|  |  |  |  |
| --- | --- | --- | --- |
|  | **ASAP Report for 2015** | **Country =** | **EIG EUMETNET** |

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **a.** | **All Ships Participating in ASAP in 2015** | | | | | | | | | |
| 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 Companion | SKPE | Iridium | GPS/GRAW DFM-09 | Container (semi automatic) | ca. 29 m | North Atlantic | ASEU05 | N |
| Merchant | | Atlantic Conveyor | SCKM | Iridium | GPS/GRAW DFM-09 | Container (semi automatic) | ca. 29 m | North Atlantic | ASEU06 | Y |
| Merchant | | Atlantic Compass | SKUN | Iridium | GPS/GRAW DFM-09 | Manual launcher | ca. 29 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/GRAW DFM-09 | Manual launcher | ca. 29 m | North Atlantic | ASDE03 | Y |
| Merchant | | Dublin Express | DDSB2 | Iridium | GPS/Vaisala RS92 | Manual launcher | ca. 22 m | North Atlantic | ASDE04 | Y |
| 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 | | | | | | | | | | |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **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 | | 212 |  |  | 28 | 350 | 98 |
| ASEU02 | | 201 |  |  | 27 | 350 | 89 |
| ASEU03 | | 323 |  |  | 25 | 350 | 90 |
| ASEU04 | | 172 |  |  | 27 | 350 | 84 |
| ASEU05 | | 127 |  |  | 24 | 350 | 96 |
| ASEU06 | | 245 |  |  | 26 | 350 | 94 |
| ASDE01 | | 350 |  |  | 23 | 200 | 90 |
| ASDE02 | | 247 |  |  | 25 | 200 | 98 |
| ASDE03 | | 350 |  |  | 22 | 200 | 89 |
| ASDE04 | | 194 |  |  | 25 | 200 | 87 |
| ASFR1 | | 311 |  |  | 27 | 350 | 95 |
| ASFR2 | | 274 |  |  | 25 | 350 | 91 |
| ASFR3 | | 308 |  |  | 25 | 350 | 96 |
| ASFR4 | | 318 |  |  | 26 | 350 | 90 |
| ASDK01 | | 307 |  |  | 27 | 300 | 64 |
| ASDK02 | | 432 |  |  | 27 | 300 | 77 |
| ASDK03 | | 400 |  |  | 27 | 300 | 62 |
| ASES01 | | 193 |  |  | 27 | 350 | 97 |
| 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.  \*sounding height of ASFR1-4 is not correct due to different monitoring procedures. Assumed average height is 27 km. | | | | | | | |

|  |  |
| --- | --- |
| **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** |
|  | |