ASAP Report for 2014 **Country =** **EIG EUMETNET**

a. All Ships Participating in ASAP in 2014

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

(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 relaunches	Average terminal sounding height (km)	Balloon size (gm)	Percentage on GTS (see note)
ASEU01	94			17	350	97
ASEU02	217			20	350	99
ASEU03	240			28	350	95
ASEU04	277			43	350	86
ASEU05	203			30	350	94
ASEU06	165			38	350	89
ASDE01	243			30	200	97
ASDE02	178			30	200	97
ASDE03	261			38	200	93
ASDE04	281			29	200	83
ASFR1	299			24	300	92
ASFR2	233			23	300	94
ASFR3	308			23	300	92
ASFR4	327			26	300	93
ASDK01	310			30	300	79
ASDK02	416			25	300	83
ASDK3	369			26	300	71
ASES01	218			20	350	93

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.). Further problems are changing operators on board which have to be trained.

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, particulary at crew changes. Thus, operating errors are difficult to avoid.

d. Other Comments

The research vessel Maria S. Merian (ASAP station ASEU01) had a major technical breakdown in July and laid idle for the rest of the year.