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|  | **ASAP Report for 2016** | **Country =** | **EIG EUMETNET** |

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| **a.** | **All Ships Participating in ASAP in 2016** |
| 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/GRAW DFM-09 | 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 Star | 2ITA4 | Iridium | GPS/GRAW DFM-09 | Manual launcher | ca. 42 m | North Atlantic | ASEU05 | Y |
| Merchant | Atlantic Conveyor | SCKM | Iridium | GPS/GRAW DFM-09 | Container(semi automatic) | ca. 29 m | North Atlantic | ASEU06 | Y |
| Merchant | Atlantic Sail | 2JCC5 | Iridium | GPS/GRAW DFM-09 | Manual launcher | ca. 42 m | North Atlantic | ASDE01 | Y |
| Research | Meteor | DBBH | Iridium | GPS/Vaisala RS92 | Container(semi automatic) | ca. 6 m | Worldwide | ASDE02 | Y |
| Merchant | Atlantic Sea | 2JHW9 | Iridium | GPS/GRAW DFM-09 | Manual launcher | ca. 42 m | North Atlantic | ASDE03 | Y |
| Merchant | Dublin Express | DDSB2 | Iridium | GPS/Vaisala RS92 | Manual launcher | ca. 22 m | North Atlantic | ASDE04 | N |
| Merchant | Fort Saint Louis | FQFL | Iridium | GPS 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR1 | Y |
| Merchant | Fort Saint Pierre | FQFM | Iridium | GPS 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR2 | Y |
| Merchant | Fort Saint Georges | FQWZ | Iridium | GPS 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR3 | Y |
| Merchant | Fort Ste Marie | FQXJ | Iridium | GPS 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR4 | Y |
| Merchant | Naja Arctica | OXVH2 | Iridium | GPS/VaisalaRS41 | Container(semi automatic) | ca. 18 m | North Atlantic | ASDK01 | Y |
| Merchant | Mary Arctica | OXGN2 | Iridium | GPS/VaisalaRS41 | Built-in launcher(semi automatic) | ca. 15 m | North Atlantic | ASDK02 | Y |
| Merchant | Nuka Arctica | OXYH2 | Iridium | GPS/VaisalaRS41 | Container(semi automatic) | ca. 18 m | North Atlantic | ASDK03 | 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 |

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| **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 | 193 |  |  | 28 | 350 | 92 |
| ASEU02 | 277 |  |  | 27 | 350 | 95 |
| ASEU03 | 327 |  |  | 23 | 350 | 90 |
| ASEU04 | 199 |  |  | 25 | 350 | 78 |
| ASEU05 | 34 |  |  | 21 | 200 | 68 |
| ASEU06 | 326 |  |  | 24 | 350 | 89 |
| ASDE01 | 209 |  |  | 22 | 200 | 87 |
| ASDE02 | 200 |  |  | 25 | 200 | 99 |
| ASDE03 | 283 |  |  | 21 | 200 | 94 |
| ASDE04 | 220 |  |  | 24 | 200 | 93 |
| ASFR1 | 348 |  |  | 27 | 350 | 93 |
| ASFR2 | 179 |  |  | 24 | 350 | 94 |
| ASFR3 | 300 |  |  | 26 | 350 | 99 |
| ASFR4 | 290 |  |  | 26 | 350 | 96 |
| ASDK01 | 426 |  |  | 27 | 300 | 74 |
| ASDK02 | 416 |  |  | 25 | 300 | 90 |
| ASDK03 | 372 |  |  | 24 | 300 | 70 |
| ASES01 | 175 |  |  | 25 | 350 | 95 |
| 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. |

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| **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** **unfavourable 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,** **particularly at crew changes. Thus, operating errors are difficult to avoid.** |
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| **d.** | **Other Comments** |
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