

## ASAP Report for 2013

Country = EIG EUMETNET

a. All Ships Participating in ASAP in 2013									
Type of ship (1)	Ship name	Callsign	Comms method (2)	Windfind method / sonde type (3)	Launch method (4)	Launch height (5)	Area of operation (6)	ASAP ID No.	Active Y / N ?
Research	Maria S. Merian	DBBT	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 15 m	Worldwide	ASEU01	Y
Merchant	Liverpool Express	DDSD2	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 22 m	North Atlantic	ASEU02	Y
Merchant	Atlantic Cartier	SCKB	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 29 m	North Atlantic	ASEU03	Y
Merchant	Ottawa Express	ZCBF3	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 22 m	North Atlantic	ASEU04	Y
Merchant	Atlantic Companion	SKPE	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 29 m	North Atlantic	ASEU05	Y
Merchant	Atlantic Conveyor	SCKM	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 29 m	North Atlantic	ASEU06	Y
Merchant	Atlantic Compass	SKUN	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 25 m	North Atlantic	ASDE01	Y
Research	Meteor	DBBH	Iridium	GPS/Vaisala RS92	Container (semi automatic)	ca. 6 m	Worldwide	ASDE02	Y
Merchant	Atlantic Concert	SKOZ	Iridium	GPS/Vaisala RS92	deck launcher (portable)	ca. 25 m	North Atlantic	ASDE03	Y
Merchant	Dublin Express	DDSB2	Iridium	GPS/Vaisala RS92	deck launcher (fixed)	ca. 22 m	North Atlantic	ASDE04	Y
Merchant	Fort Saint Louis	FQFL	Iridium	GPS 3D Modem M10	deck launcher (fixed)	27 m	Atlantic	ASFR1	Y
Merchant	Fort Saint Pierre	FQFM	Iridium	GPS 3D Modem M10	deck launcher (fixed)	27 m	Atlantic	ASFR2	Y
Merchant	Fort Saint Georges	FQWZ	Iridium	GPS 3D Modem M10	deck launcher (fixed)	27 m	Atlantic	ASFR3	Y
Merchant	Fort Ste Marie	FQXJ	Iridium	GPS 3D Modem M10	deck launcher (fixed)	27 m	Atlantic	ASFR4	Y
Merchant	Naja Arctica	OXVH2	Iridium	Loran/Vaisala RS92 GPS/VaisalaRS92	Container (semi automatic)	ca. 18 m	North Atlantic	ASDK01	Y
Merchant	Mary Arctica	OXGN2	Iridium	Loran/Vaisala RS92 GPS/VaisalaRS92	Built-in launcher (semi automatic)	ca. 15 m	North Atlantic	ASDK02	Y
Merchant	Nuka Arctica	OXYH2	Iridium	GPS/GRAW DFM-06	Container (semi automatic)	ca. 18 m	North Atlantic	ASDK3	Y

Supply	Esperanza del Mar	EBUQ	Iridium	GPS/Vaisala RS92	Container (semi automatic)	12 m	Canary Islands, off Mauritania	ASES01	Y
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- (1) **Type of ship:** Merchant, research, supply  
(2) **Comms method:** Inmarsat C or others  
(3) **Windfind method / sonde type:** eg. GPS/Vaisala RS80-G, Loran/Vaisala RS80-L, VIZ GPS Mark II Microsonde, etc  
(4) **Launch method:** deck launcher (portable), deck launcher (fixed), container (manual), container (semi automatic), other  
(5) **Launch height:** height above sea level from where the sonde is released  
(6) **Ocean area:** North Pacific, North Atlantic, Indian Ocean, variable

b. ASAP Performance						
Callsign	Total number of sondes launched	Number of TEMP SHIP transmitted	Number of relauches	Average terminal sounding height (km)	Balloon size (gm)	Percentage on GTS (see note)
ASEU01	190			27	350	100
ASEU02	252			24	350	88
ASEU03	154			13	350	90
ASEU04	239			23	350	79
ASEU05	260			24	350	97
ASEU06	214			22	350	96
ASDE01	318			22	200	100
ASDE02	161			24	200	99
ASDE03	284			21	200	92
ASDE04	286			24	200	88
ASFR1	278	277	0	24	300	94
ASFR2	275	275	0	23	300	96
ASFR3	257	255	0	24	300	95
ASFR4	194	194	0	24	300	98
ASDK01	212			22	300	61
ASDK02	272			30	300	99
ASDK3	419			24	300	82
ASES01	234			27	350	94

The 'Percentage on GTS' is based on the number of launches on board versus the number of soundings on the GTS. This ratio includes failed launches and failed satcom transmissions.

**c. Major Challenges and Difficulties**

Major technical problems are damages of the electronic/mechanic equipment due to permanent vibrations of the ship as well as unfavorable launching conditions when sailing at ca. 20 knots (turbulences etc.).

Most ships in the E-ASAP fleet are merchant container ships. The ASAP stations are operated by the nautical staff beside their routine tasks. Experience and knowledge differ widely from operator to operator, particularly at crew changes. Thus, operating errors are difficult to avoid.

Due to engines damage requiring lengthy repairs, 3 campaigns have not been carried out (one on the ASFR1 in February and two on the ASFR4 in March and April). In October on the ASFR2 and ASFR4, soundings were not done due to sounding stations failure. In 2013, a new supply contract for a period of 4 years was renewed with the company CMA Ships.

**d. Other Comments**

The station ASEU03 was transferred from the MV MISSISSAUGA EXPRESS to the MV ATLANTIC CARTIER.

In 2014, on the four French ships (ASFR1-ASFR4), a backup station will be installed to guard against possible failures.