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|  | **ASAP Report for 2017** | **Country =** | **EIG EUMETNET** |

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| **a.** |  | **All Ships Participating in ASAP in 2017** |
| Type of ship (1) | Ship name | Callsign | Satcom(2) | Sonde type(3) | Launch method(4) | Launch height (5) | Area of operation (6) | Former ASAP ID | Current ASAP ID | Active Y / N ? |
| Merchant | Atlantic Sail | 2JCC5 | Iridium | GRAW DFM-09 | Manual launcher | ca. 40 m | North Atlantic | ASEU01 | LRYQE3U | Y |
| Merchant | Atlantic Sea | 2JHW9 | Iridium | GRAW DFM-09 | Manual launcher | ca. 40 m | North Atlantic | ASEU02 | JNKN7JF | Y |
| Merchant | Atlantic Sky | 2JOM5 | Iridium | GRAW DFM-09 | Manual launcher | ca. 40 m | North Atlantic | ASEU03 | 7JUNA4N | Y |
| Merchant | Atlantic Sun | MAEK8 | Iridium | GRAW DFM-09 | Manual launcher | ca. 40 m | North Atlantic | ASEU04 | YLV96WM | Y |
| Merchant | Atlantic Star | 2ITA4 | Iridium | GRAW DFM-09 | Manual launcher | ca. 40 m | North Atlantic | ASEU05 | KMPLHPW | Y |
| Merchant | Atlantic Conveyor | SCKM | Iridium | Vaislala RS41 | Container(semi automatic) | ca. 40 m | North Atlantic | ASEU06 |  | N |
| Research | Maria S. Merian | DBBT | Iridium | Vaisala RS92/41 | Container(semi automatic) | ca. 15 m | Worldwide | ASDE01 | FPUW5GN | Y |
| Research | Meteor | DBBH | Iridium | Vaisala RS92/41 | Container(semi automatic) | ca. 6 m | Worldwide | ASDE02 | ZVQEQCM | Y |
| Merchant | Liverpool Express | DDSD2 | Iridium | Vaisala RS92/41 | Container(semi automatic) | ca. 22 m | North Atlantic | ASDE03 | VKB4L5Q | Y |
| Merchant | Ottawa Express | ZCBP5 | Iridium | Vaisala RS92/41 | Container(semi automatic) | ca. 22 m | North Atlantic | ASDE04 | XQFJRGX | Y |
| Merchant | Fort Saint Louis | FQFL | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR1 | ASFR1 | Y |
| Merchant | Fort Saint Pierre | FQFM | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR2 | ASFR2 | Y |
| Merchant | Fort Saint Georges | FQWZ | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR3 | ASFR3 | Y |
| Merchant | Fort Ste Marie | FQXJ | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | ASFR4 | ASFR4 | Y |
| Merchant | Naja Arctica | OXVH2 | Iridium | Vaisala RS41 | Container(semi automatic) | ca. 18 m | North Atlantic | ASDK01 | FHM5UJH | Y |
| Merchant | Mary Arctica | OXGN2 | Iridium | Vaisala RS41 | Built-in launcher(semi automatic) | ca. 15 m | North Atlantic | ASDK02 | HTXUH4H | Y |
| Merchant | Nuka Arctica | OXYH2 | Iridium | Vaisala RS41 | Container(semi automatic) | ca. 18 m | North Atlantic | ASDK03 | 5QPW8XG | Y |
| Supply | Esperanza del Mar | EBUQ | Iridium | Vaisala RS92 | Container(semi automatic) | 12 m | Canary Islands, off Mauritania | ASES01 | XKQLWQB | Y |
|  | **(1) Type of ship**: Merchant, research, supply **(2) Comms method**: Inmarsat C or others**(3) Sonde type**: All sondes use GPS as windfind method**(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** |
| ASAP ID | 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 | 151 |  |  | 24 | 200 | 91 |
| ASEU02 | 254 |  |  | 22 | 200 | 100 |
| ASEU03 | 232 |  |  | 23 | 200 | 85 |
| ASEU04 | 184 |  |  | 27 | 200 | 82 |
| ASEU05 | 244 |  |  | 21 | 200 | 82 |
| ASEU06 | 218 |  |  | 25 | 200 | 95 |
| ASDE01 | 133 |  |  | 27 | 350 | 77 |
| ASDE02 | 251 |  |  | 24 | 200 | 99 |
| ASDE03 | 98 |  |  | 21 | 350 | 100 |
| ASDE04 | 17 |  |  | 27 | 350 | 82 |
| ASFR1 | 422 | 412 |  | 25 | 350 | 98 |
| ASFR2 | 123 | 109 |  | 25 | 350 | 99 |
| ASFR3 | 367 | 366 |  | 26 | 350 | 98 |
| ASFR4 | 399 | 394 |  | 25 | 350 | 99 |
| ASDK01 | 311 |  |  | 27 | 300 | 73 |
| ASDK02 | 222 |  |  | 27 | 300 | 88 |
| ASDK03 | 507 |  |  | 25 | 300 | 70 |
| ASES01 | 208 |  |  | 24 | 350 | 91 |
| 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.From January to August on the ASFR2, soundings were not performed due to receiver failure. On the Caribbean line, it was difficult to go on board the ships due to a very short port call Le Havre and most of the time on weekends |
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| **d.** | **Other Comments** |
| From the end of 2018 to 2019, the company CMA/CGM will replace the 4 ships (ASFR1, ASFR2,ASFR3 and ASFR4) by 4 new ships.In 2018, the most challenge will be to equip the first new ship. |