**Cruise Report: AX8 Jun 2007**

Ship Rider: Adrian Webb

a) XBTs deployed: 244

b) Drifters deployed: 6 See drifter deployment log sheet

c) Profiling floats deployed: 9 See float deployment log sheet

d) Equipment tools and supplies needed: None

e) Problems: Pin in auto-launcher tube 8 is stuck and can not be extended.

f) Recommendations: An uninterrupted power supply (UPS) battery should be considered. This relatively inexpensive device can help prevent system damage by filtering out surges from the power source. A UPS will also give the operator enough time to safely shut down the computer system if the ship has a power failure.

g) Other narrative: None

h) Ship contact: Captain Risch

 email: COLUMBA@les-Raisting.de

**Summary of cruise AX80607 between Cape Town and Newark**

AX80607 was conducted on board the M/V Safmarine Gonubie. The ship left Cape Town on the 27th June. The ship first sailed to the Cape Verde Islands to take on bunker fuel. This was necessary because there were limitations no the amount of fuel supplied in Durban, and an extra day was spent at sea while waiting to dock in Cape Town. The ship arrived in Cape Verde on the 7th July. The ship departed Cape Verde on the 8th July on a course for Newark. The final destination was reached on the 13th July.

In total 244 XBTs were deployed: 95 between 32S and 10S; 121 between 10S and Cape Verde at 16 45.03 N; 28 between Cape Verde and Newark.

Six drifters were deployed as follows

|  |  |  |
| --- | --- | --- |
| ***ID*** | ***DEPLOYED*** | ***POSITION*** |
| 71144 | 06/30/2007 01:36 | 22º 59.60' S 002º 32.57' E |
| 71145 | 06/30/2007 20:42 | 19º 00.37' S 002º 04.30' W |
| 71146 | 07/01/2006 19:48 | 14º 00.05' S 007º 24.23' W |
| 71147 | 07/02/2006 12:46 | 09º 59.92' S 010º 49.27' W |
| 71148 | 07/03/2006 14:48 | 02º 59.60' S 014º 47.60' W |
| 71149 | 07/04/2006 01:50 | 00º 00.76' N 016º 28.84' W |

Nine SOLO profiling floats were deployed as follows:

|  |  |  |  |
| --- | --- | --- | --- |
| ***ID*** | ***ACTIVATED*** | ***DEPLOYED*** | ***POSITION*** |
| 739/71564 | 06/23/2007 06:50 | 06/29/2007 00:42 | 28º 00.52' S 009º 02.35' E |
| 740/71565 | 06/29/2007 16:46 | 06/30/2007 01:35 | 22º 59.71' S 002º 32.70' E |
| 741/71566 | 06/30/2007 22:59 | 07/01/2007 03:48 | 17º 29.21' S 003º 44.13' W |
| 733/71558 | 07/02/2007 20:45 | 07/03/2007 07:31 | 04º 59.92' S 013º 40.38' W |
| 734/71559 | 07/03/2007 08:37 | 07/03/2007 18:27 | 01º 59.92' S 015º 21.13' W |
| 735/71560 | 07/05/2007 11:55 | 07/05/2007 15:07 | 10º 00.33' N 022º 07.79' W |
| 730/71555 | 07/07/2007 10:08 | 07/07/2007 18:25 | 19º 00.20' N 028º 07.11' W |
| 738/71563 | 07/07/2007 20:25 | 07/08/2007 10:19 | 22º 00.09' N 032º 14.44' W |
| 737/71562 | 07/08/2007 15:56 | 07/09/2007 02:38 | 24º 59.97' N 036º 41.90' W |

For the majority of the cruise the weather was very calm. The only technical problems encountered were a pin in the auto-launcher which would not extend, and a few hours during which satellite transmission of the data was not possible. The problem with the pin in the auto-launcher was identified early on and the spare auto-launcher installed. The problem with the satellite transmission was solved by selecting an alternative satellite from within the software.