2013	14:11:45	58.884530	-0.025503
CTFL_CEND0113X_CGT018_STN_404_A1_010	CGT018	A1	CS	15/01/2013	14:12:50	58.884582	-0.025852
CTFL_CEND0113X_CGT018_STN_404_A1_011	CGT018	A1	CS	15/01/2013	14:12:58	58.884582	-0.025852
CTFL_CEND0113X_CGT018_STN_404_A1_012	CGT018	A1	CS	15/01/2013	14:13:49	58.884601	-0.026197
CTFL_CEND0113X_CGT018_STN_404_A1_013	CGT018	A1	CS	15/01/2013	14:14:28	58.884616	-0.026328
CTFL_CEND0113X_CGT018_STN_404_A1_014	CGT018	A1	CS	15/01/2013	14:14:56	58.884620	-0.026465
CTFL_CEND0113X_CGT018_STN_404_A1_015	CGT018	A1	CS	15/01/2013	14:15:53	58.884653	-0.026815
CTFL_CEND0113X_CGT018_STN_404_A1_016	CGT018	A1	CS	15/01/2013	14:16:50	58.884678	-0.027077
CTFL_CEND0113X_CGT018_STN_404_A1_017	CGT018	A1	CS	15/01/2013	14:17:51	58.884708	-0.027408
CTFL_CEND0113X_CGT018_STN_404_A1_018	CGT018	A1	CS	15/01/2013	14:17:58	58.884720	-0.027457
CTFL_CEND0113X_CGT018_STN_404_A1_019	CGT018	A1	CS	15/01/2013	14:18:46	58.884743	-0.027680
CTFL_CEND0113X_CGT018_STN_404_A1_020	CGT018	A1	CS	15/01/2013	14:19:55	58.884745	-0.028055
CTFL_CEND0113X_CGT018_STN_404_A1_021	CGT018	A1	CS	15/01/2013	14:20:47	58.884775	-0.028305
CTFL_CEND0113X_CGT018_STN_404_A1_022	CGT018	A1	CS	15/01/2013	14:21:41	58.884810	-0.028647
CTFL_CEND0113X_CGT018_STN_404_A1_023	CGT018	A1	CS	15/01/2013	14:22:47	58.884825	-0.028939
CTFL_CEND0113X_CGT018_STN_404_A1_024	CGT018	A1	CS	15/01/2013	14:23:22	58.884844	-0.029112
CTFL_CEND0113X_CGT018_STN_404_A1_025	CGT018	A1	CS	15/01/2013	14:23:50	58.884864	-0.029264
CTFL_CEND0113X_CGT018_STN_404_A1_026	CGT018	A1	CS	15/01/2013	14:24:42	58.884897	-0.029572
CTFL_CEND0113X_CGT018_STN_404_A1_027	CGT018	A1	CS	15/01/2013	14:25:57	58.884910	-0.029892
CTFL_CEND0113X_CGT08_STN_51_A1_002	CGT08	A1	CS	06/01/2013	23:34:29	59.053296	-0.285550
CTFL_CEND0113X_CGT08_STN_51_A1_003	CGT08	A1	CS	06/01/2013	23:35:03	59.053221	-0.285555
CTFL_CEND0113X_CGT08_STN_51_A1_004	CGT08	A1	CS	06/01/2013	23:35:41	59.053235	-0.285574
CTFL_CEND0113X_CGT08_STN_51_A1_005	CGT08	A1	CS	06/01/2013	23:36:37	59.053120	-0.285562
CTFL_CEND0113X_CGT08_STN_51_A1_006	CGT08	A1	CS	06/01/2013	23:36:59	59.053082	-0.285573
CTFL_CEND0113X_CGT08_STN_51_A1_007	CGT08	A1	CS	06/01/2013	23:37:40	59.053004	-0.285587
CTFL_CEND0113X_CGT08_STN_51_A1_008	CGT08	A1	CS	06/01/2013	23:38:22	59.052926	-0.285663
CTFL_CEND0113X_CGT08_STN_51_A1_009	CGT08	A1	CS	06/01/2013	23:38:54	59.052860	-0.285659
CTFL_CEND0113X_CGT08_STN_51_A1_010	CGT08	A1	CS	06/01/2013	23:39:32	59.052809	-0.285580
CTFL_CEND0113X_CGT08_STN_51_A1_011	CGT08	A1	CS	06/01/2013	23:40:36	59.052680	-0.285663
CTFL_CEND0113X_CGT08_STN_51_A1_012	CGT08	A1	CS	06/01/2013	23:41:42	59.052573	-0.285724

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
CTFL_CEND0113X_CGT08_STN_51_A1_013	CGT08	A1	CS	06/01/2013	23:42:41	59.052485	-0.285741
CTFL_CEND0113X_CGT08_STN_51_A1_014	CGT08	A1	CS	06/01/2013	23:43:39	59.052364	-0.285727
CTFL_CEND0113X_CGT08_STN_51_A1_015	CGT08	A1	CS	06/01/2013	23:44:19	59.052279	-0.285742
CTFL_CEND0113X_CGT08_STN_51_A1_016	CGT08	A1	CS	06/01/2013	23:44:42	59.052227	-0.285743
CTFL_CEND0113X_CGT10_STN_30_A1_002	CGT10	A1	CS	06/01/2013	12:40:40	59.301360	-0.358283
CTFL_CEND0113X_CGT10_STN_30_A1_003	CGT10	A1	CS	06/01/2013	12:41:57	59.301235	-0.358274
CTFL_CEND0113X_CGT10_STN_30_A1_004	CGT10	A1	CS	06/01/2013	12:43:01	59.301183	-0.358316
CTFL_CEND0113X_CGT10_STN_30_A1_005	CGT10	A1	CS	06/01/2013	12:44:04	59.301102	-0.358312
CTFL_CEND0113X_CGT10_STN_30_A1_006	CGT10	A1	CS	06/01/2013	12:45:00	59.300967	-0.358326
CTFL_CEND0113X_CGT10_STN_30_A1_007	CGT10	A1	CS	06/01/2013	12:46:28	59.300835	-0.358351
CTFL_CEND0113X_CGT10_STN_30_A1_008	CGT10	A1	CS	06/01/2013	12:47:00	59.300737	-0.358368
CTFL_CEND0113X_CGT10_STN_30_A1_009	CGT10	A1	CS	06/01/2013	12:47:25	59.300685	-0.358368
CTFL_CEND0113X_CGT10_STN_30_A1_010	CGT10	A1	CS	06/01/2013	12:48:02	59.300589	-0.358376
CTFL_CEND0113X_CGT10_STN_30_A1_011	CGT10	A1	CS	06/01/2013	12:49:07	59.300442	-0.358386
CTFL_CEND0113X_CGT10_STN_30_A1_012	CGT10	A1	CS	06/01/2013	12:49:51	59.300334	-0.358390
CTFL_CEND0113X_CGT10_STN_30_A1_013	CGT10	A1	CS	06/01/2013	12:49:55	59.300334	-0.358390
CTFL_CEND0113X_CGT10_STN_30_A1_014	CGT10	A1	CS	06/01/2013	12:50:16	59.300284	-0.358393
CTFL_CEND0113X_CGT10_STN_30_A1_015	CGT10	A1	CS	06/01/2013	12:51:06	59.300170	-0.358400
CTFL_CEND0113X_CGT10_STN_30_A1_016	CGT10	A1	CS	06/01/2013	12:51:36	59.300105	-0.358411
CTFL_CEND0113X_CGT10_STN_30_A1_017	CGT10	A1	CS	06/01/2013	12:51:39	59.300082	-0.358406
CTFL_CEND0113X_CGT10_STN_30_A1_018	CGT10	A1	CS	06/01/2013	12:52:05	59.300030	-0.358423
CTFL_CEND0113X_CGT15_STN_10_A1_002	CGT15	A1	CS	06/01/2013	01:12:17	58.818930	-0.075397
CTFL_CEND0113X_CGT15_STN_10_A1_003	CGT15	A1	CS	06/01/2013	01:13:34	58.818894	-0.075580
CTFL_CEND0113X_CGT15_STN_10_A1_004	CGT15	A1	CS	06/01/2013	01:14:28	58.818865	-0.075750
CTFL_CEND0113X_CGT15_STN_10_A1_005	CGT15	A1	CS	06/01/2013	01:15:32	58.818803	-0.076031
CTFL_CEND0113X_CGT15_STN_10_A1_006	CGT15	A1	CS	06/01/2013	01:16:21	58.818746	-0.076150
CTFL_CEND0113X_CGT15_STN_10_A1_007	CGT15	A1	CS	06/01/2013	01:16:51	58.818690	-0.076217
CTFL_CEND0113X_CGT15_STN_10_A1_008	CGT15	A1	CS	06/01/2013	01:17:17	58.818661	-0.076378
CTFL_CEND0113X_CGT15_STN_10_A1_009	CGT15	A1	CS	06/01/2013	01:18:18	58.818611	-0.076665
CTFL_CEND0113X_CGT15_STN_10_A1_010	CGT15	A1	CS	06/01/2013	01:19:21	58.818484	-0.077014
CTFL_CEND0113X_CGT15_STN_10_A1_011	CGT15	A1	CS	06/01/2013	01:20:24	58.818435	-0.077309
CTFL_CEND0113X_CGT15_STN_10_A1_012	CGT15	A1	CS	06/01/2013	01:20:46	58.818392	-0.077407
CTFL_CEND0113X_CGT15_STN_10_A1_013	CGT15	A1	CS	06/01/2013	01:21:18	58.818335	-0.077528
CTFL_CEND0113X_CGT15_STN_10_A1_014	CGT15	A1	CS	06/01/2013	01:22:00	58.818310	-0.077760
CTFL_CEND0113X_CGT15_STN_10_A1_015	CGT15	A1	CS	06/01/2013	01:22:29	58.818302	-0.077875
CTFL_CEND0113X_CGT15_STN_10_A1_016	CGT15	A1	CS	06/01/2013	01:22:52	58.818238	-0.078017
CTFL_CEND0113X_CGT17_STN_37_A1_002	CGT17	A1	CS	06/01/2013	16:04:05	59.186958	-0.181395
CTFL_CEND0113X_CGT17_STN_37_A1_003	CGT17	A1	CS	06/01/2013	16:04:58	59.187055	-0.181752
CTFL_CEND0113X_CGT17_STN_37_A1_004	CGT17	A1	CS	06/01/2013	16:05:43	59.187077	-0.181755
CTFL_CEND0113X_CGT17_STN_37_A1_005	CGT17	A1	CS	06/01/2013	16:05:58	59.187102	-0.181830
CTFL_CEND0113X_CGT17_STN_37_A1_006	CGT17	A1	CS	06/01/2013	16:06:30	59.187150	-0.181938
CTFL_CEND0113X_CGT17_STN_37_A1_007	CGT17	A1	CS	06/01/2013	16:07:00	59.187190	-0.182045
CTFL_CEND0113X_CGT17_STN_37_A1_008	CGT17	A1	CS	06/01/2013	16:08:01	59.187263	-0.182276

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
CTFL_CEND0113X_CGT17_STN_37_A1_009	CGT17	A1	CS	06/01/2013	16:09:01	59.187347	-0.182480
CTFL_CEND0113X_CGT17_STN_37_A1_010	CGT17	A1	CS	06/01/2013	16:09:26	59.187375	-0.182555
CTFL_CEND0113X_CGT17_STN_37_A1_011	CGT17	A1	CS	06/01/2013	16:10:03	59.187453	-0.182682
CTFL_CEND0113X_CGT17_STN_37_A1_012	CGT17	A1	CS	06/01/2013	16:10:18	59.187480	-0.182764
CTFL_CEND0113X_CGT17_STN_37_A1_013	CGT17	A1	CS	06/01/2013	16:10:43	59.187500	-0.182850
CTFL_CEND0113X_CGT17_STN_37_A1_014	CGT17	A1	CS	06/01/2013	16:10:58	59.187502	-0.182903
CTFL_CEND0113X_CGT17_STN_37_A1_015	CGT17	A1	CS	06/01/2013	16:11:56	59.187574	-0.183068
CTFL_CEND0113X_CGT17_STN_37_A1_016	CGT17	A1	CS	06/01/2013	16:13:00	59.187684	-0.183320
CTFL_CEND0113X_CGT17_STN_37_A1_017	CGT17	A1	CS	06/01/2013	16:13:33	59.187704	-0.183440
CTFL_CEND0113X_CGT17_STN_37_A1_018	CGT17	A1	CS	06/01/2013	16:13:48	59.187734	-0.183505
CTFL_CEND0113X_CGT17_STN_37_A1_019	CGT17	A1	CS	06/01/2013	16:14:01	59.187766	-0.183519
CTFL_CEND0113X_CGT1_STN_22_A1_002	CGT1	A1	CS	06/01/2013	08:34:09	59.098428	-0.511802
CTFL_CEND0113X_CGT1_STN_22_A1_003	CGT1	A1	CS	06/01/2013	08:35:12	59.098443	-0.511598
CTFL_CEND0113X_CGT1_STN_22_A1_004	CGT1	A1	CS	06/01/2013	08:36:15	59.098547	-0.511549
CTFL_CEND0113X_CGT1_STN_22_A1_005	CGT1	A1	CS	06/01/2013	08:36:41	59.098581	-0.511313
CTFL_CEND0113X_CGT1_STN_22_A1_006	CGT1	A1	CS	06/01/2013	08:37:14	59.098633	-0.511211
CTFL_CEND0113X_CGT1_STN_22_A1_007	CGT1	A1	CS	06/01/2013	08:38:19	59.098752	-0.511136
CTFL_CEND0113X_CGT1_STN_22_A1_008	CGT1	A1	CS	06/01/2013	08:39:07	59.098820	-0.511014
CTFL_CEND0113X_CGT1_STN_22_A1_009	CGT1	A1	CS	06/01/2013	08:40:10	59.098933	-0.510646
CTFL_CEND0113X_CGT1_STN_22_A1_010	CGT1	A1	CS	06/01/2013	08:41:13	59.099044	-0.510586
CTFL_CEND0113X_CGT1_STN_22_A1_011	CGT1	A1	CS	06/01/2013	08:42:28	59.099162	-0.510366
CTFL_CEND0113X_CGT1_STN_22_A1_012	CGT1	A1	CS	06/01/2013	08:43:11	59.099228	-0.510103
CTFL_CEND0113X_CGT1_STN_22_A1_013	CGT1	A1	CS	06/01/2013	08:44:21	59.099343	-0.509881
CTFL_CEND0113X_CGT23_STN_58_A1_002	CGT23	A1	CS	07/01/2013	03:02:06	59.018364	0.077093
CTFL_CEND0113X_CGT23_STN_58_A1_003	CGT23	A1	CS	07/01/2013	03:03:02	59.018288	0.076966
CTFL_CEND0113X_CGT23_STN_58_A1_004	CGT23	A1	CS	07/01/2013	03:04:07	59.018143	0.076828
CTFL_CEND0113X_CGT23_STN_58_A1_005	CGT23	A1	CS	07/01/2013	03:05:34	59.017973	0.076638
CTFL_CEND0113X_CGT23_STN_58_A1_006	CGT23	A1	CS	07/01/2013	03:05:50	59.017937	0.076555
CTFL_CEND0113X_CGT23_STN_58_A1_007	CGT23	A1	CS	07/01/2013	03:06:11	59.017889	0.076497
CTFL_CEND0113X_CGT27_STN_44_A1_002	CGT27	A1	CS	06/01/2013	19:47:06	59.132261	-0.095327
CTFL_CEND0113X_CGT27_STN_44_A1_003	CGT27	A1	CS	06/01/2013	19:48:05	59.132424	-0.095218
CTFL_CEND0113X_CGT27_STN_44_A1_004	CGT27	A1	CS	06/01/2013	19:48:43	59.132563	-0.095181
CTFL_CEND0113X_CGT27_STN_44_A1_005	CGT27	A1	CS	06/01/2013	19:49:10	59.132582	-0.095128
CTFL_CEND0113X_CGT27_STN_44_A1_006	CGT27	A1	CS	06/01/2013	19:49:53	59.132727	-0.095050
CTFL_CEND0113X_CGT27_STN_44_A1_007	CGT27	A1	CS	06/01/2013	19:51:07	59.132859	-0.094987
CTFL_CEND0113X_CGT27_STN_44_A1_008	CGT27	A1	CS	06/01/2013	19:52:07	59.133048	-0.094952
CTFL_CEND0113X_CGT27_STN_44_A1_009	CGT27	A1	CS	06/01/2013	19:52:54	59.133213	-0.094885
CTFL_CEND0113X_CGT27_STN_44_A1_010	CGT27	A1	CS	06/01/2013	19:53:21	59.133314	-0.094862
CTFL_CEND0113X_CGT27_STN_44_A1_011	CGT27	A1	CS	06/01/2013	19:53:47	59.133376	-0.094827
CTFL_CEND0113X_CGT27_STN_44_A1_012	CGT27	A1	CS	06/01/2013	19:54:27	59.133513	-0.094753
CTFL_CEND0113X_CGT27_STN_44_A1_013	CGT27	A1	CS	06/01/2013	19:55:12	59.133668	-0.094733
CTFL_CEND0113X_CGT27_STN_44_A1_014	CGT27	A1	CS	06/01/2013	19:55:36	59.133728	-0.094717
CTFL_CEND0113X_CGT27_STN_44_A1_015	CGT27	A1	CS	06/01/2013	19:56:06	59.133824	-0.094710

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
CTFL_CEND0113X_CGT27_STN_44_A1_016	CGT27	A1	CS	06/01/2013	19:57:12	59.134065	-0.094677
CTFL_CEND0113X_CGT4_STN_17_A1_002	CGT4	A1	CS	06/01/2013	05:39:27	58.986699	-0.336575
CTFL_CEND0113X_CGT4_STN_17_A1_003	CGT4	A1	CS	06/01/2013	05:40:32	58.986832	-0.336585
CTFL_CEND0113X_CGT4_STN_17_A1_004	CGT4	A1	CS	06/01/2013	05:41:29	58.986934	-0.336680
CTFL_CEND0113X_CGT4_STN_17_A1_005	CGT4	A1	CS	06/01/2013	05:42:30	58.987059	-0.336807
CTFL_CEND0113X_CGT4_STN_17_A1_006	CGT4	A1	CS	06/01/2013	05:43:29	58.987195	-0.336850
CTFL_CEND0113X_CGT4_STN_17_A1_007	CGT4	A1	CS	06/01/2013	05:44:31	58.987309	-0.336916
CTFL_CEND0113X_CGT4_STN_17_A1_008	CGT4	A1	CS	06/01/2013	05:45:35	58.987461	-0.337001
CTFL_CEND0113X_CGT4_STN_17_A1_009	CGT4	A1	CS	06/01/2013	05:46:29	58.987577	-0.336990
CTFL_CEND0113X_CGT4_STN_17_A1_010	CGT4	A1	CS	06/01/2013	05:47:00	58.987637	-0.337035
CTFL_CEND0113X_CGT4_STN_17_A1_011	CGT4	A1	CS	06/01/2013	05:47:31	58.987704	-0.337125
CTFL_CEND0113X_CGT4_STN_17_A1_012	CGT4	A1	CS	06/01/2013	05:48:35	58.987849	-0.337195
CTFL_CEND0113X_CGT4_STN_17_A1_013	CGT4	A1	CS	06/01/2013	05:49:30	58.987955	-0.337242
CTFL_CEND0113X_CGT16_STN_87_A1_002	CGT16	A1	CS	07/01/2013	15:53:21	58.944420	-0.108164
CTFL_CEND0113X_CGT16_STN_87_A1_003	CGT16	A1	CS	07/01/2013	15:54:25	58.944287	-0.108353
CTFL_CEND0113X_CGT16_STN_87_A1_004	CGT16	A1	CS	07/01/2013	15:54:44	58.944250	-0.108399
CTFL_CEND0113X_CGT16_STN_87_A1_005	CGT16	A1	CS	07/01/2013	15:54:47	58.944250	-0.108399
CTFL_CEND0113X_CGT16_STN_87_A1_006	CGT16	A1	CS	07/01/2013	15:55:47	58.944138	-0.108561
CTFL_CEND0113X_CGT16_STN_87_A1_007	CGT16	A1	CS	07/01/2013	15:56:15	58.944078	-0.108633
CTFL_CEND0113X_CGT16_STN_87_A1_008	CGT16	A1	CS	07/01/2013	15:56:19	58.944078	-0.108633
CTFL_CEND0113X_CGT16_STN_87_A1_009	CGT16	A1	CS	07/01/2013	15:57:01	58.944007	-0.108734
CTFL_CEND0113X_CGT16_STN_87_A1_010	CGT16	A1	CS	07/01/2013	15:57:12	58.943988	-0.108764
CTFL_CEND0113X_CGT16_STN_87_A1_011	CGT16	A1	CS	07/01/2013	15:57:24	58.943950	-0.108816
CTFL_CEND0113X_CGT16_STN_87_A1_012	CGT16	A1	CS	07/01/2013	15:57:41	58.943932	-0.108846
CTFL_CEND0113X_CGT16_STN_87_A1_013	CGT16	A1	CS	07/01/2013	15:58:09	58.943877	-0.108926
CTFL_CEND0113X_CGT16_STN_87_A1_014	CGT16	A1	CS	07/01/2013	15:58:26	58.943835	-0.108976
CTFL_CEND0113X_CGT16_STN_87_A1_015	CGT16	A1	CS	07/01/2013	15:59:04	58.943757	-0.109079
CTFL_CEND0113X_CGT16_STN_87_A1_016	CGT16	A1	CS	07/01/2013	16:00:05	58.943653	-0.109236
CTFL_CEND0113X_CGT16_STN_87_A1_017	CGT16	A1	CS	07/01/2013	16:00:25	58.943623	-0.109293
CTFL_CEND0113X_CGT16_STN_87_A1_018	CGT16	A1	CS	07/01/2013	16:00:34	58.943605	-0.109313
CTFL_CEND0113X_CGT16_STN_87_A1_019	CGT16	A1	CS	07/01/2013	16:01:07	58.943584	-0.109340
CTFL_CEND0113X_CGT16_STN_87_A1_020	CGT16	A1	CS	07/01/2013	16:01:40	58.943550	-0.109381
CTFL_CEND0113X_CGT16_STN_87_A1_021	CGT16	A1	CS	07/01/2013	16:02:04	58.943488	-0.109455
CTFL_CEND0113X_CGT16_STN_87_A1_022	CGT16	A1	CS	07/01/2013	16:02:14	58.943472	-0.109486
CTFL_CEND0113X_CGT16_STN_87_A1_023	CGT16	A1	CS	07/01/2013	16:03:08	58.943382	-0.109621
CTFL_CEND0113X_CGT16_STN_87_A1_024	CGT16	A1	CS	07/01/2013	16:04:07	58.943265	-0.109780
CTFL_CEND0113X_CGT18_STN_106_A1_003	CGT18	A1	CS	07/01/2013	23:24:27	58.886584	-0.027070
CTFL_CEND0113X_CGT18_STN_106_A1_004	CGT18	A1	CS	07/01/2013	23:25:35	58.886520	-0.027072
CTFL_CEND0113X_CGT18_STN_106_A1_005	CGT18	A1	CS	07/01/2013	23:25:45	58.886499	-0.027060
CTFL_CEND0113X_CGT18_STN_106_A1_006	CGT18	A1	CS	07/01/2013	23:26:10	58.886419	-0.027043
CTFL_CEND0113X_CGT18_STN_106_A1_007	CGT18	A1	CS	07/01/2013	23:26:36	58.886375	-0.026986
CTFL_CEND0113X_CGT18_STN_106_A1_008	CGT18	A1	CS	07/01/2013	23:27:37	58.886232	-0.026943
CTFL_CEND0113X_CGT18_STN_106_A1_009	CGT18	A1	CS	07/01/2013	23:27:47	58.886239	-0.026944

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
CTFL_CEND0113X_CGT18_STN_106_A1_010	CGT18	A1	CS	07/01/2013	23:28:36	58.886186	-0.026908
CTFL_CEND0113X_CGT18_STN_106_A1_011	CGT18	A1	CS	07/01/2013	23:29:21	58.886077	-0.026848
CTFL_CEND0113X_CGT18_STN_106_A1_012	CGT18	A1	CS	07/01/2013	23:29:35	58.886052	-0.026845
CTFL_CEND0113X_CGT18_STN_106_A1_013	CGT18	A1	CS	07/01/2013	23:30:07	58.885992	-0.026780
CTFL_CEND0113X_CGT18_STN_106_A1_014	CGT18	A1	CS	07/01/2013	23:30:35	58.885937	-0.026743
CTFL_CEND0113X_CGT18_STN_106_A1_015	CGT18	A1	CS	07/01/2013	23:30:55	58.885884	-0.026693
CTFL_CEND0113X_CGT18_STN_106_A1_016	CGT18	A1	CS	07/01/2013	23:31:36	58.885784	-0.026658
CTFL_CEND0113X_CGT18_STN_106_A1_017	CGT18	A1	CS	07/01/2013	23:32:36	58.885646	-0.026610
CTFL_CEND0113X_CGT18_STN_106_A1_018	CGT18	A1	CS	07/01/2013	23:32:45	58.885627	-0.026568
CTFL_CEND0113X_CGT18_STN_106_A1_019	CGT18	A1	CS	07/01/2013	23:32:59	58.885584	-0.026540
CTFL_CEND0113X_CGT18_STN_106_A1_020	CGT18	A1	CS	07/01/2013	23:33:44	58.885496	-0.026453
CTFL_CEND0113X_CGT18_STN_106_A1_021	CGT18	A1	CS	07/01/2013	23:34:38	58.885366	-0.026412
CTFL_CEND0113X_CGT22_STN_100_A1_002	CGT22	A1	CS	07/01/2013	21:08:42	58.893220	0.111039
CTFL_CEND0113X_CGT22_STN_100_A1_003	CGT22	A1	CS	07/01/2013	21:09:49	58.893335	0.111132
CTFL_CEND0113X_CGT22_STN_100_A1_004	CGT22	A1	CS	07/01/2013	21:10:48	58.893422	0.111216
CTFL_CEND0113X_CGT22_STN_100_A1_005	CGT22	A1	CS	07/01/2013	21:11:50	58.893477	0.111259
CTFL_CEND0113X_CGT22_STN_100_A1_006	CGT22	A1	CS	07/01/2013	21:12:39	58.893586	0.111296
CTFL_CEND0113X_CGT22_STN_100_A1_007	CGT22	A1	CS	07/01/2013	21:12:49	58.893609	0.111307
CTFL_CEND0113X_CGT22_STN_100_A1_008	CGT22	A1	CS	07/01/2013	21:13:48	58.893749	0.111369
CTFL_CEND0113X_CGT22_STN_100_A1_009	CGT22	A1	CS	07/01/2013	21:14:48	58.893862	0.111411
CTFL_CEND0113X_CGT22_STN_100_A1_010	CGT22	A1	CS	07/01/2013	21:15:47	58.894002	0.111459
CTFL_CEND0113X_CGT22_STN_100_A1_011	CGT22	A1	CS	07/01/2013	21:16:49	58.894161	0.111499
CTFL_CEND0113X_CGT22_STN_100_A1_012	CGT22	A1	CS	07/01/2013	21:17:48	58.894286	0.111546
CTFL_CEND0113X_CGT22_STN_100_A1_013	CGT22	A1	CS	07/01/2013	21:18:48	58.894404	0.111596
CTFL_CEND0113X_CGT22_STN_100_A1_014	CGT22	A1	CS	07/01/2013	21:19:50	58.894564	0.111644
SWFL_CEND0113X_WGT06_STN232_A1_002	WGT06	A1	CS	10/01/2013	11:02:17	58.592420	-0.617858
SWFL_CEND0113X_WGT06_STN232_A1_003	WGT06	A1	CS	10/01/2013	11:03:08	58.592535	-0.617842
SWFL_CEND0113X_WGT06_STN232_A1_004	WGT06	A1	CS	10/01/2013	11:04:07	58.592613	-0.617807
SWFL_CEND0113X_WGT06_STN232_A1_005	WGT06	A1	CS	10/01/2013	11:05:21	58.592787	-0.617763
SWFL_CEND0113X_WGT06_STN232_A1_006	WGT06	A1	CS	10/01/2013	11:06:08	58.592883	-0.617740
SWFL_CEND0113X_WGT06_STN232_A1_007	WGT06	A1	CS	10/01/2013	11:06:59	58.592992	-0.617703
SWFL_CEND0113X_WGT06_STN232_A1_008	WGT06	A1	CS	10/01/2013	11:07:21	58.593058	-0.617680
SWFL_CEND0113X_WGT06_STN232_A1_009	WGT06	A1	CS	10/01/2013	11:08:13	58.593177	-0.617635
SWFL_CEND0113X_WGT06_STN232_A1_010	WGT06	A1	CS	10/01/2013	11:09:13	58.593320	-0.617605
SWFL_CEND0113X_WGT06_STN232_A1_011	WGT06	A1	CS	10/01/2013	11:10:13	58.593445	-0.617602
SWFL_CEND0113X_WGT06_STN232_A1_012	WGT06	A1	CS	10/01/2013	11:10:22	58.593473	-0.617588
SWFL_CEND0113X_WGT06_STN232_A1_013	WGT06	A1	CS	10/01/2013	11:11:13	58.593605	-0.617537
SWFL_CEND0113X_WGT06_STN232_A1_014	WGT06	A1	CS	10/01/2013	11:12:17	58.593707	-0.617523
SWFL_CEND0113X_WGT07_STN_158_A1_002	WGT07	A1	CS	08/01/2013	23:46:40	58.670904	-0.638527
SWFL_CEND0113X_WGT07_STN_158_A1_003	WGT07	A1	CS	08/01/2013	23:47:50	58.670913	-0.638582
SWFL_CEND0113X_WGT07_STN_158_A1_004	WGT07	A1	CS	08/01/2013	23:48:49	58.670822	-0.638892
SWFL_CEND0113X_WGT07_STN_158_A1_005	WGT07	A1	CS	08/01/2013	23:49:46	58.670760	-0.639117
SWFL_CEND0113X_WGT07_STN_158_A1_006	WGT07	A1	CS	08/01/2013	23:50:18	58.670757	-0.639230

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SWFL_CEND0113X_WGT07_STN_158_A1_007	WGT07	A1	CS	08/01/2013	23:50:54	58.670730	-0.639393
SWFL_CEND0113X_WGT07_STN_158_A1_008	WGT07	A1	CS	08/01/2013	23:51:49	58.670685	-0.639653
SWFL_CEND0113X_WGT07_STN_158_A1_009	WGT07	A1	CS	08/01/2013	23:52:54	58.670672	-0.639720
SWFL_CEND0113X_WGT07_STN_158_A1_010	WGT07	A1	CS	08/01/2013	23:53:24	58.670641	-0.639852
SWFL_CEND0113X_WGT07_STN_158_A1_011	WGT07	A1	CS	08/01/2013	23:53:44	58.670634	-0.639923
SWFL_CEND0113X_WGT07_STN_158_A1_012	WGT07	A1	CS	08/01/2013	23:54:47	58.670579	-0.640175
SWFL_CEND0113X_WGT07_STN_158_A1_013	WGT07	A1	CS	08/01/2013	23:55:53	58.670559	-0.640459
SWFL_CEND0113X_WGT07_STN_158_A1_014	WGT07	A1	CS	08/01/2013	23:56:47	58.670519	-0.640606
SWFL_CEND0113X_WGT11_STN_163_A1_002	WGT11	A1	CS	09/01/2013	02:05:53	58.600691	-0.531855
SWFL_CEND0113X_WGT11_STN_163_A1_003	WGT11	A1	CS	09/01/2013	02:06:16	58.600643	-0.531936
SWFL_CEND0113X_WGT11_STN_163_A1_004	WGT11	A1	CS	09/01/2013	02:06:29	58.600625	-0.531999
SWFL_CEND0113X_WGT11_STN_163_A1_005	WGT11	A1	CS	09/01/2013	02:06:56	58.600561	-0.532108
SWFL_CEND0113X_WGT11_STN_163_A1_006	WGT11	A1	CS	09/01/2013	02:07:55	58.600491	-0.532235
SWFL_CEND0113X_WGT11_STN_163_A1_007	WGT11	A1	CS	09/01/2013	02:08:56	58.600402	-0.532484
SWFL_CEND0113X_WGT11_STN_163_A1_008	WGT11	A1	CS	09/01/2013	02:09:17	58.600369	-0.532551
SWFL_CEND0113X_WGT11_STN_163_A1_009	WGT11	A1	CS	09/01/2013	02:09:55	58.600323	-0.532760
SWFL_CEND0113X_WGT11_STN_163_A1_010	WGT11	A1	CS	09/01/2013	02:10:44	58.600251	-0.532926
SWFL_CEND0113X_WGT11_STN_163_A1_011	WGT11	A1	CS	09/01/2013	02:10:56	58.600244	-0.532943
SWFL_CEND0113X_WGT11_STN_163_A1_012	WGT11	A1	CS	09/01/2013	02:11:56	58.600177	-0.533169
SWFL_CEND0113X_WGT11_STN_163_A1_013	WGT11	A1	CS	09/01/2013	02:12:54	58.600114	-0.533293
SWFL_CEND0113X_WGT11_STN_163_A1_014	WGT11	A1	CS	09/01/2013	02:13:56	58.600014	-0.533552
SWFL_CEND0113X_WGT11_STN_163_A1_015	WGT11	A1	CS	09/01/2013	02:14:56	58.599929	-0.533845
SWFL_CEND0113X_WGT11_STN_163_A1_016	WGT11	A1	CS	09/01/2013	02:15:56	58.599868	-0.534036
SWFL_CEND0113X_WGT11_STN_163_A1_017	WGT11	A1	CS	09/01/2013	02:16:53	58.599802	-0.534251
SWFL_CEND0113X_WGT11_STN_163_A1_018	WGT11	A1	CS	09/01/2013	02:17:03	58.599791	-0.534286
SWFL_CEND0113X_WGT12_STN_240_A1_002	WGT12	A1	CS	10/01/2013	18:23:11	58.489044	-0.457040
SWFL_CEND0113X_WGT12_STN_240_A1_003	WGT12	A1	CS	10/01/2013	18:24:06	58.488919	-0.457018
SWFL_CEND0113X_WGT12_STN_240_A1_004	WGT12	A1	CS	10/01/2013	18:24:44	58.488826	-0.457010
SWFL_CEND0113X_WGT12_STN_240_A1_005	WGT12	A1	CS	10/01/2013	18:25:14	58.488761	-0.456996
SWFL_CEND0113X_WGT12_STN_240_A1_006	WGT12	A1	CS	10/01/2013	18:26:13	58.488616	-0.456948
SWFL_CEND0113X_WGT12_STN_240_A1_007	WGT12	A1	CS	10/01/2013	18:27:16	58.488472	-0.456913
SWFL_CEND0113X_WGT12_STN_240_A1_008	WGT12	A1	CS	10/01/2013	18:28:13	58.488364	-0.456976
SWFL_CEND0113X_WGT12_STN_240_A1_009	WGT12	A1	CS	10/01/2013	18:28:38	58.488298	-0.456978
SWFL_CEND0113X_WGT12_STN_240_A1_010	WGT12	A1	CS	10/01/2013	18:29:16	58.488198	-0.456938
SWFL_CEND0113X_WGT12_STN_240_A1_011	WGT12	A1	CS	10/01/2013	18:29:23	58.488169	-0.456936
SWFL_CEND0113X_WGT12_STN_240_A1_012	WGT12	A1	CS	10/01/2013	18:30:11	58.488076	-0.456930
SWFL_CEND0113X_WGT12_STN_240_A1_013	WGT12	A1	CS	10/01/2013	18:31:14	58.487914	-0.456900
SWFL_CEND0113X_WGT12_STN_240_A1_014	WGT12	A1	CS	10/01/2013	18:31:56	58.487831	-0.456843
SWFL_CEND0113X_WGT12_STN_240_A1_015	WGT12	A1	CS	10/01/2013	18:32:15	58.487779	-0.456842
SWFL_CEND0113X_WGT12_STN_240_A1_016	WGT12	A1	CS	10/01/2013	18:32:25	58.487688	-0.456833
SWFL_CEND0113X_WGT12_STN_240_A1_017	WGT12	A1	CS	10/01/2013	18:33:14	58.487127	-0.456808
SWFL_CEND0113X_WGT12_STN_240_A1_018	WGT12	A1	CS	10/01/2013	18:33:27	58.486610	-0.456710
SWFL_CEND0113X_WGT19_STN_172_A2_002	WGT19	A2	CS	09/01/2013	06:29:49	58.460181	-0.316813

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SWFL_CEND0113X_WGT19_STN_172_A2_003	WGT19	A2	CS	09/01/2013	06:30:40	58.460139	-0.317102
SWFL_CEND0113X_WGT19_STN_172_A2_004	WGT19	A2	CS	09/01/2013	06:31:44	58.460120	-0.317393
SWFL_CEND0113X_WGT19_STN_172_A2_005	WGT19	A2	CS	09/01/2013	06:33:46	58.460052	-0.317993
SWFL_CEND0113X_WGT19_STN_172_A2_006	WGT19	A2	CS	09/01/2013	06:34:39	58.460014	-0.318322
SWFL_CEND0113X_WGT19_STN_172_A2_007	WGT19	A2	CS	09/01/2013	06:35:42	58.459932	-0.318765
SWFL_CEND0113X_WGT19_STN_172_A2_008	WGT19	A2	CS	09/01/2013	06:36:31	58.459880	-0.319140
SWFL_CEND0113X_WGT1_STN_236_A1_002	WGT1	A1	CS	10/01/2013	14:04:35	58.699521	-0.781111
SWFL_CEND0113X_WGT1_STN_236_A1_003	WGT1	A1	CS	10/01/2013	14:05:32	58.699433	-0.780993
SWFL_CEND0113X_WGT1_STN_236_A1_004	WGT1	A1	CS	10/01/2013	14:05:59	58.699401	-0.780949
SWFL_CEND0113X_WGT1_STN_236_A1_005	WGT1	A1	CS	10/01/2013	14:06:41	58.699340	-0.780869
SWFL_CEND0113X_WGT1_STN_236_A1_006	WGT1	A1	CS	10/01/2013	14:07:41	58.699245	-0.780761
SWFL_CEND0113X_WGT1_STN_236_A1_007	WGT1	A1	CS	10/01/2013	14:08:46	58.699126	-0.780644
SWFL_CEND0113X_WGT1_STN_236_A1_008	WGT1	A1	CS	10/01/2013	14:09:39	58.699078	-0.780559
SWFL_CEND0113X_WGT1_STN_236_A1_009	WGT1	A1	CS	10/01/2013	14:09:53	58.699045	-0.780519
SWFL_CEND0113X_WGT1_STN_236_A1_010	WGT1	A1	CS	10/01/2013	14:10:37	58.698971	-0.780439
SWFL_CEND0113X_WGT1_STN_236_A1_011	WGT1	A1	CS	10/01/2013	14:11:35	58.698880	-0.780329
SWFL_CEND0113X_WGT1_STN_236_A1_012	WGT1	A1	CS	10/01/2013	14:12:34	58.698776	-0.780212
SWFL_CEND0113X_WGT1_STN_236_A1_013	WGT1	A1	CS	10/01/2013	14:14:10	58.698658	-0.780000
SWFL_CEND0113X_WGT20_STN_242_A1_002	WGT20	A1	CS	10/01/2013	20:40:58	58.347285	-0.243374
SWFL_CEND0113X_WGT20_STN_242_A1_003	WGT20	A1	CS	10/01/2013	20:41:56	58.347420	-0.243328
SWFL_CEND0113X_WGT20_STN_242_A1_004	WGT20	A1	CS	10/01/2013	20:43:01	58.347546	-0.243284
SWFL_CEND0113X_WGT20_STN_242_A1_005	WGT20	A1	CS	10/01/2013	20:44:00	58.347689	-0.243224
SWFL_CEND0113X_WGT20_STN_242_A1_006	WGT20	A1	CS	10/01/2013	20:45:02	58.347829	-0.243194
SWFL_CEND0113X_WGT20_STN_242_A1_007	WGT20	A1	CS	10/01/2013	20:46:02	58.347958	-0.243141
SWFL_CEND0113X_WGT20_STN_242_A1_008	WGT20	A1	CS	10/01/2013	20:46:16	58.347998	-0.243139
SWFL_CEND0113X_WGT20_STN_242_A1_009	WGT20	A1	CS	10/01/2013	20:46:35	58.348020	-0.243121
SWFL_CEND0113X_WGT20_STN_242_A1_010	WGT20	A1	CS	10/01/2013	20:46:59	58.348106	-0.243086
SWFL_CEND0113X_WGT20_STN_242_A1_011	WGT20	A1	CS	10/01/2013	20:48:05	58.348230	-0.243058
SWFL_CEND0113X_WGT20_STN_242_A1_012	WGT20	A1	CS	10/01/2013	20:49:04	58.348365	-0.243009
SWFL_CEND0113X_WGT20_STN_242_A1_013	WGT20	A1	CS	10/01/2013	20:49:47	58.348478	-0.243003
SWFL_CEND0113X_WGT20_STN_242_A1_014	WGT20	A1	CS	10/01/2013	20:50:26	58.348432	-0.242999
SWFL_CEND0113X_WGT20_STN_242_A1_015	WGT20	A1	CS	10/01/2013	20:51:01	58.348589	-0.242909
SWFL_CEND0113X_WGT51_STN234_A1_002	WGT51	A1	CS	10/01/2013	12:43:53	58.620866	-0.756773
SWFL_CEND0113X_WGT51_STN234_A1_003	WGT51	A1	CS	10/01/2013	12:44:52	58.621023	-0.756588
SWFL_CEND0113X_WGT51_STN234_A1_004	WGT51	A1	CS	10/01/2013	12:45:14	58.621074	-0.756544
SWFL_CEND0113X_WGT51_STN234_A1_005	WGT51	A1	CS	10/01/2013	12:45:27	58.621092	-0.756524
SWFL_CEND0113X_WGT51_STN234_A1_006	WGT51	A1	CS	10/01/2013	12:46:10	58.621198	-0.756386
SWFL_CEND0113X_WGT51_STN234_A1_007	WGT51	A1	CS	10/01/2013	12:46:41	58.621275	-0.756315
SWFL_CEND0113X_WGT51_STN234_A1_008	WGT51	A1	CS	10/01/2013	12:47:14	58.621347	-0.756245
SWFL_CEND0113X_WGT51_STN234_A1_009	WGT51	A1	CS	10/01/2013	12:47:29	58.621365	-0.756218
SWFL_CEND0113X_WGT51_STN234_A1_010	WGT51	A1	CS	10/01/2013	12:48:12	58.621458	-0.756111
SWFL_CEND0113X_WGT51_STN234_A1_011	WGT51	A1	CS	10/01/2013	12:48:42	58.621512	-0.756065
SWFL_CEND0113X_WGT51_STN234_A1_012	WGT51	A1	CS	10/01/2013	12:49:13	58.621557	-0.756138

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SWFL_CEND0113X_WGT51_STN234_A1_013	WGT51	A1	CS	10/01/2013	12:49:55	58.621614	-0.756084
SWFL_CEND0113X_WGT51_STN234_A1_014	WGT51	A1	CS	10/01/2013	12:51:05	58.621735	-0.755828
SWFL_CEND0113X_WGT51_STN234_A1_015	WGT51	A1	CS	10/01/2013	12:52:09	58.621847	-0.755695
SWFL_CEND0113X_WGT51_STN234_A1_016	WGT51	A1	CS	10/01/2013	12:52:53	58.621913	-0.755645
SWFL_CEND0113X_WGT52_STN_229_A1_002	WGT52	A1	CS	10/01/2013	09:38:33	58.508768	-0.680219
SWFL_CEND0113X_WGT52_STN_229_A1_003	WGT52	A1	CS	10/01/2013	09:40:38	58.508977	-0.680019
SWFL_CEND0113X_WGT52_STN_229_A1_004	WGT52	A1	CS	10/01/2013	09:41:43	58.509105	-0.679921
SWFL_CEND0113X_WGT52_STN_229_A1_005	WGT52	A1	CS	10/01/2013	09:42:37	58.509213	-0.679846
SWFL_CEND0113X_WGT52_STN_229_A1_006	WGT52	A1	CS	10/01/2013	09:43:36	58.509277	-0.679759
SWFL_CEND0113X_WGT52_STN_229_A1_007	WGT52	A1	CS	10/01/2013	09:44:37	58.509413	-0.679662
SWFL_CEND0113X_WGT52_STN_229_A1_008	WGT52	A1	CS	10/01/2013	09:45:37	58.509550	-0.679569
SWFL_CEND0113X_WGT52_STN_229_A1_009	WGT52	A1	CS	10/01/2013	09:46:38	58.509668	-0.679474
SWFL_CEND0113X_WGT52_STN_229_A1_010	WGT52	A1	CS	10/01/2013	09:47:36	58.509785	-0.679391
SWFL_CEND0113X_WGT52_STN_229_A1_011	WGT52	A1	CS	10/01/2013	09:48:38	58.509943	-0.679286
SWFL_CEND0113X_WGT56_STN_151_A1_002	WGT56	A1	CS	08/01/2013	21:13:57	58.781242	-0.715057
SWFL_CEND0113X_WGT56_STN_151_A1_003	WGT56	A1	CS	08/01/2013	21:14:54	58.781228	-0.715274
SWFL_CEND0113X_WGT56_STN_151_A1_004	WGT56	A1	CS	08/01/2013	21:16:12	58.781351	-0.715437
SWFL_CEND0113X_WGT56_STN_151_A1_005	WGT56	A1	CS	08/01/2013	21:17:05	58.781394	-0.715475
SWFL_CEND0113X_WGT56_STN_151_A1_006	WGT56	A1	CS	08/01/2013	21:18:01	58.781461	-0.715667
SWFL_CEND0113X_WGT56_STN_151_A1_007	WGT56	A1	CS	08/01/2013	21:19:01	58.781521	-0.715947
SWFL_CEND0113X_WGT56_STN_151_A1_008	WGT56	A1	CS	08/01/2013	21:19:50	58.781586	-0.716129
SWFL_CEND0113X_WGT56_STN_151_A1_009	WGT56	A1	CS	08/01/2013	21:20:04	58.781591	-0.716223
SWFL_CEND0113X_WGT56_STN_151_A1_010	WGT56	A1	CS	08/01/2013	21:20:18	58.781624	-0.716227
SWFL_CEND0113X_WGT56_STN_151_A1_011	WGT56	A1	CS	08/01/2013	21:21:04	58.781676	-0.716351
SWFL_CEND0113X_WGT56_STN_151_A1_012	WGT56	A1	CS	08/01/2013	21:21:14	58.781707	-0.716426
SWFL_CEND0113X_WGT56_STN_151_A1_013	WGT56	A1	CS	08/01/2013	21:21:31	58.781719	-0.716459
SWFL_CEND0113X_WGT56_STN_151_A1_014	WGT56	A1	CS	08/01/2013	21:21:46	58.781744	-0.716522
SWFL_CEND0113X_WGT56_STN_151_A1_015	WGT56	A1	CS	08/01/2013	21:22:10	58.781766	-0.716582
SWFL_CEND0113X_WGT56_STN_151_A1_016	WGT56	A1	CS	08/01/2013	21:22:52	58.781796	-0.716815
SWFL_CEND0113X_WGT56_STN_151_A1_017	WGT56	A1	CS	08/01/2013	21:23:43	58.781874	-0.717013
SWFL_CEND0113X_WGT56_STN_151_A1_018	WGT56	A1	CS	08/01/2013	21:24:23	58.781918	-0.717135
SWFL_CEND0113X_WGT62_STN_238_A1_002	WGT62	A1	CS	10/01/2013	15:53:32	58.678267	-0.556979
SWFL_CEND0113X_WGT62_STN_238_A1_003	WGT62	A1	CS	10/01/2013	15:54:48	58.678497	-0.557587
SWFL_CEND0113X_WGT62_STN_238_A1_004	WGT62	A1	CS	10/01/2013	15:55:56	58.678660	-0.558180
SWFL_CEND0113X_WGT62_STN_238_A1_005	WGT62	A1	CS	10/01/2013	15:56:39	58.678730	-0.558489
SWFL_CEND0113X_WGT62_STN_238_A1_006	WGT62	A1	CS	10/01/2013	15:57:46	58.678812	-0.559101
SWFL_CEND0113X_WGT62_STN_238_A1_007	WGT62	A1	CS	10/01/2013	15:58:42	58.678854	-0.559587
SWFL_CEND0113X_WGT62_STN_238_A1_008	WGT62	A1	CS	10/01/2013	15:59:49	58.678857	-0.560063
SWFL_CEND0113X_WGT62_STN_238_A1_009	WGT62	A1	CS	10/01/2013	16:00:45	58.678812	-0.560297
SWFL_CEND0113X_WGT62_STN_238_A1_010	WGT62	A1	CS	10/01/2013	16:01:50	58.678688	-0.560350
SWFL_CEND0113X_WGT62_STN_238_A1_011	WGT62	A1	CS	10/01/2013	16:02:48	58.678471	-0.560531
SWFL_CEND0113X_WGT66_STN_221_A1_003	WGT66	A1	CS	10/01/2013	05:13:08	58.575538	-0.391879
SWFL_CEND0113X_WGT66_STN_221_A1_004	WGT66	A1	CS	10/01/2013	05:14:00	58.575455	-0.392033

CEND01/13X Fladen Grounds SMPA Survey Report

Image Name	Stn Code	Attempt	Gear	Date	Time	Latitude	Longitude
SWFL_CEND0113X_WGT66_STN_221_A1_005	WGT66	A1	CS	10/01/2013	05:15:00	58.575414	-0.392155
SWFL_CEND0113X_WGT66_STN_221_A1_006	WGT66	A1	CS	10/01/2013	05:16:01	58.575290	-0.392331
SWFL_CEND0113X_WGT66_STN_221_A1_007	WGT66	A1	CS	10/01/2013	05:17:01	58.575187	-0.392523
SWFL_CEND0113X_WGT66_STN_221_A1_008	WGT66	A1	CS	10/01/2013	05:18:01	58.575064	-0.392627
SWFL_CEND0113X_WGT66_STN_221_A1_009	WGT66	A1	CS	10/01/2013	05:18:59	58.574949	-0.392809
SWFL_CEND0113X_WGT66_STN_221_A1_010	WGT66	A1	CS	10/01/2013	05:19:55	58.574854	-0.393000
SWFL_CEND0113X_WGT66_STN_221_A1_011	WGT66	A1	CS	10/01/2013	05:21:59	58.574731	-0.393734
SWFL_CEND0113X_WGT66_STN_221_A1_012	WGT66	A1	CS	10/01/2013	05:23:04	58.574692	-0.394374
CTFL_CEND0113X_DEEP2_STN_408_A1_002	DEEP2	A1	DC	15/01/2013	19:11:31	58.963827	-0.249054
CTFL_CEND0113X_DEEP2_STN_408_A1_003	DEEP2	A1	DC	15/01/2013	19:12:34	58.963818	-0.248903
CTFL_CEND0113X_DEEP2_STN_408_A1_004	DEEP2	A1	DC	15/01/2013	19:13:32	58.963819	-0.248620
CTFL_CEND0113X_DEEP2_STN_408_A1_005	DEEP2	A1	DC	15/01/2013	19:14:32	58.963817	-0.248329
CTFL_CEND0113X_DEEP2_STN_408_A1_006	DEEP2	A1	DC	15/01/2013	19:15:34	58.963837	-0.248055
CTFL_CEND0113X_DEEP2_STN_408_A1_007	DEEP2	A1	DC	15/01/2013	19:16:45	58.963829	-0.247724
CTFL_CEND0113X_DEEP2_STN_408_A1_008	DEEP2	A1	DC	15/01/2013	19:17:34	58.963832	-0.247506
CTFL_CEND0113X_DEEP2_STN_408_A1_009	DEEP2	A1	DC	15/01/2013	19:18:35	58.963829	-0.247192
CTFL_CEND0113X_DEEP2_STN_408_A1_010	DEEP2	A1	DC	15/01/2013	19:19:34	58.963836	-0.246949



Cefas

