

ANF 2022 – Carottages continentaux

Retour d'expériences : missions de carottage
du lac du Bourget (France, 2018/2019) et du
lac Iznik (Turquie, 2021)

W. RAPUC



ANF 2022 – Carottages continentaux

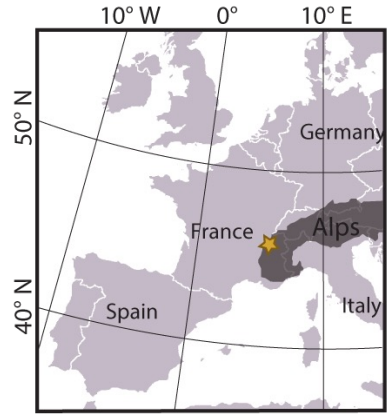
~~Retour d'expériences : missions de carottage
du lac du Bourget (France, 2018/2019) et du
lac Iznik (Turquie, 2021)~~

What not to do...

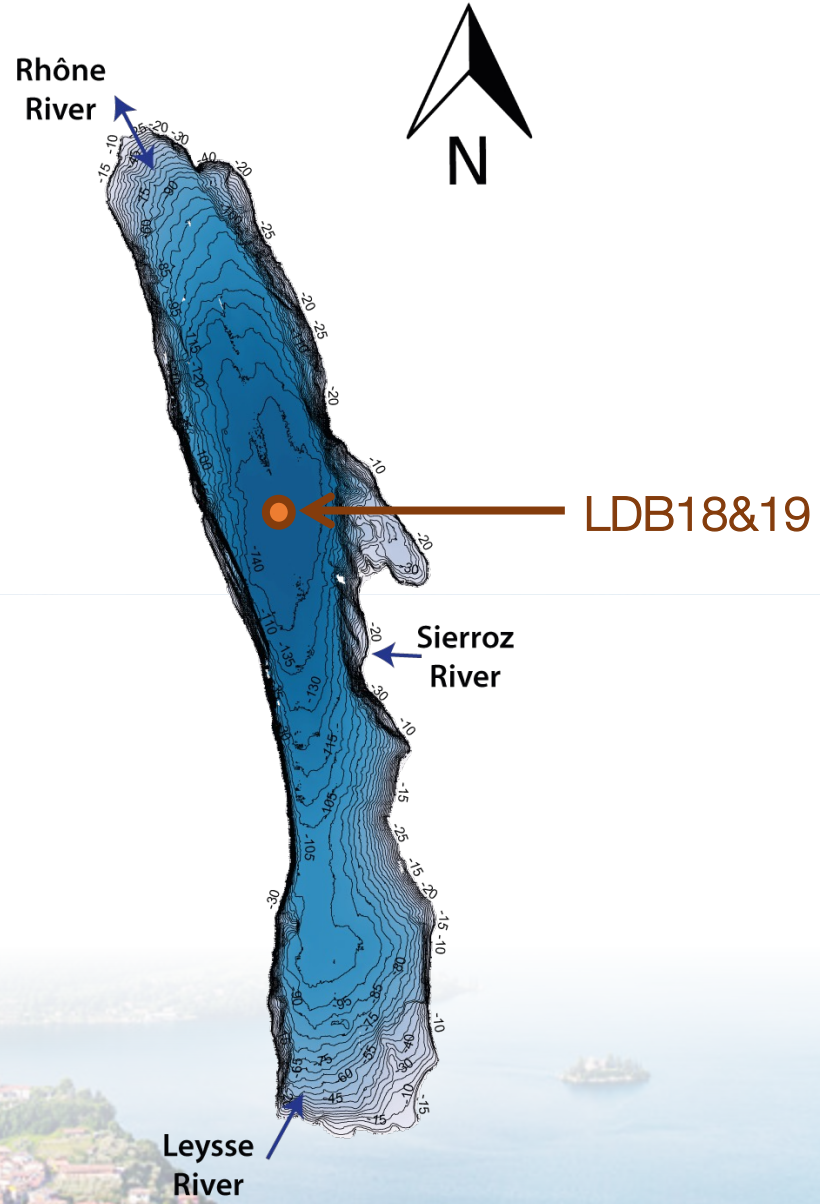
W. RAPUC



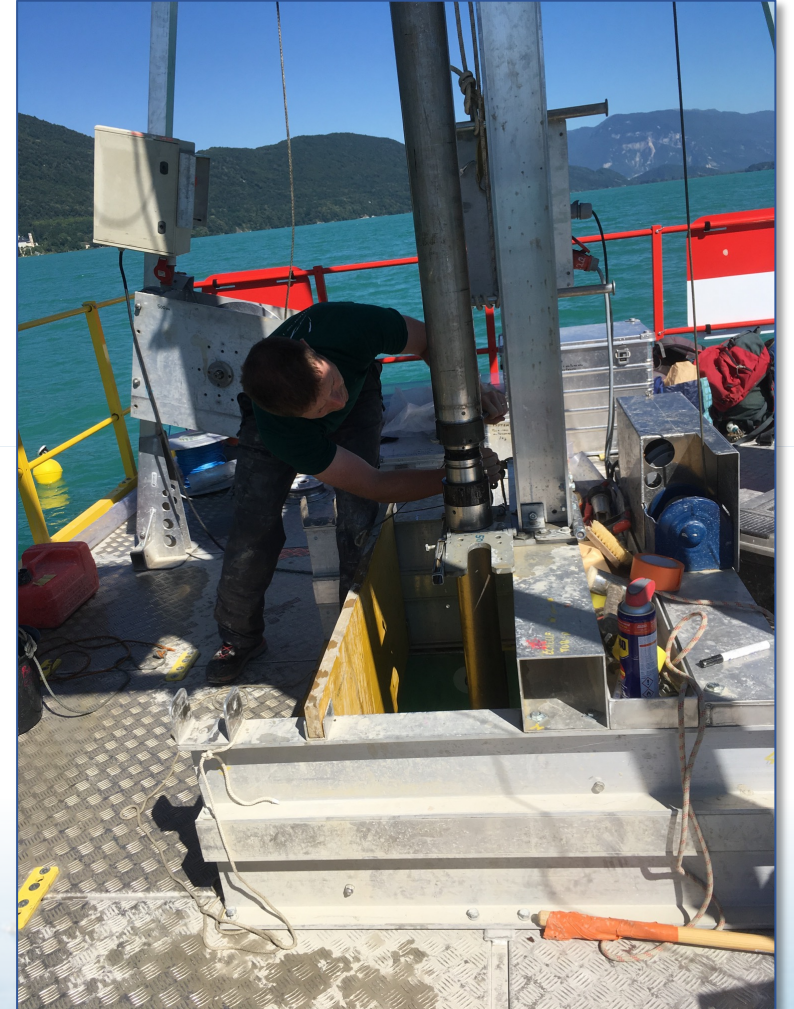
Lake Bourget



★ Lake Le Bourget

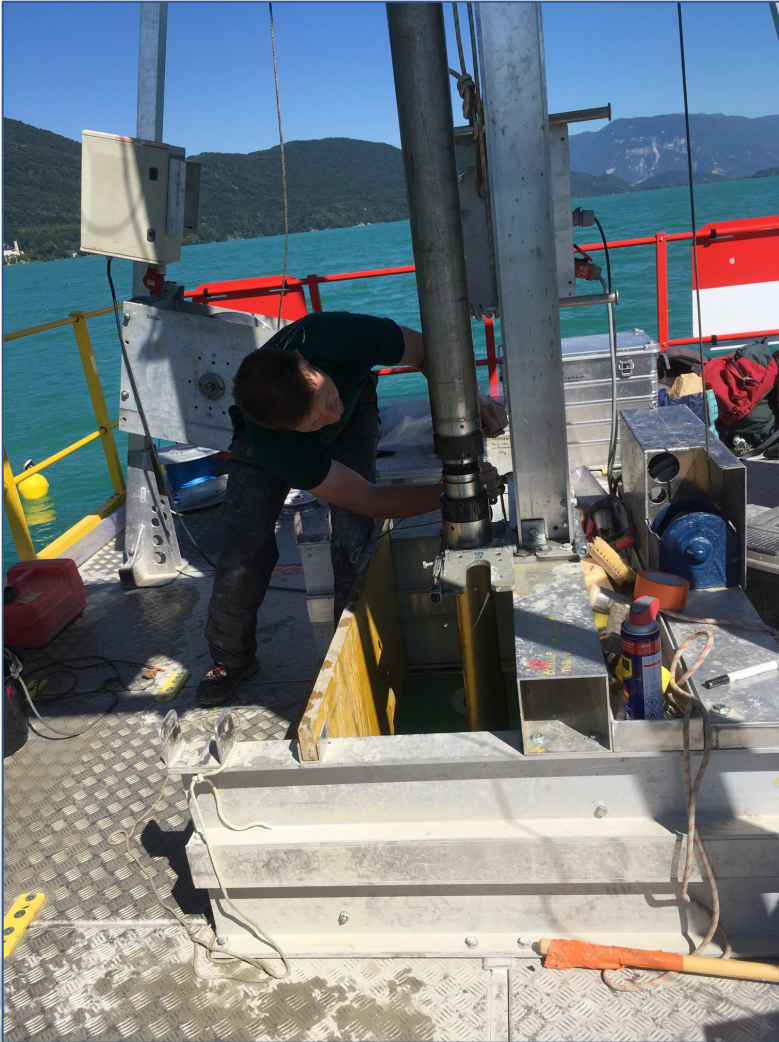


- 1st scientific mission for the DT-INSU coring platform (2018)



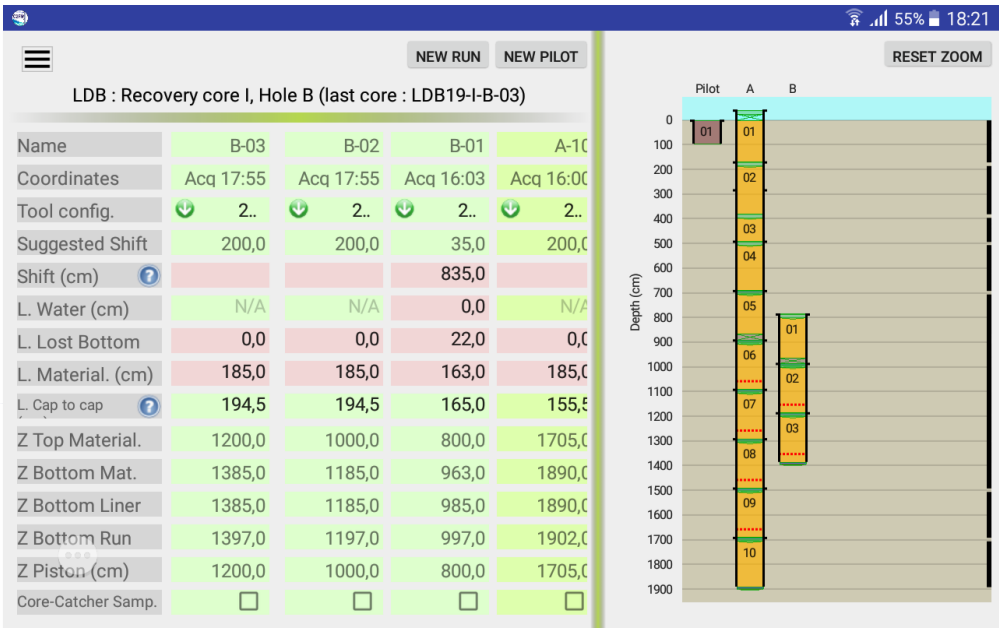
- 1st scientific mission for the DT-INSU coring platform (2018)

Nom du carottier U-NIEDERREITER 90-2m (EDY AFRI)
Nom de la configuration 2-NIED90-2m SPH/TC (AFRI EDY)
Diamètre intérieur (mm) 90



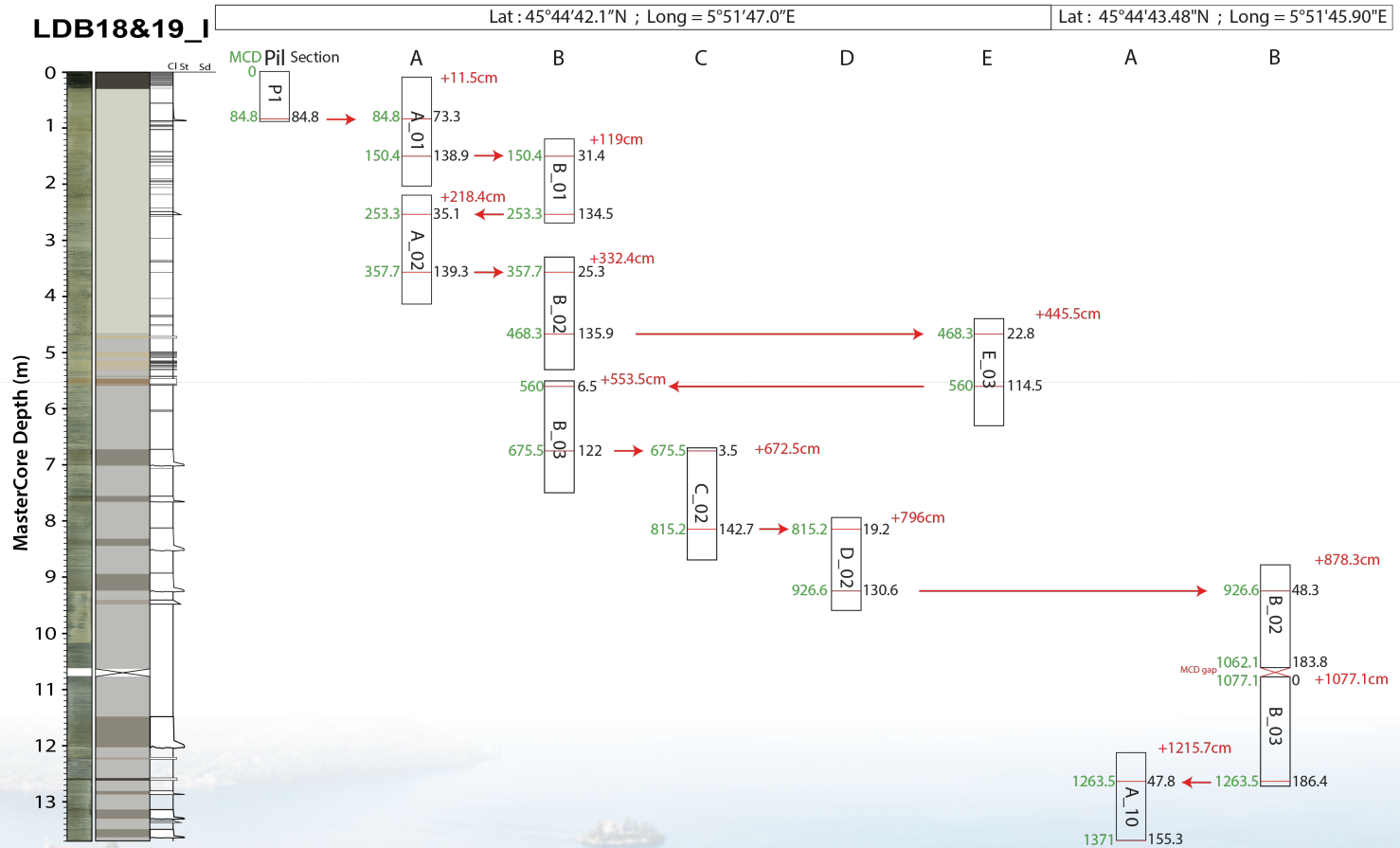
➤ Some difficulties linked to the time allowed to the fieldwork → 2 weeks weren't enough in 2018 to retrieve enough sediment

MasterCore LDB18&19



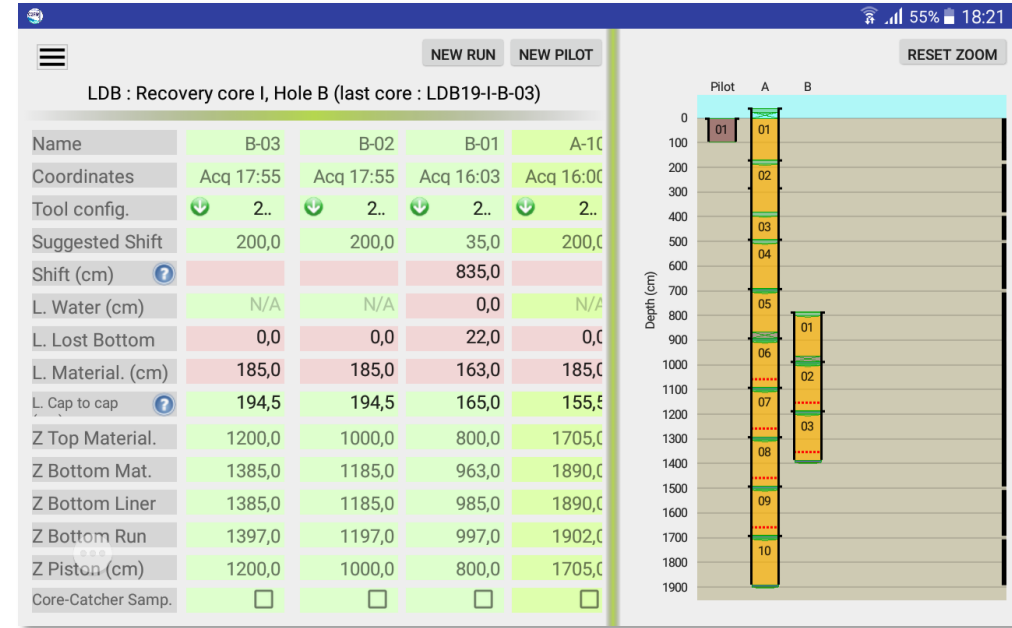
Coring scheme of the 2019 coring

➤ Coring close to the lab is always more difficult



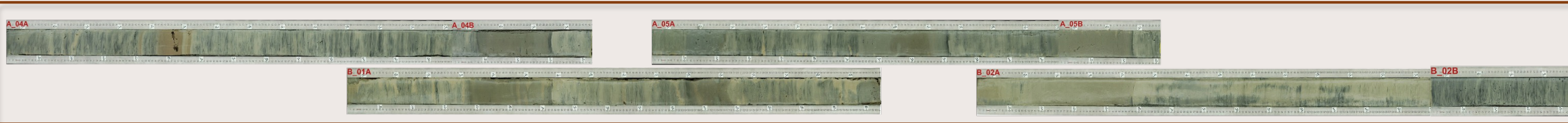
➤ Core correlations

- Is not supposed to be a problem
- Many event layers with distinct texture & colour

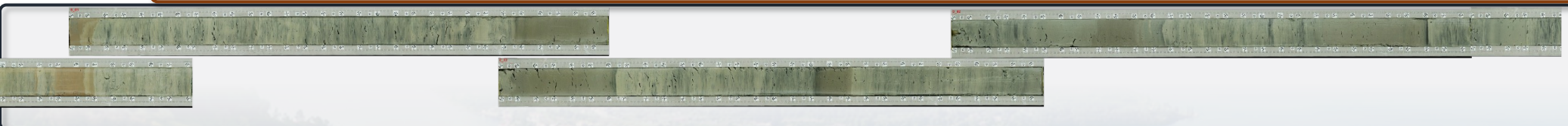


Coring scheme of the 2019 coring

2019



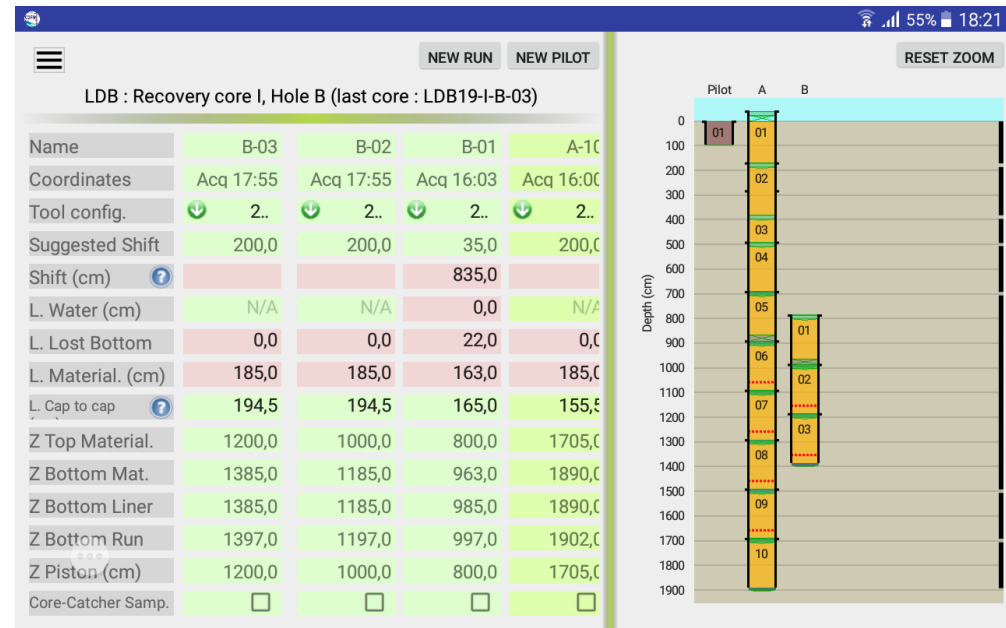
2018



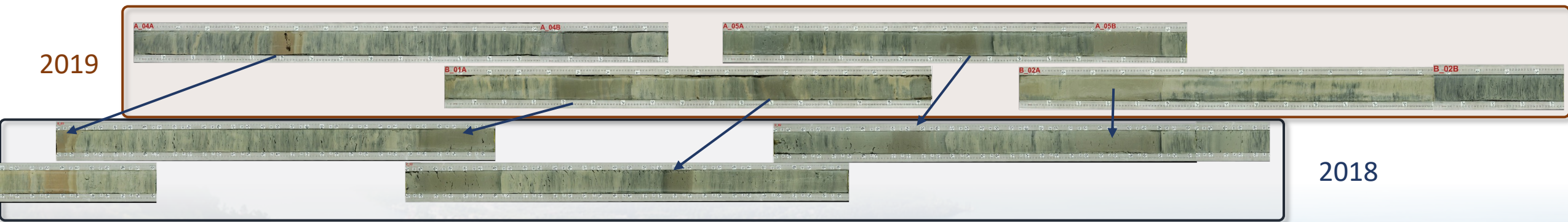
Time / Depth

➤ Core correlations

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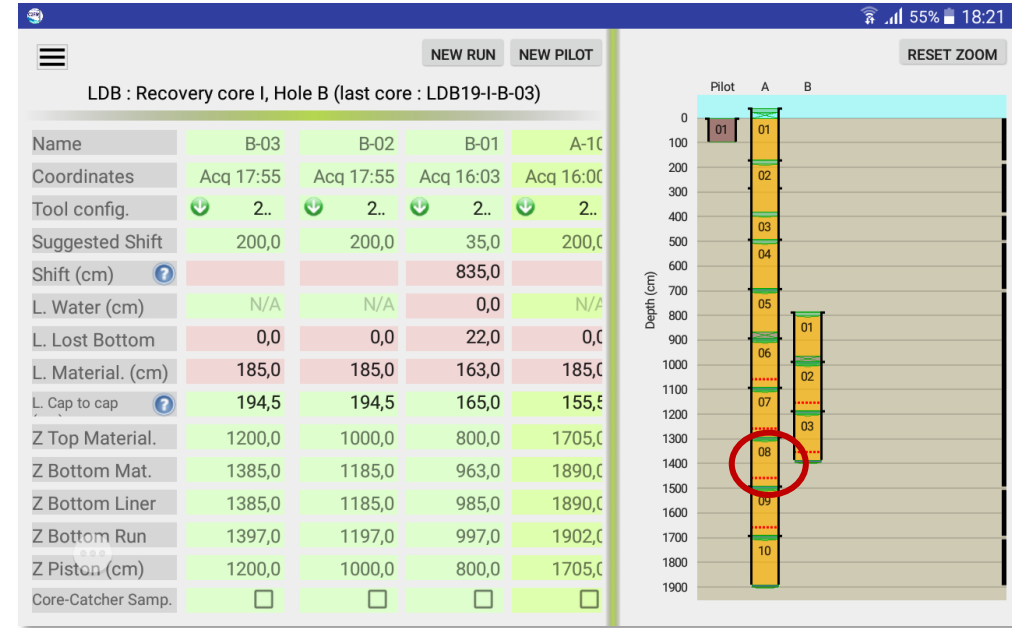
Coring scheme of the 2019 coring



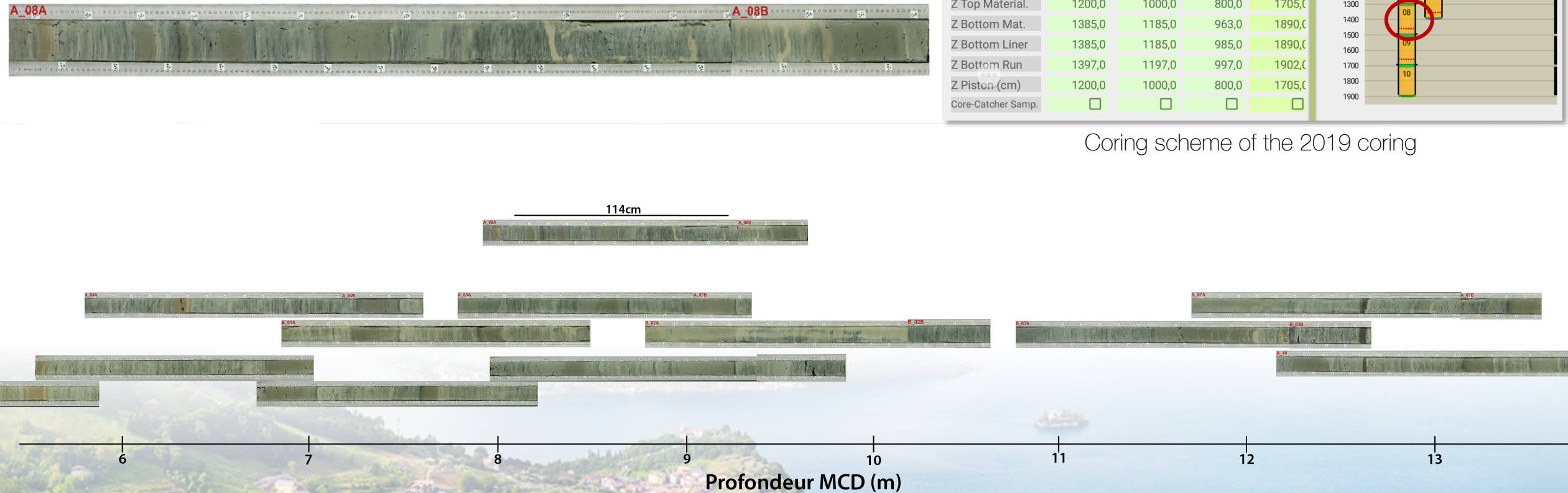
Time / Depth

➤ Core correlations

- Is not supposed to be a problem
- Many event layers with distinct texture & colour
- **What to do about this one?**



Coring scheme of the 2019 coring

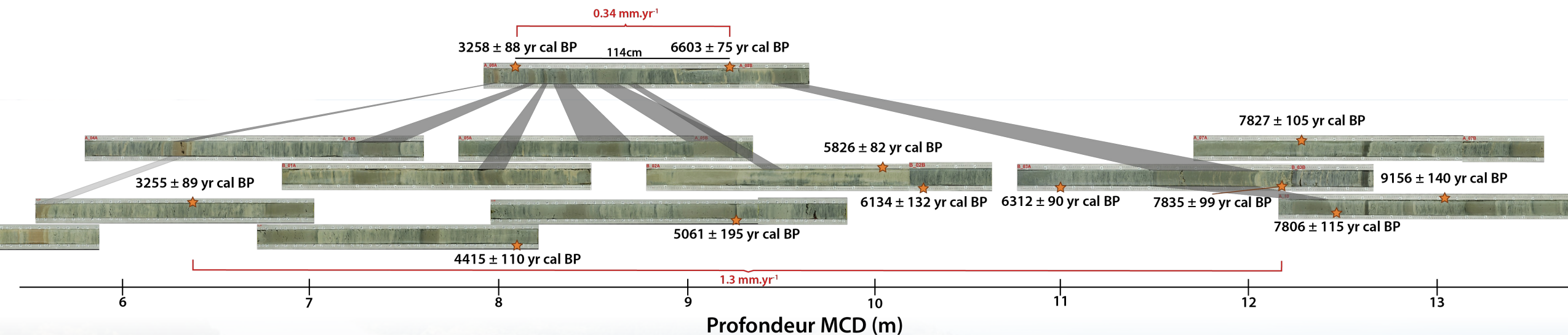


➤ Core correlations

- Is not supposed to be a problem
- Many event layers with distinct texture & colour

Thanks to core correlations, XRF and 14C ages we were able to demonstrate that

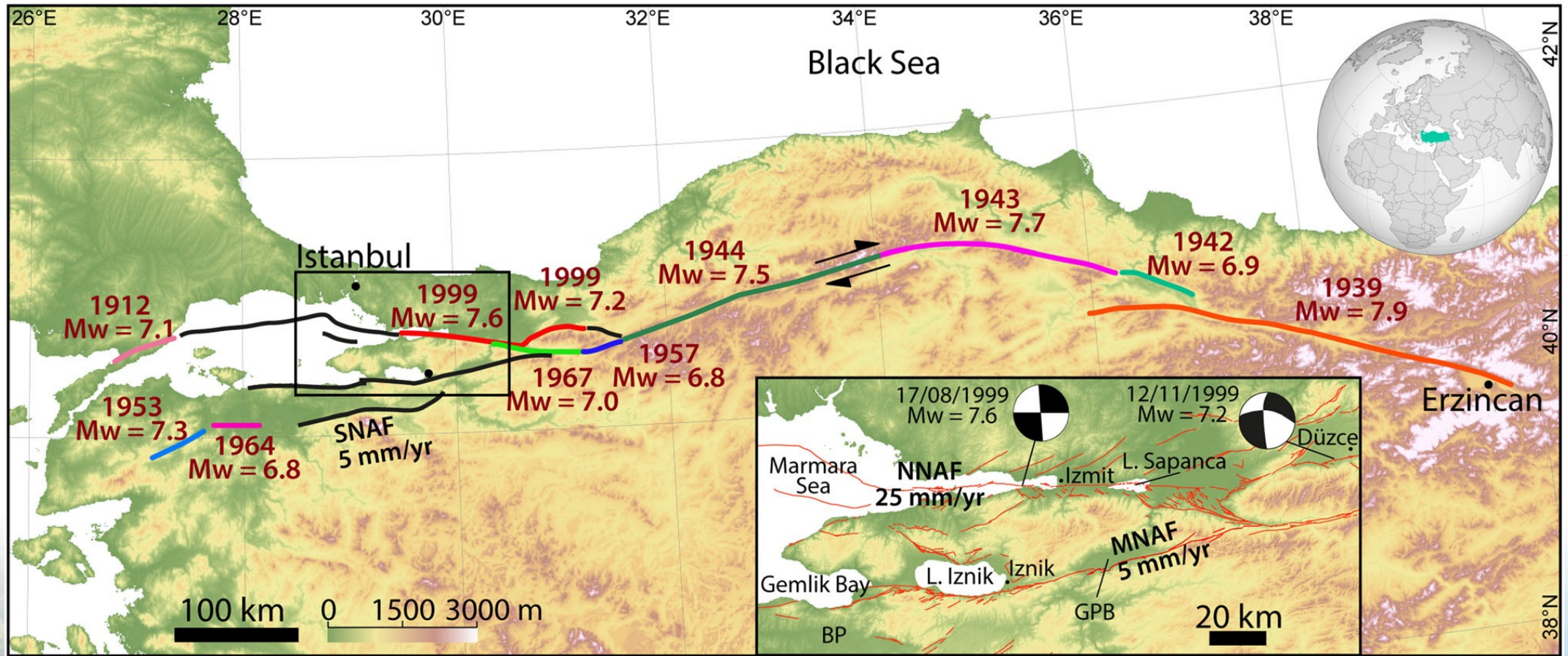
- We were able to compress 8 meters of sediment into a 2 meters long tube



- This is supposed to be linked to an untimely triggering of the coring system

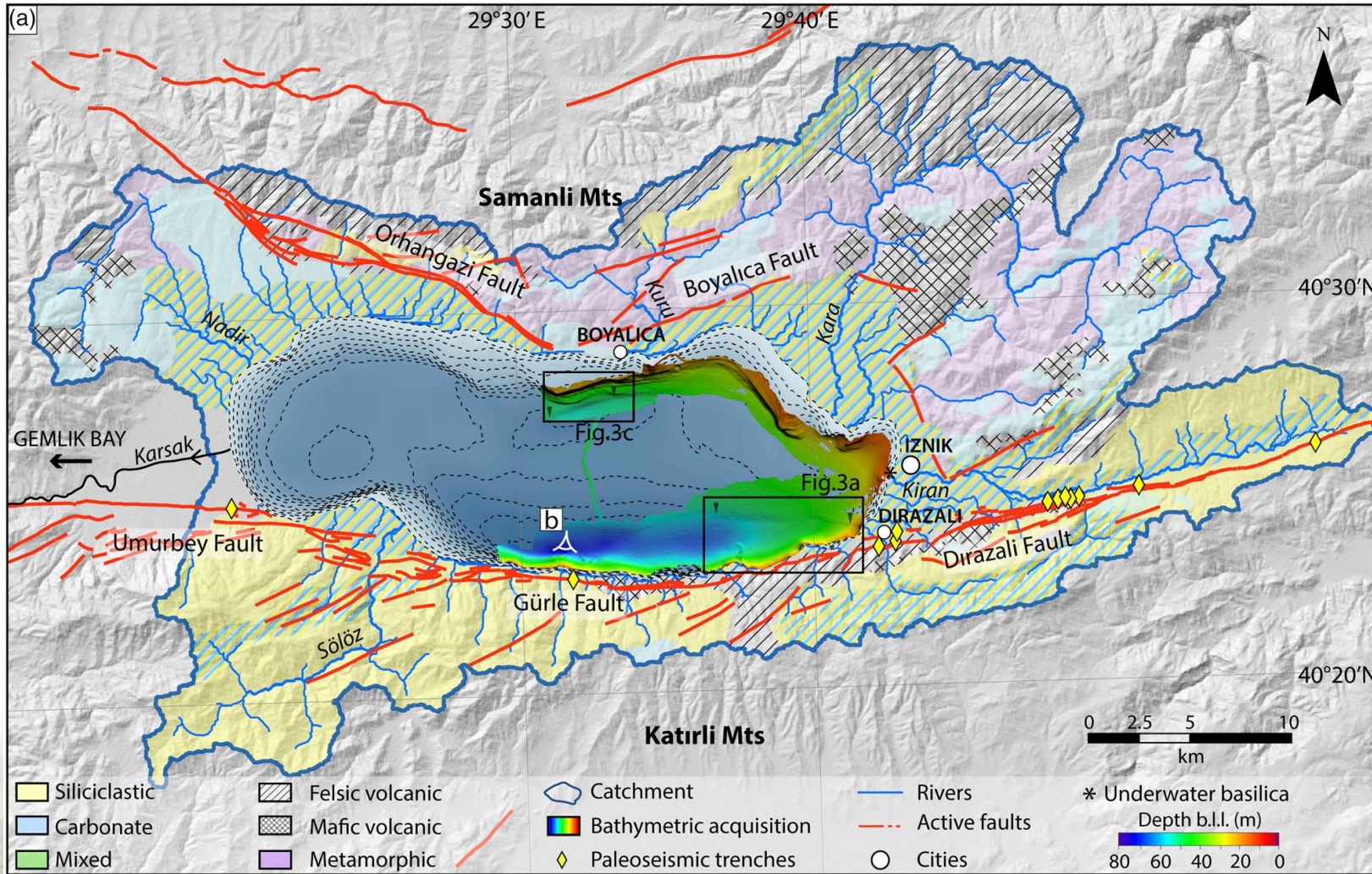
Do you feel unlucky ? Do you want to know what you shouldn't do during a fieldwork ?

Context : Covid19, mission postponed 2 times, C2FN out due to covid



Gastineau et al., 2021

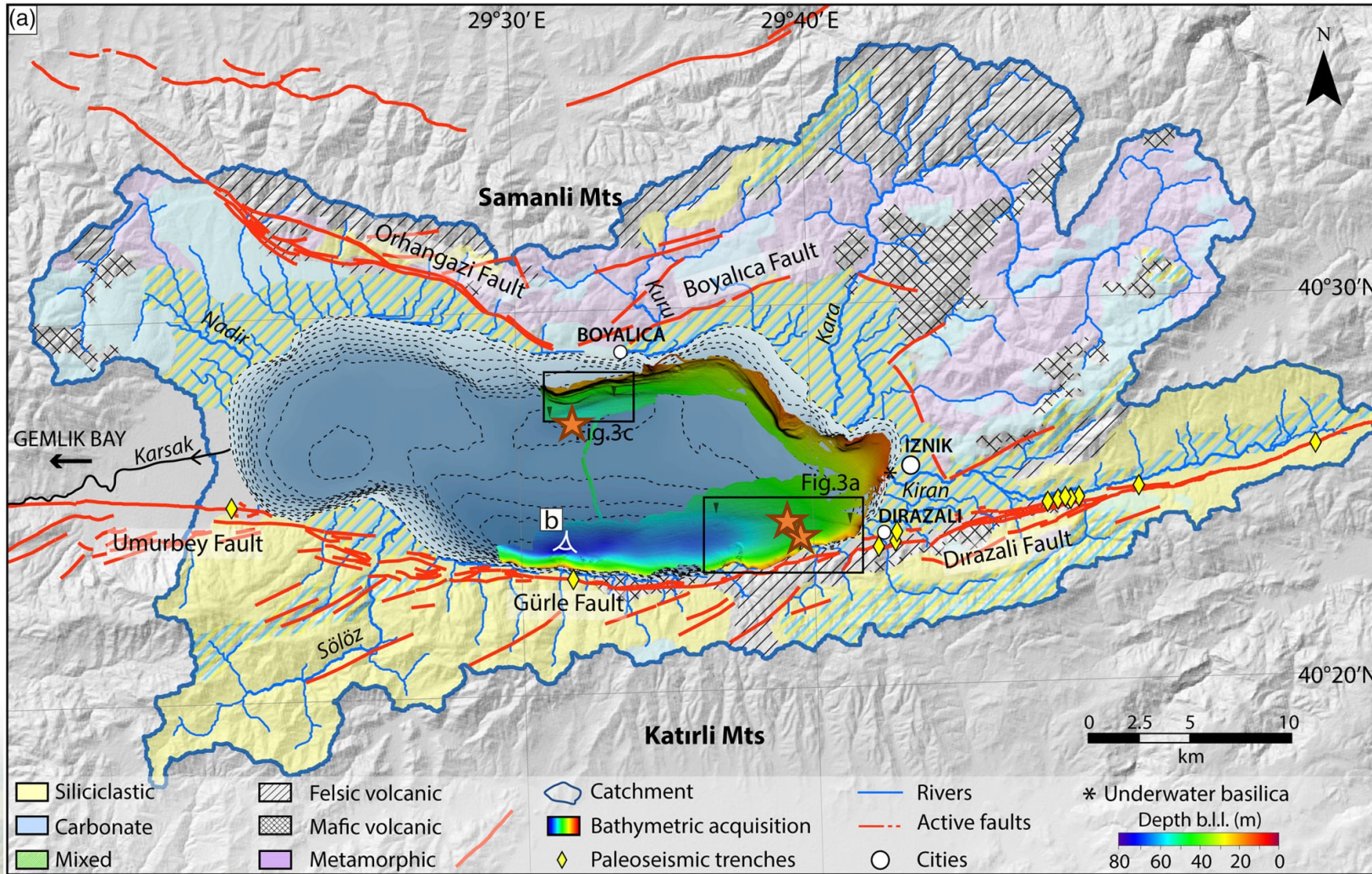
Scientific objectives : paleo-earthquakes chronicle & link with the slide of the Nicea basilica



2021 Coring campaign

- 3 new coring sites
- Multirun sediment sections
- International team
- 3 groups (tectonic, shore investigation, coring)
- Covid19 context

Scientific objectives : paleo-earthquakes chronicle & link with the slide of the Nicea basilica



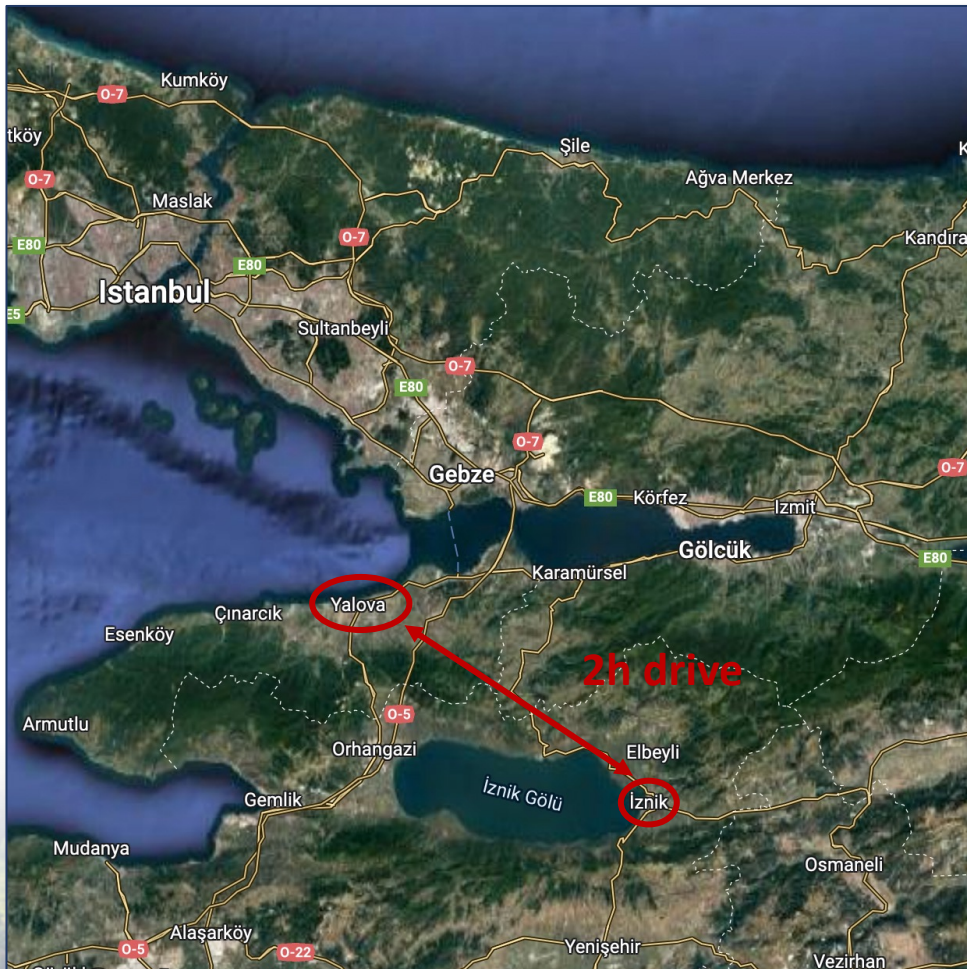
2021 Coring campaign

- 3 new coring sites
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- Covid19 context

What happened?

1st STEP

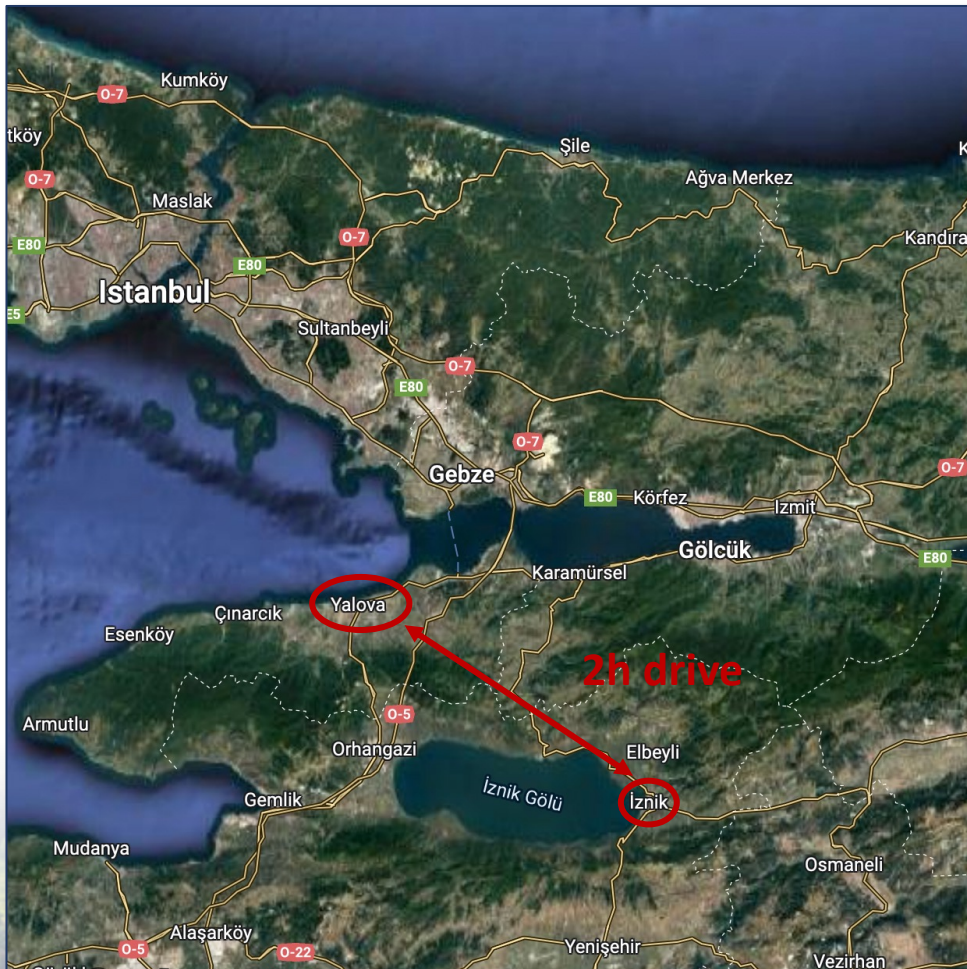
➤ Collection of the trucks at the customs (Ro-Ro terminal)



What happened?

1st STEP

➤ Collection of the trucks at the customs (Ro-Ro terminal) + Movie making



What happened?

1st STEP

PhD student waiting for his mission to finally start...

➤ Nothing happened, waiting under the surveillance of Atatürk

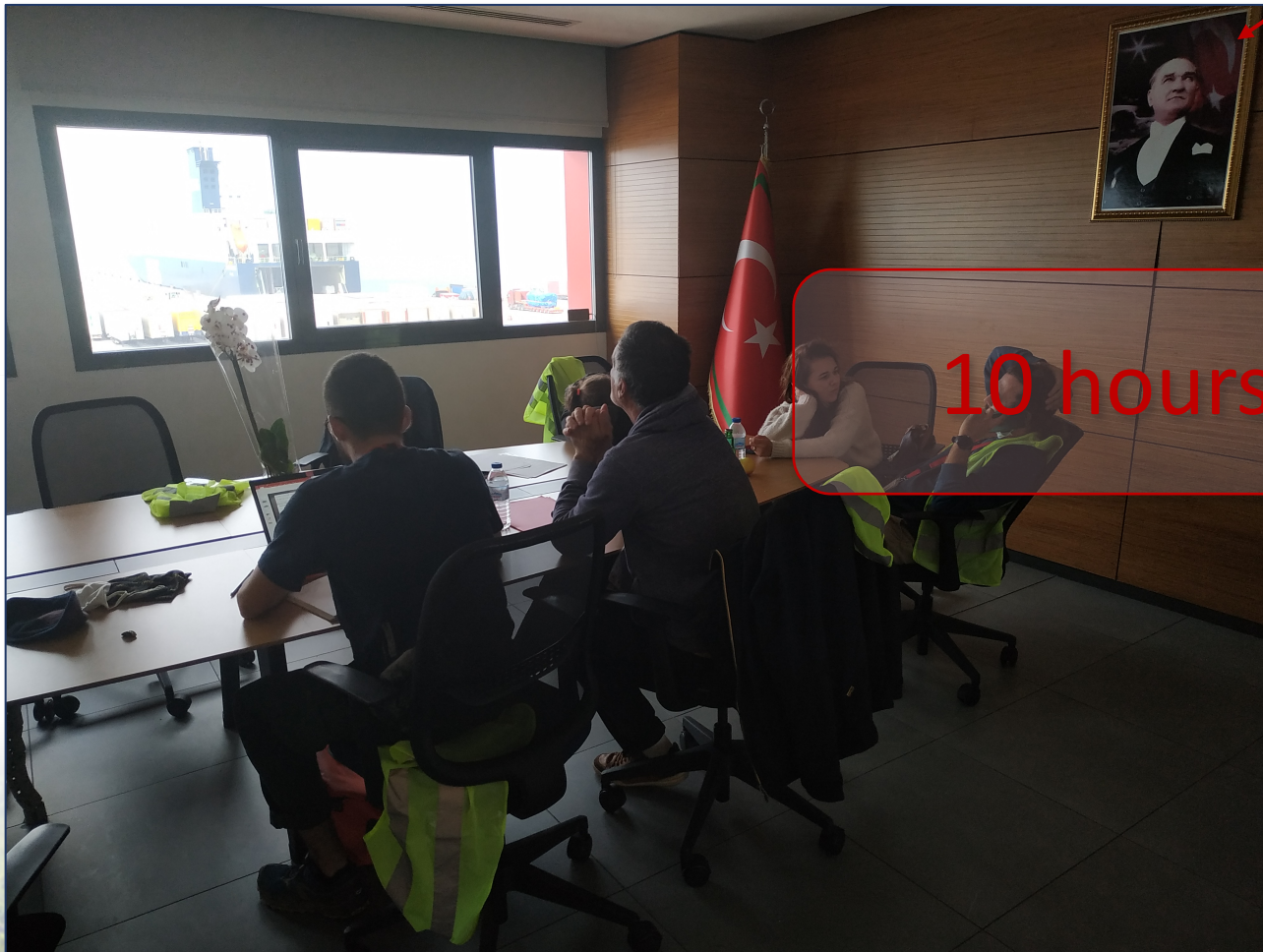


What happened?

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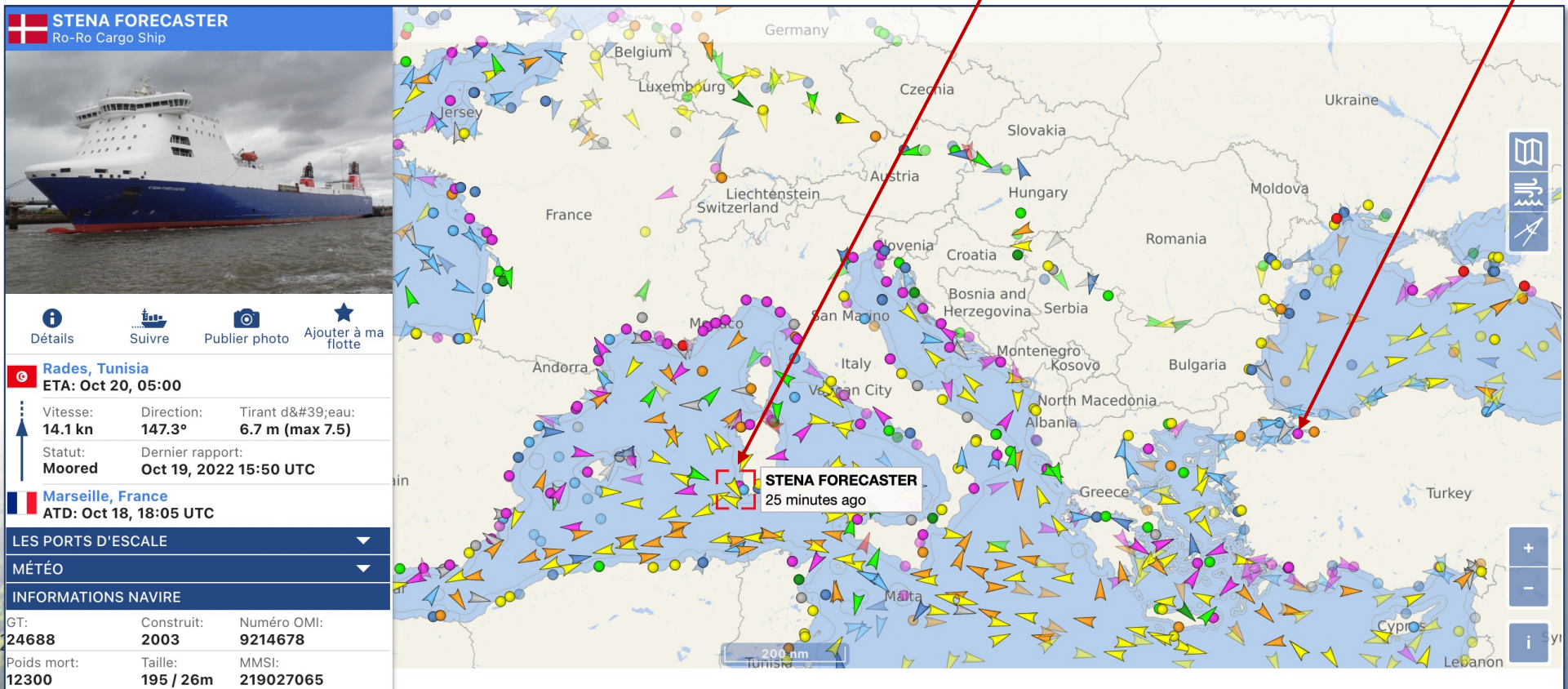
10 hours later...



What happened?

1st STEP

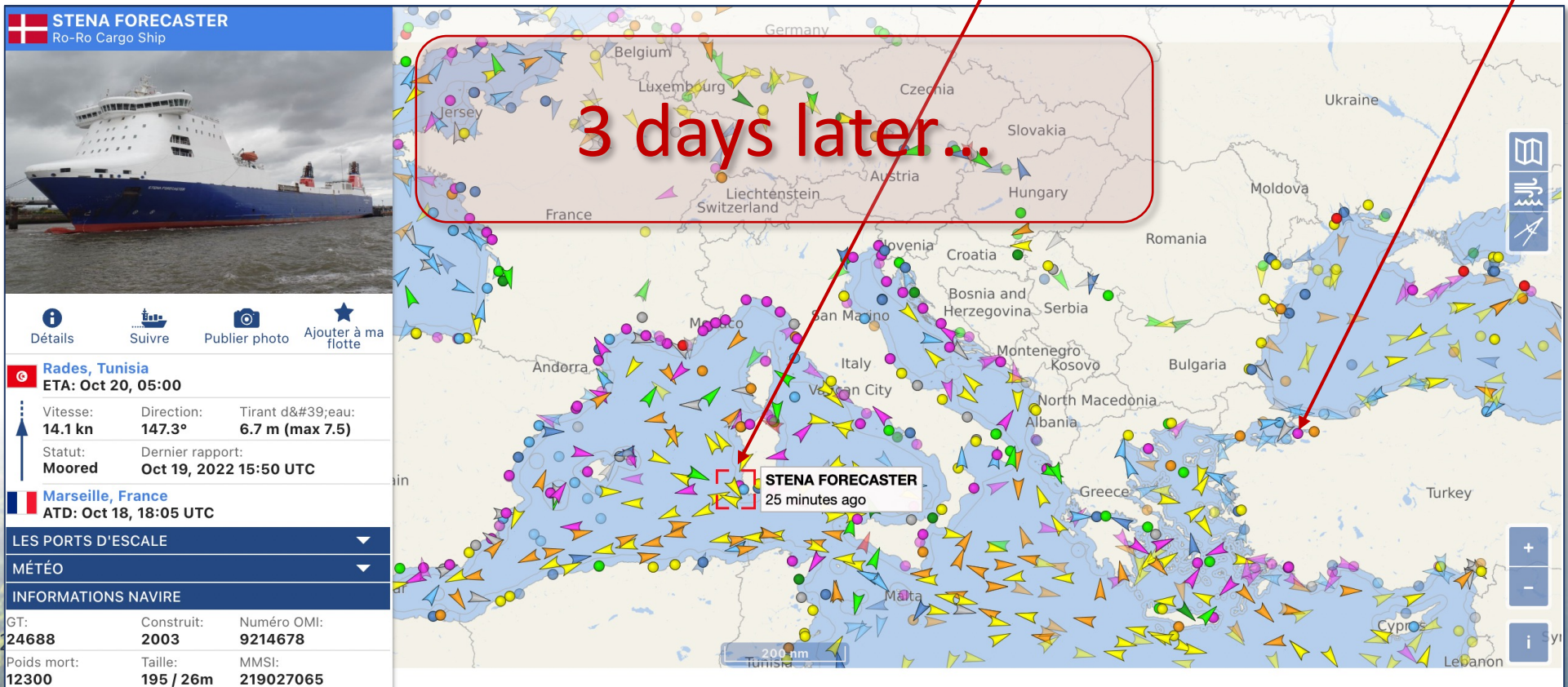
- Nothing happened, waiting under the surveillance of Atatürk
- No truck in the boat... problem of loading in Sete harbour
- We only got the Climcor Van
- Truck in a second boat, that just left Sete...



What happened?

1st STEP

- Nothing happened, waiting under the surveillance of Atatürk
- No truck in the boat... problem of loading in Sete harbour
- We only got the Climcor Van
- Truck in a second boat, that just left Sete...



What happened?

1st STEP... 3 days waiting

➤ How to get out of a custom quickly with two trucks?

➤ Having all the papers help

➤ Carnet ATA

➤ Turkish immatriculation

➤ Etc.

TR TÜRKİYE CUMHURİYETİ ULAŞTIRMA VE ALTYAPI BAKANLIĞI REPUBLIC OF TURKEY MINISTRY OF TRANSPORT AND INFRASTRUCTURE

Belge : 13-(F)/B 195063 (Authorisation No.) EURO V et plus ÇOK GİRİŞLİ İZİN BELGESİ MULTI - ENTRY PERMIT

EŞYANIN KARAYOLUYLA ULUSLARARASI TAŞINMASI İÇİN (POUR LE TRANSPORT INTERNATIONAL DE MARCHANDISES PAR ROUTE)

FRANCE TURQUIE İZİN BELGESİ (AUTORISATION)

ULUSLARARASI EŞYA TAŞIMASI YAPACAK TAŞIMACININ ADI VEYA ÜNVANI VE TAM ADRESİ (Nom ou raison sociale du transporteur et adresse complète qui effectuera des transports internationaux de marchandises) (Name or trading name of the operator and full address who will operate international goods transport by road) CMA INTERNATIONAL CHE DU BOIS DES AIES 69330 PUSIGNAN

BU İZİN BELGESİ 01 OCAK 2021'DEN 31 OCAK 2022 TARİHİNE KADAR GEÇERLİDİR. (La présente autorisation est valable du 01 Janvier 2021 au 31 Janvier 2022.) (This permit is valid from 01 January 2021 until the 31 January 2022)

SINIRLAMALAR (Limitations éventuelles) (Possible restrictions)

BU BELGE FRANSA TAŞITLARININ TÜRKİYE'DE 1 YIL SÜREYLE YAPILAN KARŞIYAKA TAŞIMALARDA GEÇERLİDİR. (La présente autorisation est valable pour une durée d'une année pour les transports qui seront effectués au moyen des véhicules Français par les territoires Turcs.) (This permit is valid for a period of one year for the transit and bilateral transports operation with the France vehicles through the Turkish territories.)

İZİN VEREN MAKAMIN İMZA VE MÜHÜRÜ (Signature et cachet de l'organisme qui délivre l'autorisation) (Signature and stamp of agency issuing permit)

LYON(FRANCE) 15/01/2021

Ministère chargé des Transports et par subdélégation, Direction Régionale de l'Équipement des transports de l'Aménagement et du Logement routiers, AUVERGNE-RHÔNE-ALPES

Laurence GOUTTET

Murat BASTOR Ulaştırma Hizmetleri Dairesi Başkanı Genel Müdür

2119506303



What happened?

1st STEP... 3 days waiting

- How to get out of a custom quickly with two trucks?
- Having all the papers help
 - Carnet ATA
 - Turkish immatriculation
 - Etc.

➤ But bakchiche is the most helpful



What happened?

1st STEP... 5 days lost at customs

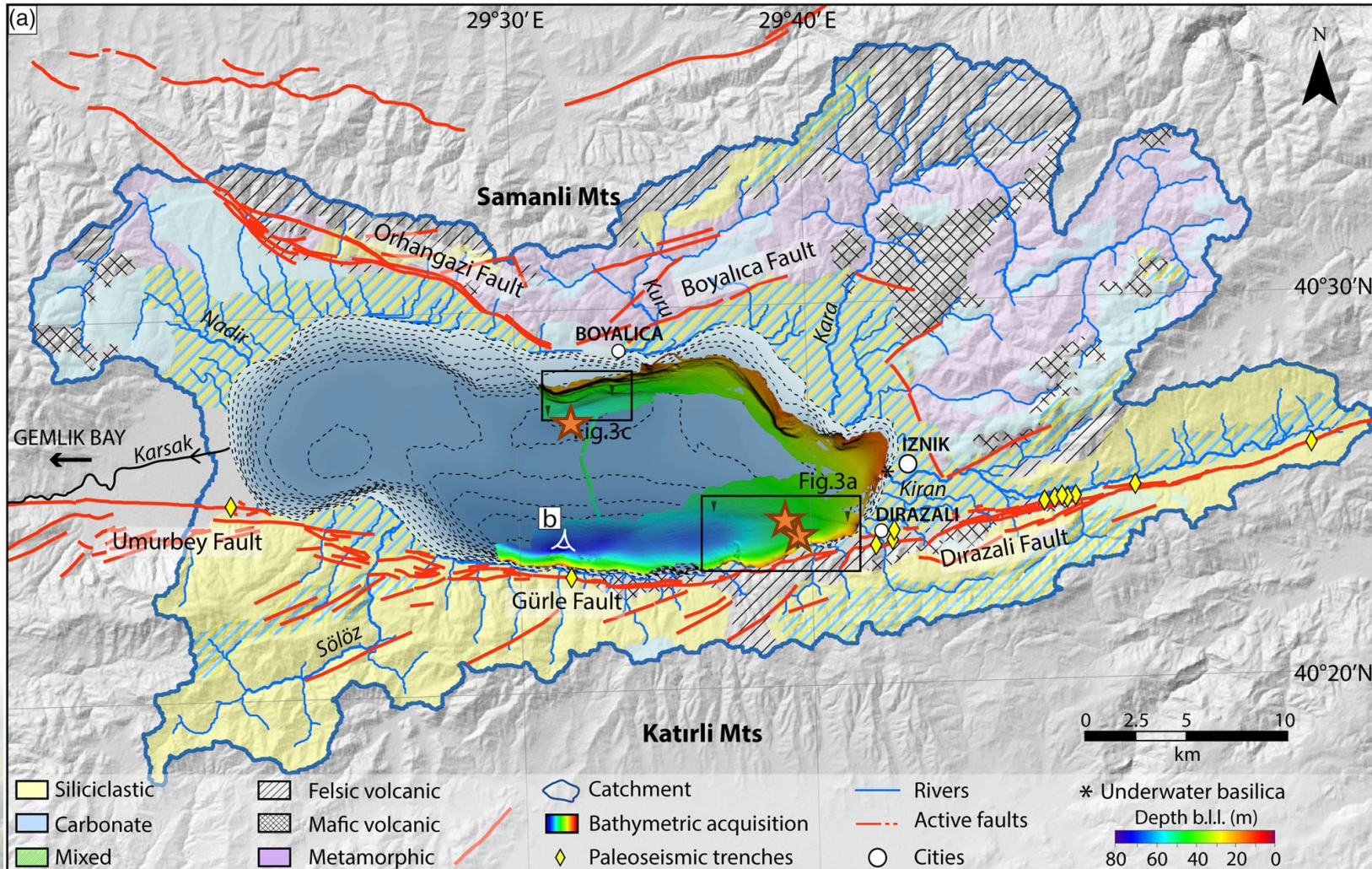
- Be prepared to have problems at customs
- Increase the mission length accordingly



What happened?

2st STEP... Coring

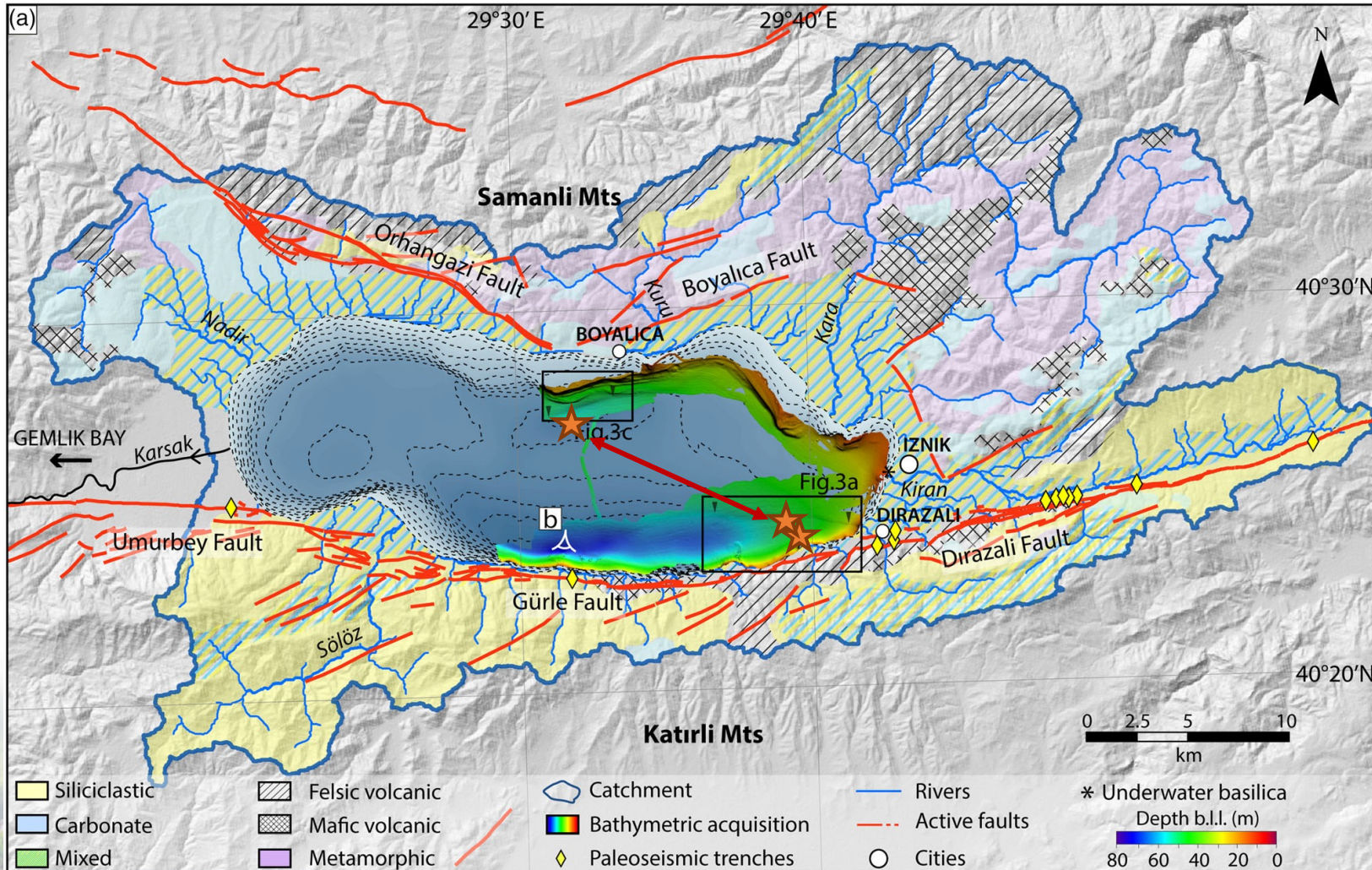
➤ Do not choose too many sites, or again, increase the mission length accordingly



What happened?

2st STEP... Coring

➤ Do not choose too many sites, or again, increase the mission length accordingly



15 km = 4-5 hours of nav
When everything is going well...

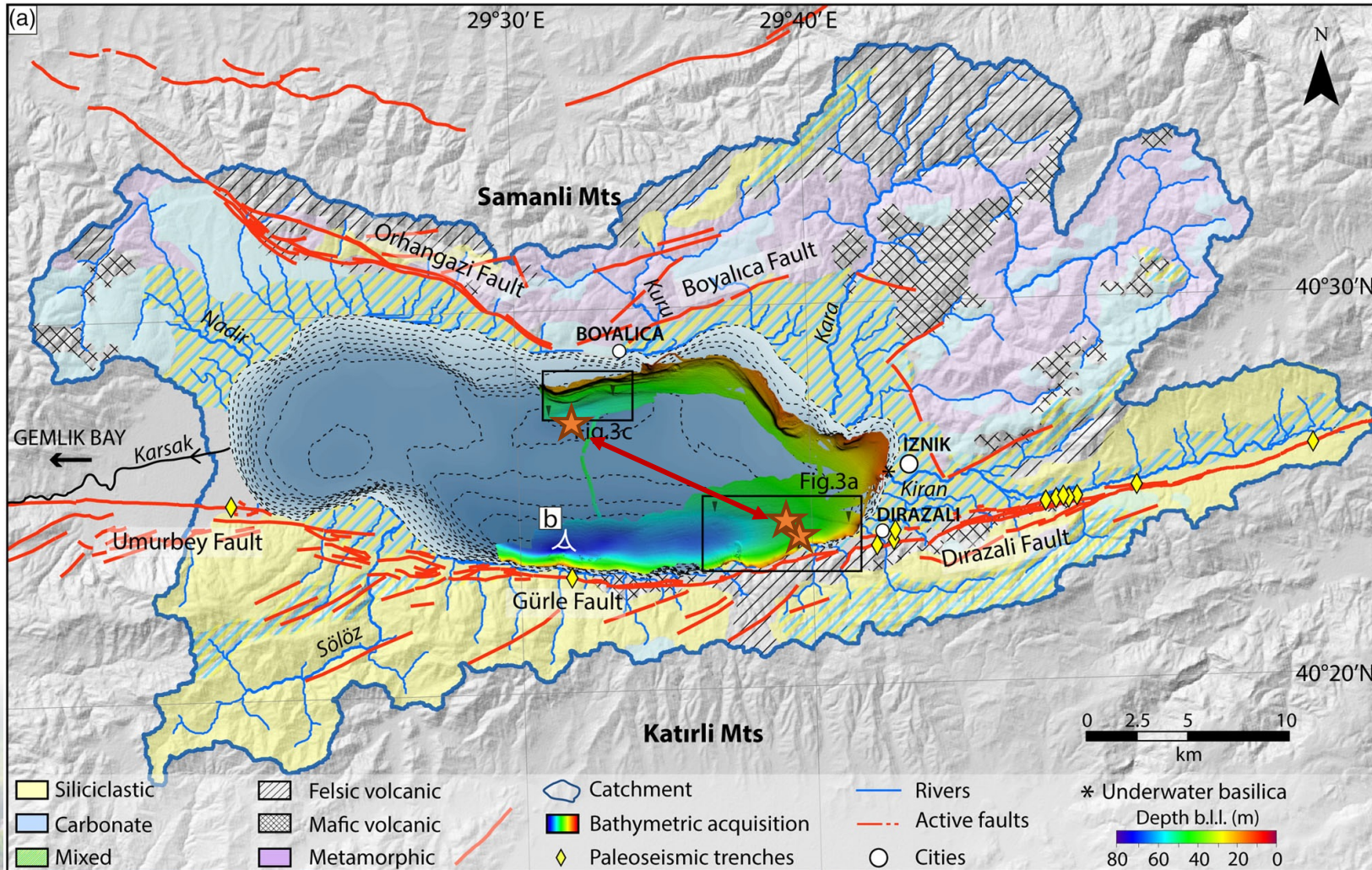
But...

Gastineau et al., 2021

What happened?

2st STEP... Coring

➤ Do not choose too many sites, or again, increase the mission length accordingly



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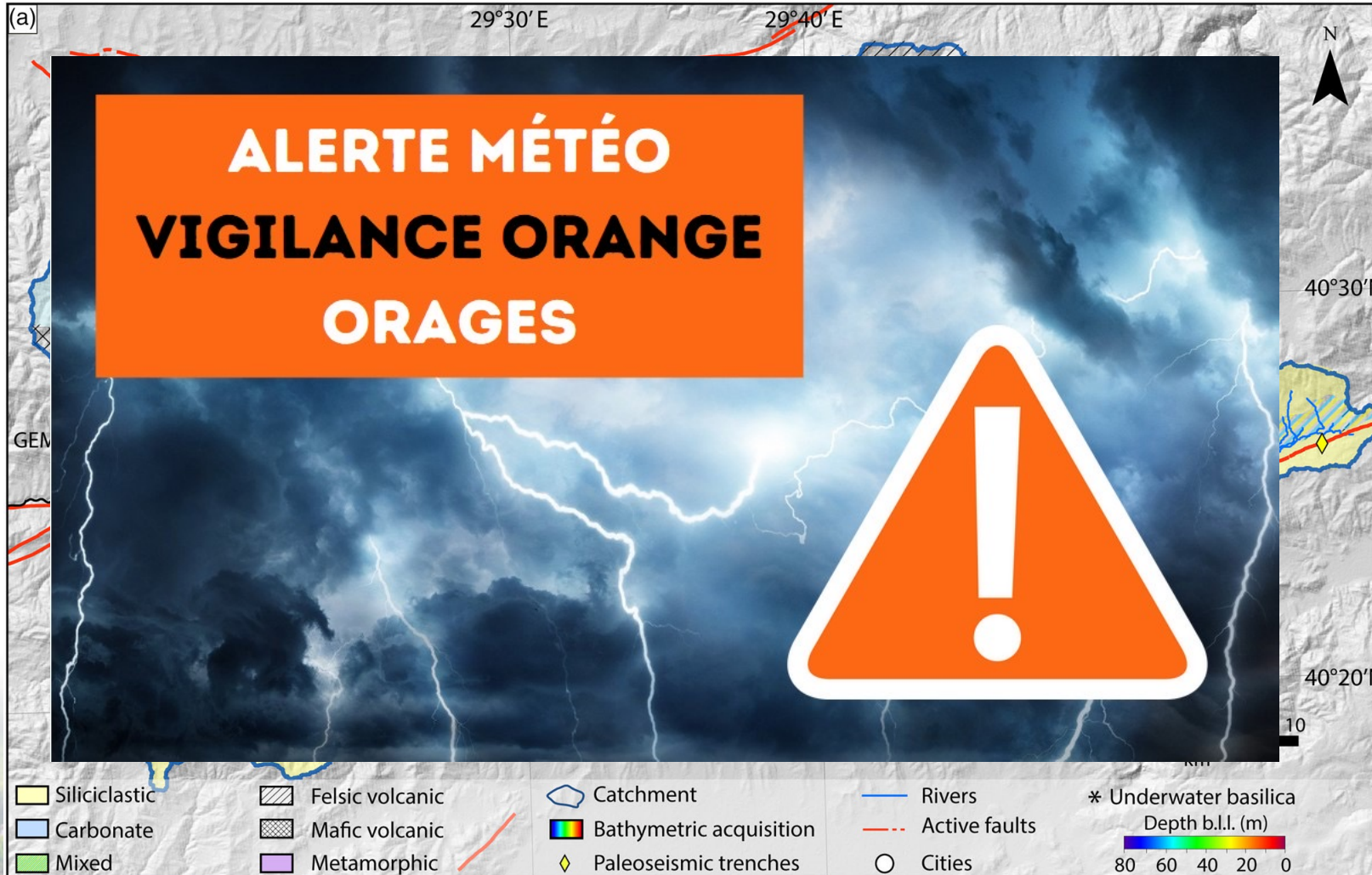


Gastineau et al., 2021

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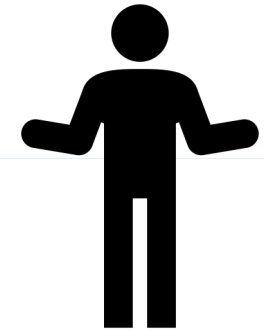


Gastineau et al., 2021

What happened?

2st STEP... Coring

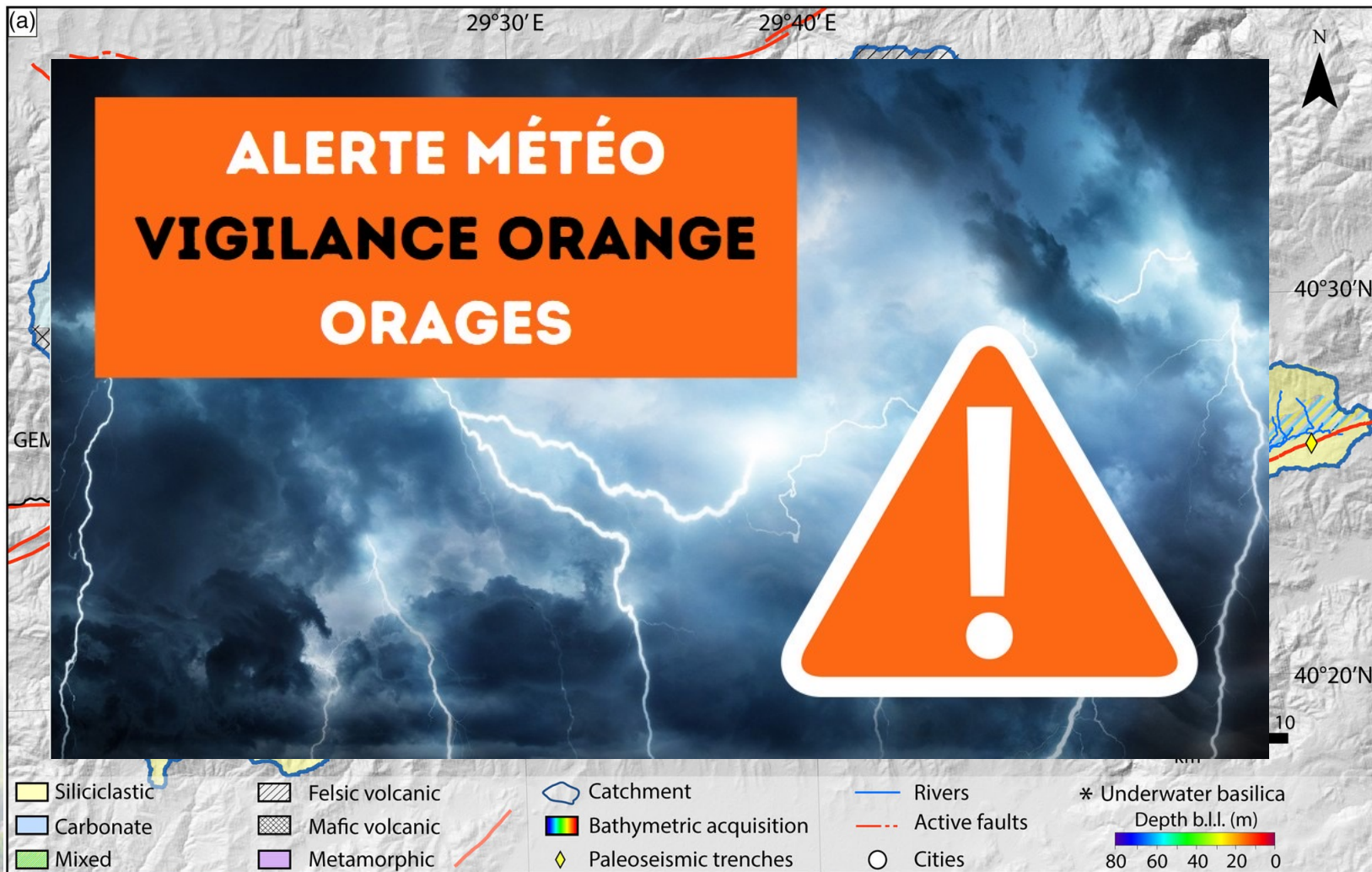
➤ Do not choose too many sites, or again, increase the mission length accordingly



What happened?

2st STEP... Coring

➤ Do not insist when the weather is not with you...



What happened?

Last STEP... Dismantling

- Do not insist when the weather is not with you...
- When you're not able to unhook, unhook anyway...



Summary

- Be prepared to have problems at customs
- Increase the mission length accordingly (two weeks is too short for this kind of field work)
- Do not choose too many sites
- Do not insist when the weather is not with you...
- When you're not able to anchor, go back to the shore
- Never let the final decision to people not present on the field
- Scientific objectives should not take precedence over safety

➤ Decide before the mission who is who

Head of mission



Principal investigator



Chief corer



Who makes which decision?!

Thank you!



21/10/2022

ANF 2022 Arcachon - William RAPUC

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