**AX180709 CRUISE REPORT**

Introduction

The AX180709 was performed on board the M/V "MONTE AZUL" departing from Durban, South Africa on July 15th 2009, arriving at Itaguai (Sepetiba), Rio de Janeiro, Brazil on July 23rd 2009.

A. XBT

A total of 171 eXpendable BathyThermographs were deployed along track according to the specifications of the Cruise Plan (1 as test, 71 in High Density mode between the coast of South Africa and 1ºW, 57 in Medium Density mode between 1ºW and 40ºW, and 42 in High Density mode between 40ºW and the coast of South America).

B. Problems

After the first effective drop, the system would not recognize any probe on the AL, although it would operate all the pins normally. A loose pin in the connection between the MK21 and the silver box was creating the inconvenient. With the front screws tightly fastened, the problem was solved.

Although there is plenty of cable to run comfortably from the Suez Cabin (on upper deck) to the stern, the absence of enough connector strips for junctions boxes prevented its full use and or relocation of the autolauncher. As an example, drops 117 and 118 were affected by strong and gusted cross-winds under moderate rain, without having the possibility of relocating the AL. The last connection between the AL cable and the strip connecting to the silver box was solved by using individual bolts, nuts and electric tape, though this configuration might result inappropriate in areas exposed to weather.

C. Recommendations

In order to use the backup antenna cable (AX180509 cruise cable), a strip of coaxial cable with male connectors on both ends is needed.

Both primary and secondary computers require an updated version of the antivirus database (McAfee sdat files).

D. Other narrative

Primary Shuttle PC was successfully tested with the DAQ card. Both the computer and the card are identified by a piece of silver duct tape.

The secondary Shuttle PC was successfully tested with both ISA MK21 cards available. (all pieces identified with white duct tape on top). The Secondary PC was scanned for viruses using Norton Antivirus and superdat 5674 dated 7/13/2009. Several bugs were found (see log below) but one trojan identified as New Malware.j was not cleaned. Nevertheless, it did not affect normal collection and recording of data during the cruise.

\* Deleted C:\System Volume Information\\_restore{828B300C-C03A-44A8-BDAA-55D58020B178}\RP93\A0031547.exe W32/Autorun.worm.gen(Virus) \* Delete failed (Clean failed because the detection isn't cleanable) C:\WINDOWS\system\svchost.exe New Malware.j(Trojan)

\* Deleted C:\WINDOWS\system32\explorxp.exe Generic.dx(Trojan)

\* Deleted (Clean failed because the detection isn't cleanable) C:\WINDOWS\system32\Panel sterowania.{21EC2020-3AEA-1069-A2DD-08002B30309D}\winlogon.dll\winlogon.dll New Malware.b(Virus)

For this cruise, Hamburg Sud charged a full passenger fee of €1610. On top of it, on July 21st I was informed by the Master of the ship that the maritime agent in Rio (Wilson & Sons) expected the payment of additional 898 US$ for

Crew change fee: 200US$

Crew change clearance: 250US$

Transport from Itaguai to Rio de Janeiro: 160US$

Immigration tax: 288US$

on the basis of having received no information or instructions from Maersk regarding any passenger. Even though the M/V Monte Azul is owned by Hamburg Sud, the ship was being chartered by Maersk and Wilson & Sons represent Maersk, not Hamburg Sud. After protesting for these charges on the basis of being a passenger and not a crew member, Wilson & Sons agreed to charge fees to Hamburg Sud in Rio de Janeiro and only requested the payment of 150US$ as fee. It is recommended that for future AX18s maritime agents at both ends of the run be contacted before the cruise to prevent misunderstandings.

All along the cruise the Master of the ship, Officers & crew were extremely helpful and cooperative.

With the agreement of the Master, eight boxes containing equipment remained on board (Suez Cabin) for off-loading in Durban, as well as four XBT cases.

E. Additional equipment, tools, supplies needed.

Connector strips for grey junction boxes. CDs. Coaxial connectors for backup antenna cable. Duct tape

F. GTS transmission

Data was transmitted in real time without inconvenient..

G. Drifters deployed

None.

H. Profiling floats deployed

None.