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|  | **ASAP Report for 2018** | **Country =** | **EIG EUMETNET** |

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| **a.** |  | **All Ships Participating in ASAP in 2018** |
| Type of ship (1) | Ship name | Callsign | Satcom(2) | Sonde type(3) | Launch method(4) | Launch height (5) | Area of operation (6) | SOT ID | Active Y / N ? |
| Merchant | Atlantic Sail | 2JCC5 | Iridium | GRAW DFM-09 | Manual launcher | 40 m | North Atlantic | LRYQE3U | Y |
| Merchant | Atlantic Sea | 2JHW9 | Iridium | GRAW DFM-09 | Manual launcher | 40 m | North Atlantic | JNKN7JF | Y |
| Merchant | Atlantic Sky | 2JOM5 | Iridium | GRAW DFM-09 | Manual launcher | 40 m | North Atlantic | 7JUNA4N | Y |
| Merchant | Atlantic Sun | MAEK8 | Iridium | GRAW DFM-09 | Manual launcher | 40 m | North Atlantic | YLV96WM | Y |
| Merchant | Atlantic Star | 2ITA4 | Iridium | GRAW DFM-09 | Manual launcher | 40 m | North Atlantic | KMPLHPW | Y |
| Research | Kronprins Haakon | 3YYQ | Iridium | Vaisala RS41 | Container(semi automatic) | 12 m | Worldwide | WDK38HS | Y |
| Research | Maria S. Merian | DBBT | Iridium | Vaisala RS41 | Container(semi automatic) | 12 m | Worldwide | FPUW5GN | Y |
| Research | Meteor | DBBH | Iridium | Vaisala RS41 | Container(semi automatic) | 6 m | Worldwide | ZVQEQCM | Y |
| Merchant | Liverpool Express | DDSD2 | Iridium | Vaisala RS41 | Container(semi automatic) | 28 m | North Atlantic | VKB4L5Q | Y |
| Merchant | Ottawa Express | ZCBP5 | Iridium | Vaisala RS41 | Container(semi automatic) | 24 m | North Atlantic | XQFJRGX | Y |
| Merchant | Fort Saint Louis | FQFL | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | XWHDEAD | Y |
| Merchant | Fort Saint Pierre | FQFM | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | PGZ76YF | Y |
| Merchant | Fort Saint Georges | FQWZ | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | QCY3TGN | Y |
| Merchant | Fort Ste Marie | FQXJ | Iridium | 3D Modem M10 | Manual launcher | 27 m | Atlantic | 7HCPVTB | Y |
| Merchant | Naja Arctica | OXVH2 | Iridium | Vaisala RS41 | Container(semi automatic) | ca. 18 m | North Atlantic | FHM5UJH | Y |
| Merchant | Mary Arctica | OXGN2 | Iridium | Vaisala RS41 | Built-in launcher(semi automatic) | ca. 15 m | North Atlantic | HTXUH4H | Y |
| Merchant | Nuka Arctica | OXYH2 | Iridium | Vaisala RS41 | Container(semi automatic) | ca. 18 m | North Atlantic | 5QPW8XG | Y |
| Supply | Esperanza del Mar | EBUQ | Iridium | Vaisala RS92 | Container(semi automatic) | 12 m | Off West Africa | XKQLWQB | Y |
|  | **(1) Type of ship**: Merchant, research, supply **(2) Comms method**: Inmarsat-C, Iridium 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 soundings transmitted | Number of relaunches | Average terminal sounding height (km) | Balloon size (gm) | Percentage on GTS(see note) |
| LRYQE3U | 228 |  |  | 23 | 200 | 89 |
| JNKN7JF | 266 |  |  | 22 | 200 | 75 |
| 7JUNA4N | 259 |  |  | 23 | 200 | 81 |
| YLV96WM | 189 |  |  | 21 | 200 | 75 |
| KMPLHPW | 253 |  |  | 22 | 200 | 97 |
| WDK38HS | 80 |  |  | 21 | 200 | 100 |
| FPUW5GN | 210 |  |  | 25 | 350 | 99 |
| ZVQEQCM | 159 |  |  | 27 | 200 | 93 |
| VKB4L5Q | 188 |  |  | 23 | 200 | 100 |
| XQFJRGX | 147 |  |  | 20 | 200 | 100 |
| ASFR1/XWHDEAD | 255 |  |  | 19 | 350 | 95 |
| ASFR2/PGZ76YF | 203 |  |  | 12 | 350 | 90 |
| ASFR3/QCY3TGN | 344 |  |  | 28 | 350 | 89 |
| ASFR4/7HCPVTB | 276 |  |  | 29 | 350 | 92 |
| FHM5UJH | 279 |  |  | 24 | 300 | 71 |
| HTXUH4H | 336 |  |  | 24 | 300 | 40 |
| 5QPW8XG | 423 |  |  | 24 | 300 | 82 |
| XKQLWQB | 144 |  |  | 25 | 350 | 87 |
| 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** |
| From the end of 2018 to 2019, the company CMA/CGM will replace all four ASAP host ships (Fort Saint Louis, Fort Saint Pierre, Fort Saint Georges, Fort Ste Marie). |