

Joint WMO/IOC Technical Commission for
Oceanography - Ship Observation Team

End-to-end report of the ASAP data dissemination performance

April to June 2008

1. Introduction

Météo-France is in charge of a end-to-end report of the ASAP data dissemination performance.

The matter of this paper is to evaluate the results of the three last months (April 2008 – June 2008).

2. Information available at Météo-France

TEMP-SHIP messages are received at LFPW (Toulouse) from EGRR (Exeter) and EDZW (Offenbach).

The following information is available :

Reception at LFPW	Broadcast by LFPW
Call sign	Call sign
Header	Channel
Channel	Broadcast date
Reception date	Time lapse
Size	Broadcast size
Format	Recipient
Error	
Operator	

3. List of call signs available

Country	Call sign	Country	Call sign
Denmark	ASDK01	Japan	JCCX
	ASDK02		JGQH
	OXGN2		JIVB
E-ASAP	ASEU01		JDWX
	ASEU02		JNSR
	ASEU03	Norway	LDWR
	ASEU04	South Africa	ZSAF
	ASEU05	Spain	ASES01
France	ASFR1	United Kingdom	ASGB01
	ASFR2	USA	WTEC
Germany	ASDE01	Iceland	ASIS01
	ASDE02	Australia	3FPI7
	ASDE03		
	ASDE04	Test	SHIP
	DBLK		ASDE09

4. Origin of the messages

Call sign	Offenbach	Exeter	Telex	Email	Mariner	Supervis	X25
ASEU01	252	0	0	0	0	0	0
ASEU02	132	0	0	0	0	0	0
ASEU03	146	0	0	0	0	0	0
ASEU04	248	0	0	0	0	0	0
ASEU05	426	0	0	0	0	0	0
ASDE01	243	0	0	0	0	0	0
ASDE02	198	0	0	0	0	0	0
ASDE03	209	0	0	0	0	0	0
ASDE04	356	0	0	0	0	0	0
DBLK	216	0	0	0	0	0	0
ASGB01	242	0	0	0	0	0	0
ASDK01	287	327	0	0	0	0	0
ASDK02	150	0	0	0	0	0	0
ASES01	0	0	0	120	0	0	0
ASFR1	0	0	0	236	0	8	0
ASFR2	0	0	0	285	0	0	0
LDWR	1428	0	0	0	0	0	0
JCCX	0	32	0	0	0	0	0
JGQH	0	8	0	0	0	0	0
JIVB	0	18	0	0	0	0	0
JDWX	0	34	0	0	0	0	0
JNSR	0	811	0	0	0	0	0
ZSAF	0	0	0	6	0	0	0
Test							
ASDE09	84	0	0	0	0	0	0
Wrong or strange call signs							
ARGU	0	10	0	0	0	0	0
SHIP	0	27	0	0	0	0	0
TTDD	0	1	0	0	0	0	0
XXXXX	331	733	0	35	0	2	0
numer.	28	7	0	11	0	0	0

Mariner: French navy military sounding
 Supervis: handled by operator

5. Global system performance

Month	Origin	Nb of messages received	Nb of messages in error	Percentage of messages in error	Nb of messages with operator action	Percentage of messages with operator action
2008-Apr	Offenbach	1658	4	0,24		
	Exeter	387	1	0,26		
	Telex	0	not relevant	not relevant		
	Email	237	not relevant	not relevant		
	Mariner	0	not relevant	not relevant		
	X25	0	not relevant	not relevant		
	Supervis	1	0	0		
	Total	2045	5	0,24	1	0,05
2008-May	Offenbach	1744	0	0		
	Exeter	440	0	0		
	Telex	0	not relevant	not relevant		
	Email	219	not relevant	not relevant		
	Mariner	0	not relevant	not relevant		
	X25	0	not relevant	not relevant		
	Supervis	9	9	100		
	Total	2184	0	0	9	0,41
2008-Jun	Offenbach	1574	0	0		
	Exeter	1181	0	0		
	Telex	0	not relevant	not relevant		
	Email	237	not relevant	not relevant		
	Mariner	0	not relevant	not relevant		
	X25	0	not relevant	not relevant		
	Supervis	0	0	not relevant		
	Total	2755	0	0	0	0
Total	Offenbach	4976	4	0,08		
	Exeter	2008	1	0,05		
	Telex	0	0	not relevant		
	Email	693	693	100		
	Mariner	0	not relevant	not relevant		
	X25	0	not relevant	not relevant		
	Supervis	10	9	90		
	Total	7687	5	0,07	10	0,14

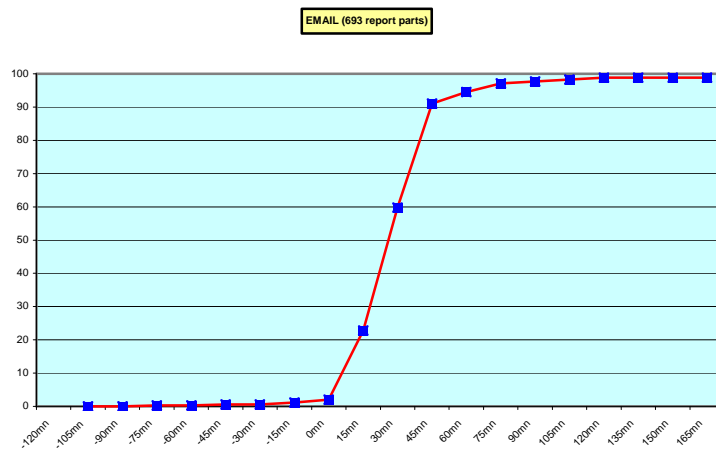
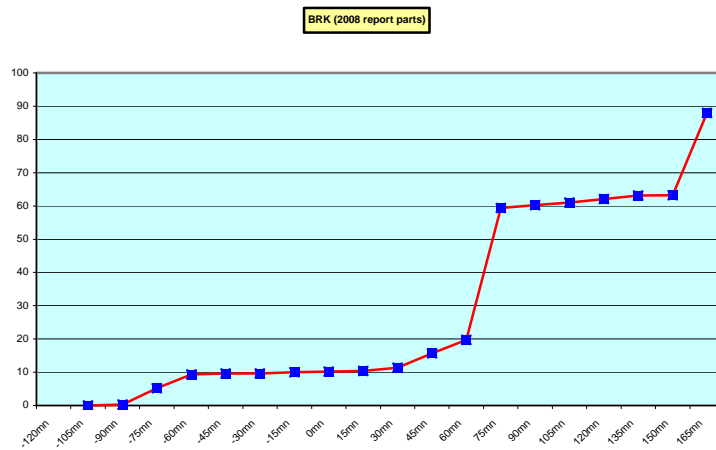
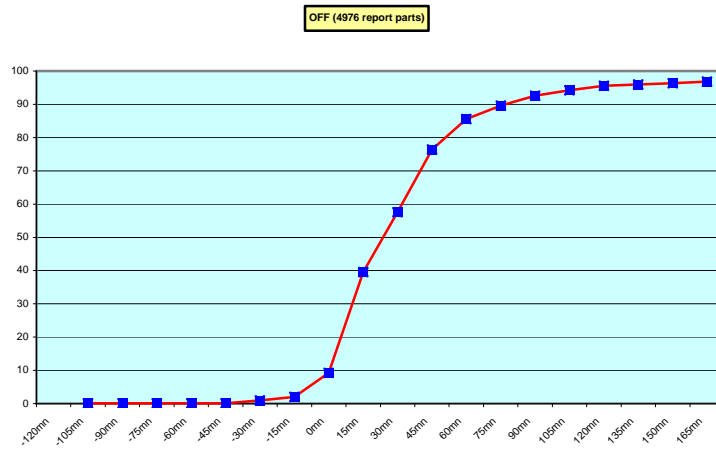
Remark: Email messages were excluded from the number of messages in error and from the relative percentage as values are regarded as not relevant. Not relevant percentages are due to not relevant values or to a total amount of data equal to zero.

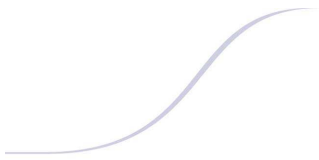
6. Global result of the syntactic check for the messages for each call sign.

Call sign	Nb of messages received	Nb of messages in error	Percentage of messages in error	Nb of messages with operator action	Percentage of messages with operator action
ASEU01	252	0	0	0	0
ASEU02	132	0	0	0	0
ASEU03	146	0	0	0	0
ASEU04	248	0	0	0	0
ASEU05	426	0	0	0	0
ASDE01	243	0	0	0	0
ASDE02	198	0	0	0	0
ASDE03	209	0	0	0	0
ASDE04	356	0	0	0	0
DBLK	216	0	0	0	0
ASGB01	242	0	0	0	0
ASDK01	614	0	0	0	0
ASDK02	150	0	0	0	0
ASES01	120	0	0	0	0
ASFR1	244	7	2,87	8	3,28
ASFR2	285	0	0	0	0
LDWR	1428	0	0	0	0
JCCX	32	0	0	0	0
JGQH	8	0	0	0	0
JIVB	18	0	0	0	0
JDWX	34	0	0	0	0
JNSR	811	0	0	0	0
ZSAF	6	0	0	0	0
Test					
ASDE09	84	4	4,76	0	0
Wrong or strange call signs					
ARGU	10	0	0	0	0
SHIP	27	0	0	0	0
TTDD	1	1	100	0	0
XXXXX	1101	2	0,18	2	0,18
numer.	46	0	0	0	0

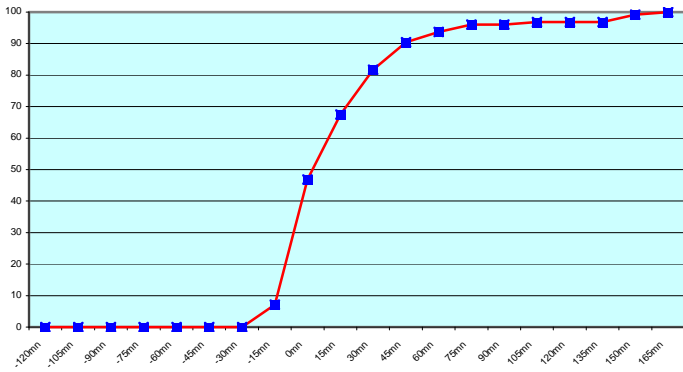
Remark: Data transmitted through email displayed an error rate close to 100% due to email syntax and were thus regarded as not relevant and excluded from errors total amount.

7. Mean time before the integration of the messages in the GTS in Toulouse. HH is the synoptic hour of reference.

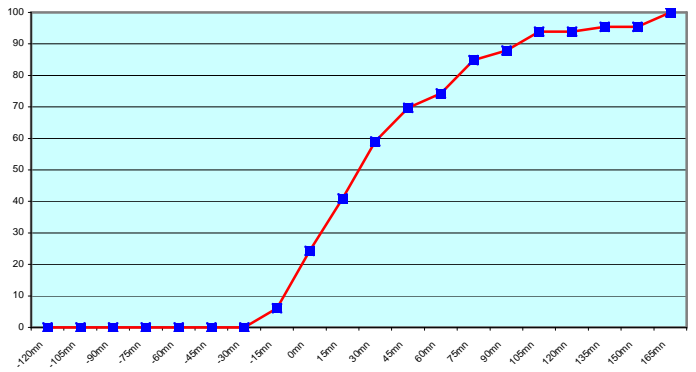




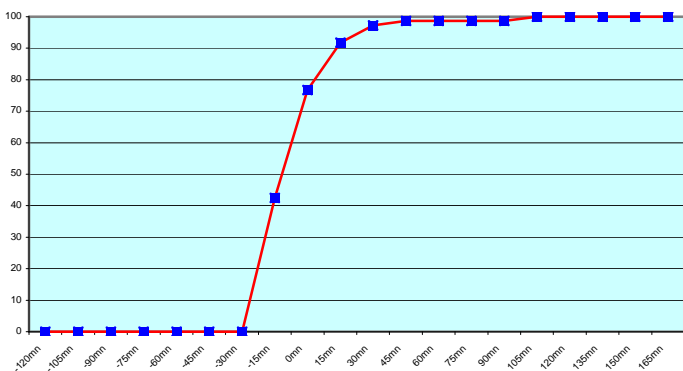
ASEU01 (252 report parts) Offenbach 252



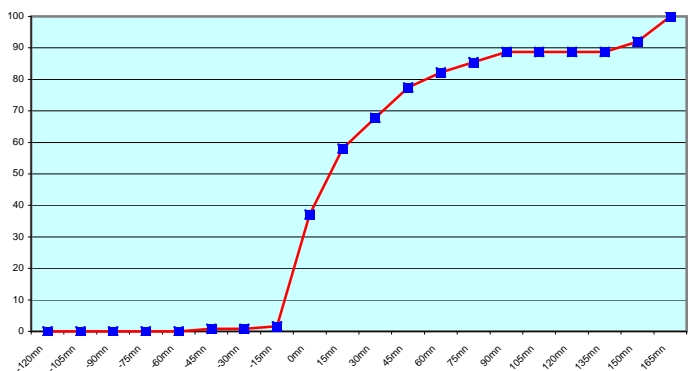
ASEU02 (132 report parts) Offenbach 132



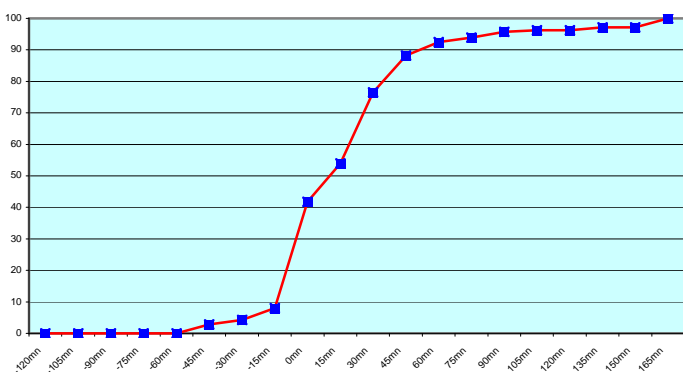
ASEU03 (146 report parts) Offenbach 146



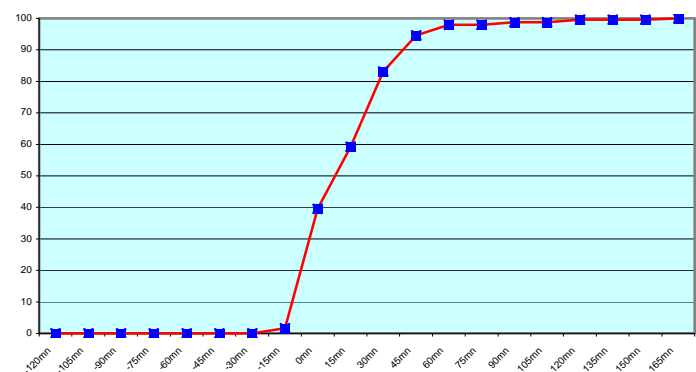
ASEU04 (248 report parts) Offenbach 248



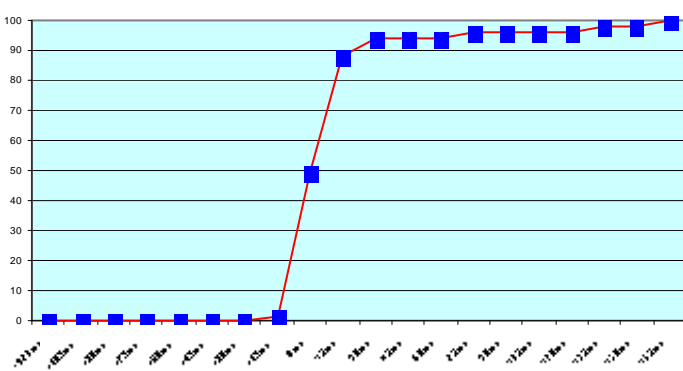
ASEU05 (426 report parts) Offenbach 426



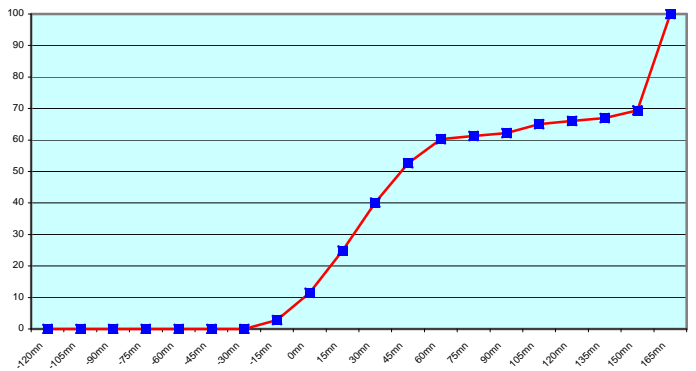
ASDE01 (243 report parts) Offenbach 243

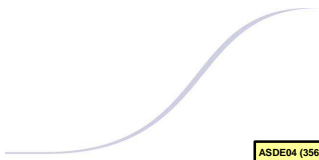


ASDE02 (198 report parts) Offenbach 198

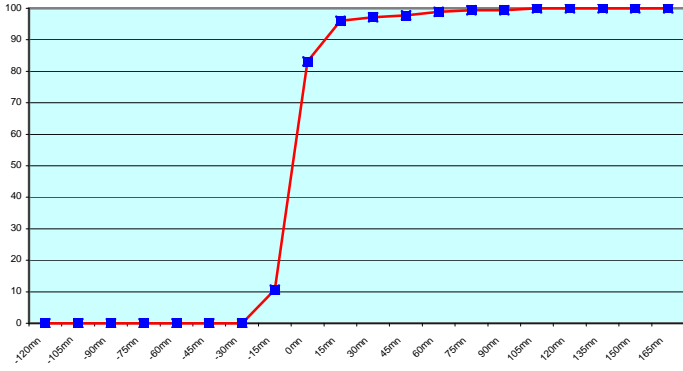


ASDE03 (209 report parts) Offenbach 209

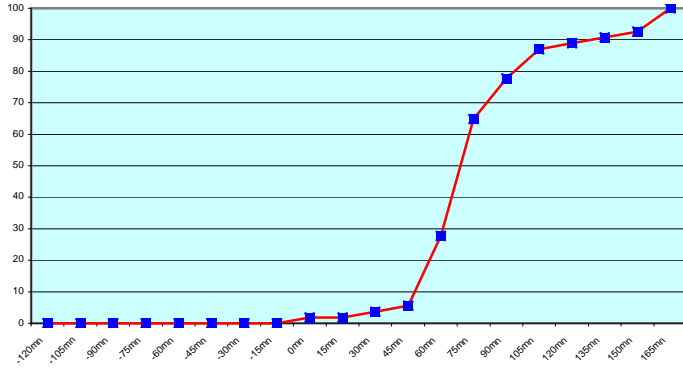




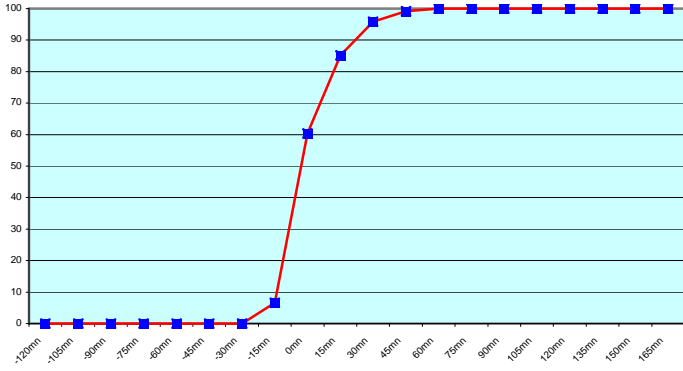
ASDE04 (356 report parts) Offenbach 356



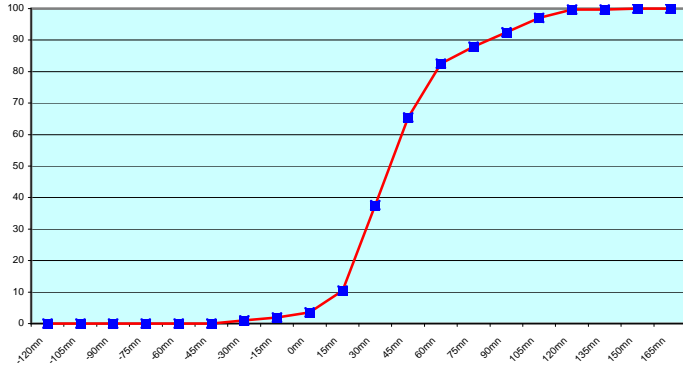
DBLK (216 report parts) Offenbach 216



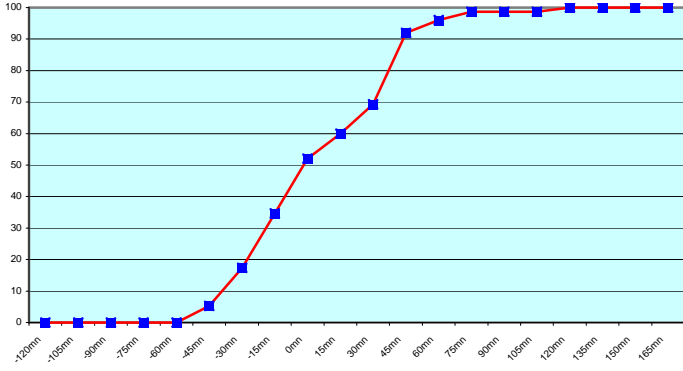
ASGB01 (242 report parts) Offenbach 242



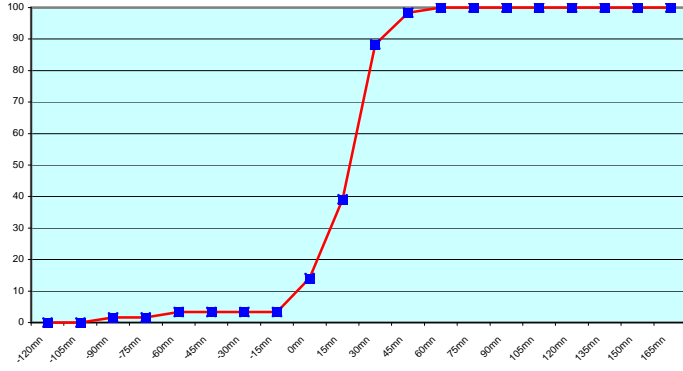
ASDK01 (614 report parts) Offenbach 287 Exeter 327



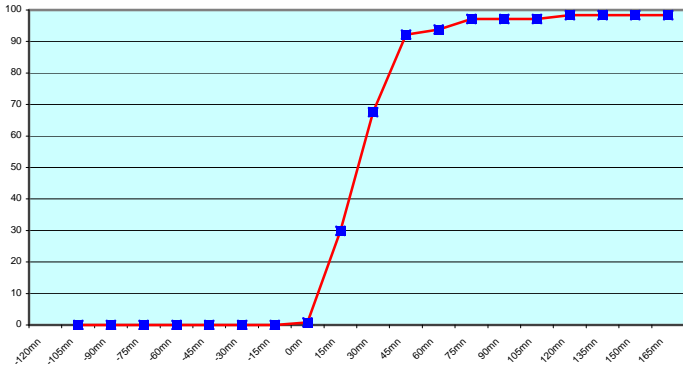
ASDK02 (150 report parts) Offenbach 150



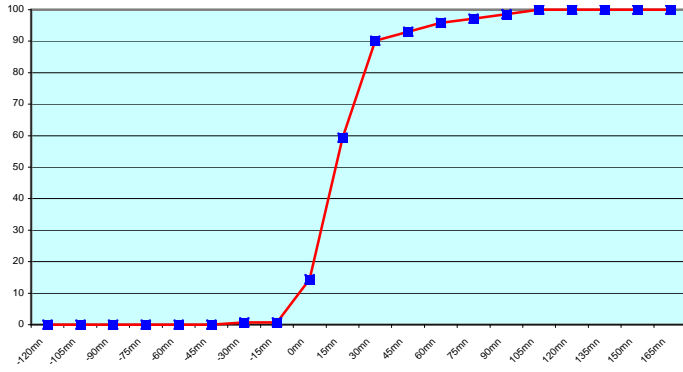
ASER01 (120 report parts) Email 120

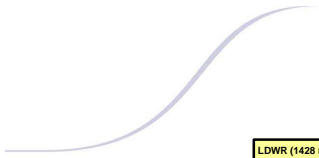


ASFR1 (244 report parts) Email 236 with supervision 8

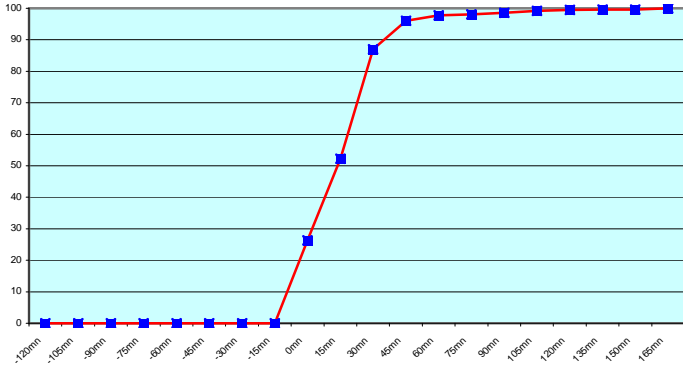


ASFR2 (285 report parts) Email 285

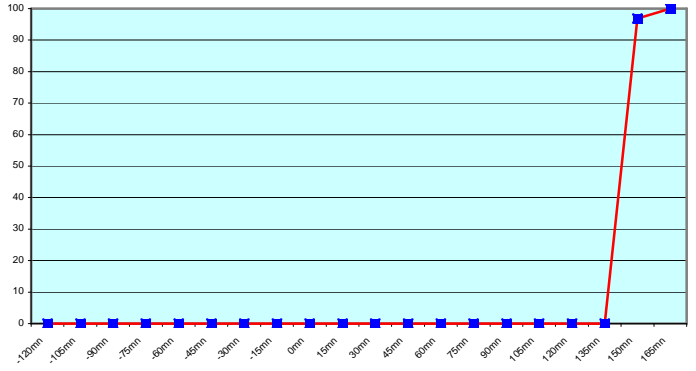




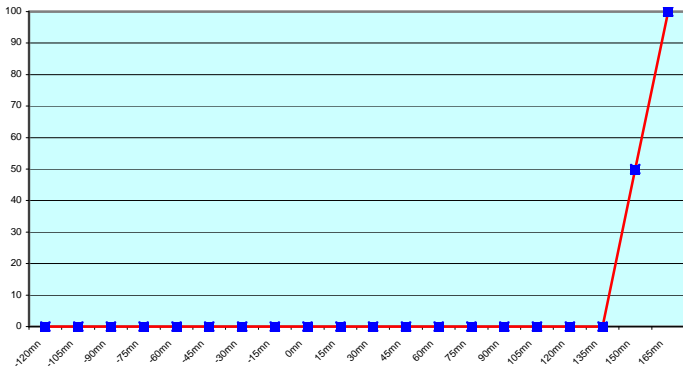
LDWR (1428 report parts) Offenbach 1428



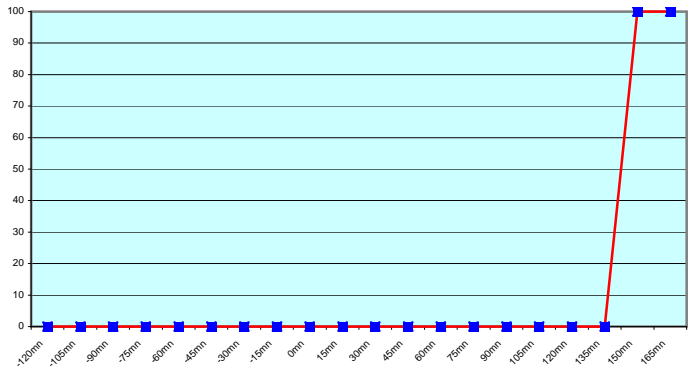
JCCX (32 report parts) Exeter 32



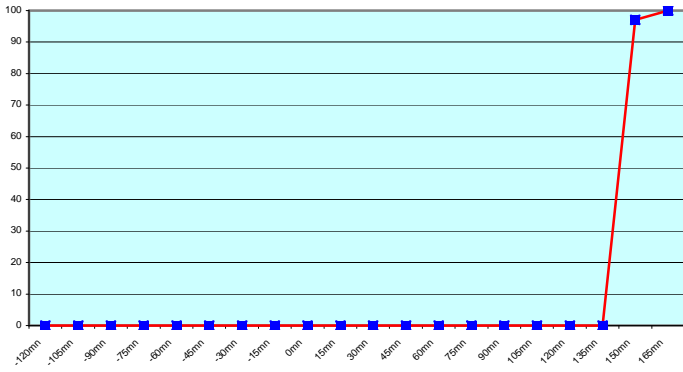
JGQH (8 report parts) Exeter 8



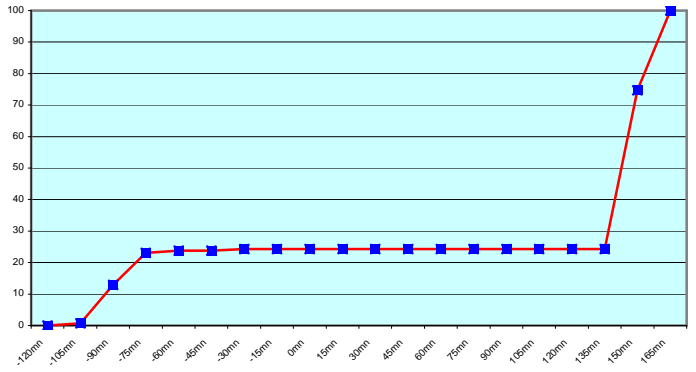
JVVB (18 report parts) Exeter 18



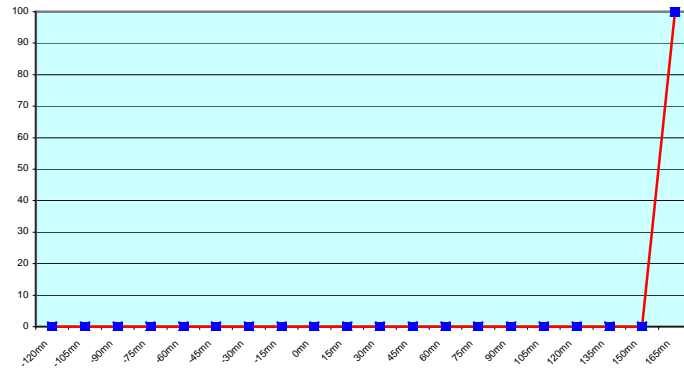
JDWX (34 report parts) Exeter 34

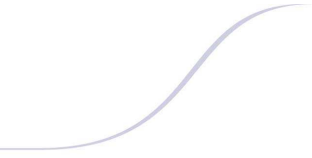


JNSR (811 report parts) Exeter 811



ZSAF (6 report parts) Email 6





Most of the ship's results are good. One ship ASDE03 display a delay in message reception. This delay is due to a problem of transmission. Normally, on this ship, the transmission of the TEMP is automatic but in case of failure of automatic transmission the crew sends the TEMP via the ship's email system. But most ships emails are transmitted/received at preconfigured specific time slots which might be some hours after the launch.

Japanese ships seems to follow a different procedure with an important shift between the sending of the message and the synoptic hour. In the case of JNSR which process up to 8 soundings a day during this period (probably research campaign) this explains the appearance of soundings widely before the synoptic hour. By consequence, the shape of the curve of messages received from Exeter is different from what expected.

For any comment or remark please contact Météo-France Toulouse DSO/DOA department

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