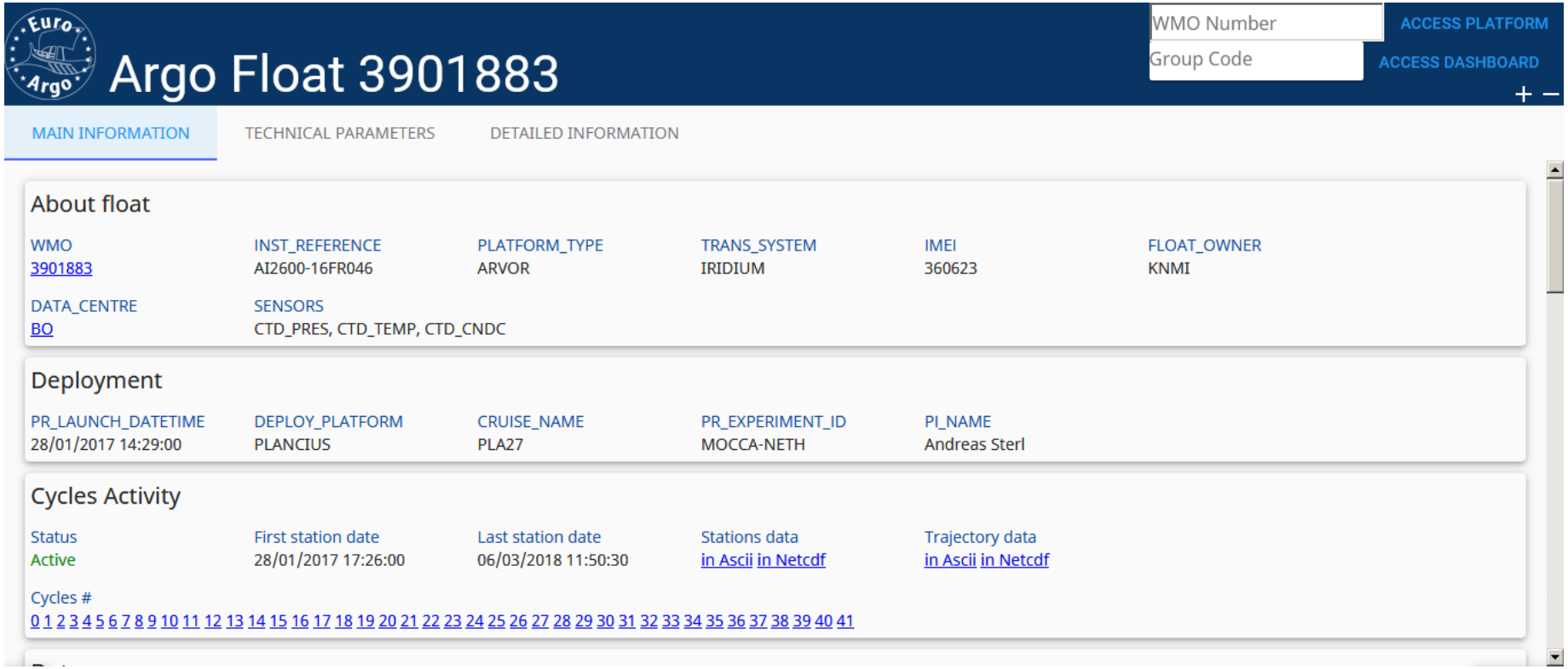
In-situ-monitoring system

Grigor Obolensky (Programme Engineer)
Romain Cancouët (Operational Engineer)

In-situ-monitoring system set-up to monitor performance of the European fleet

Example float 3901883, deployed in Drake passage
(http://www.ifremer.fr/argoMonitoring/float/3901883**)**



Float 3901883

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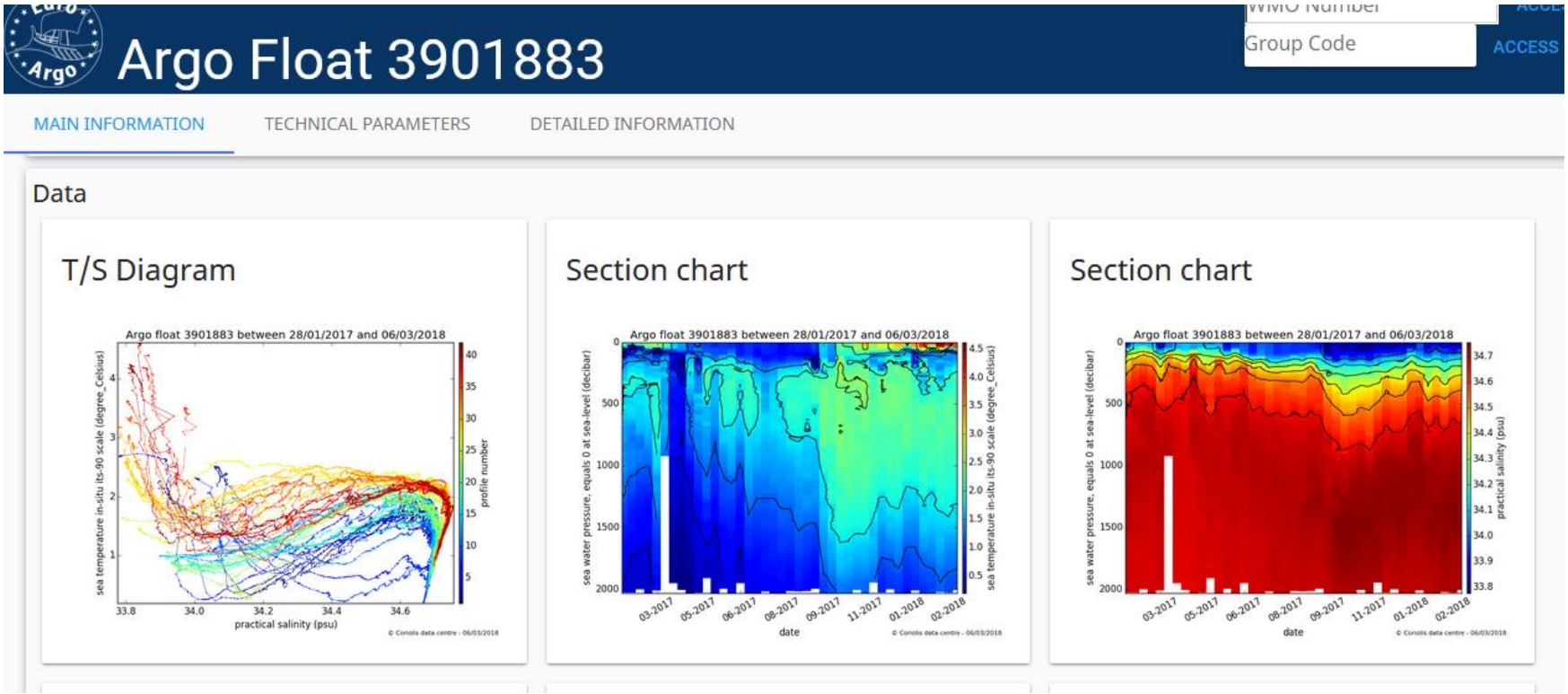

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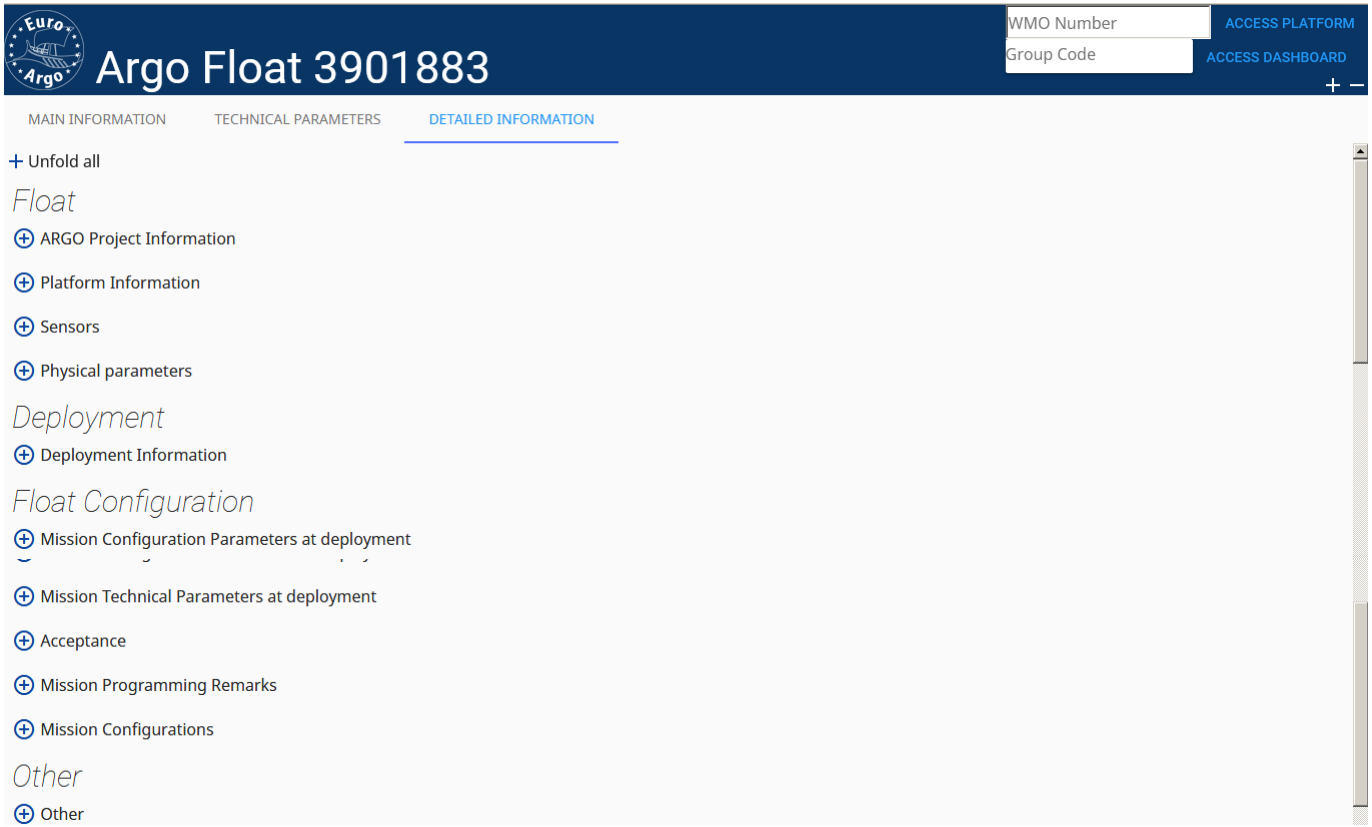

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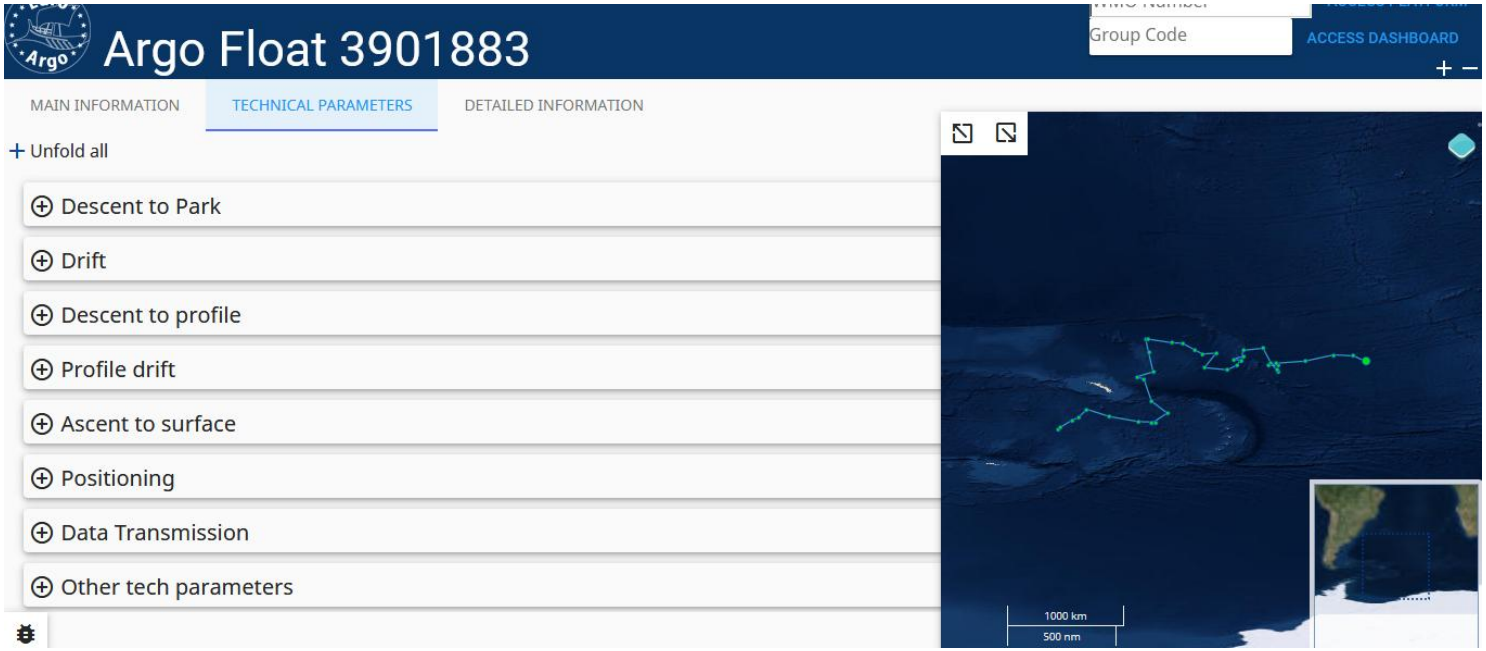

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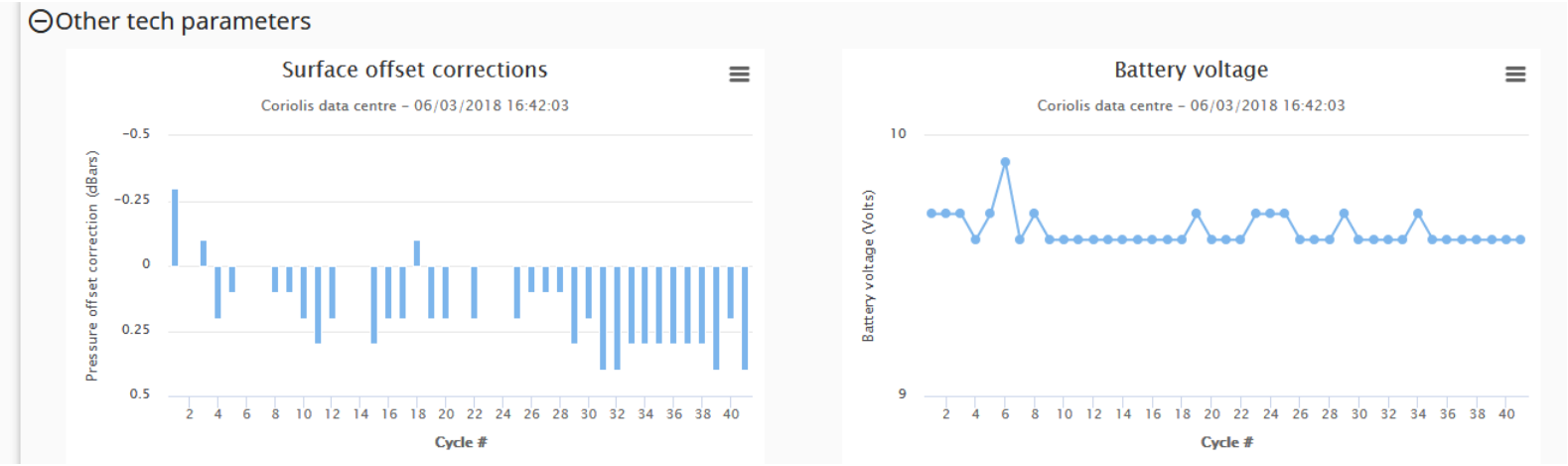

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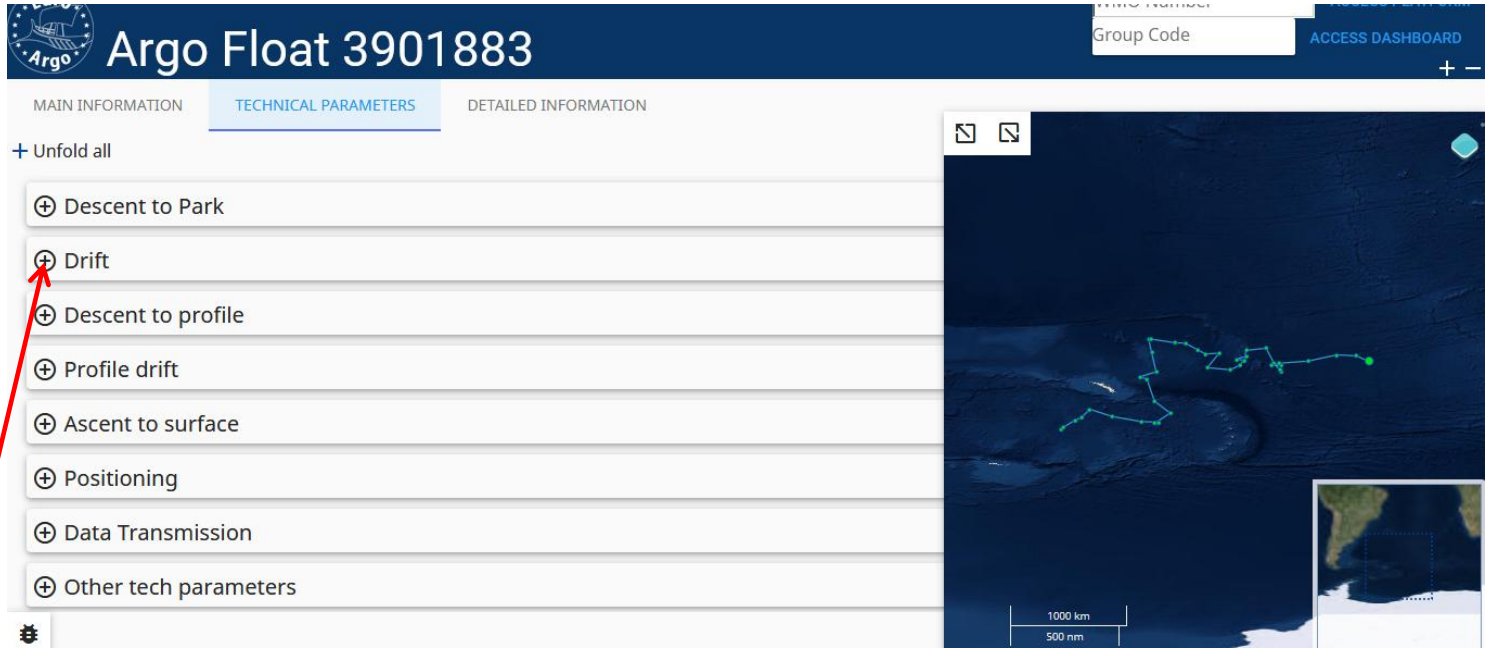
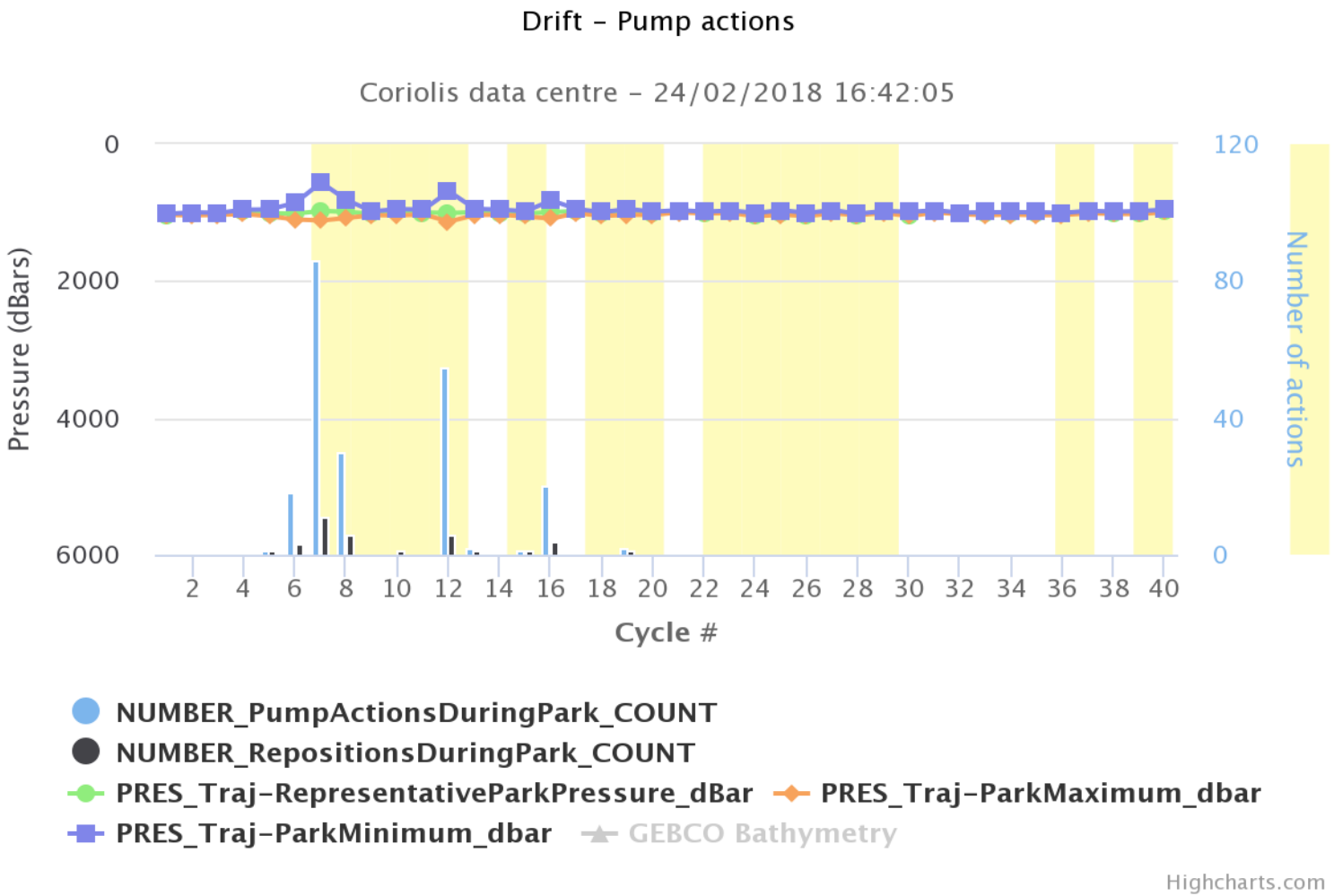
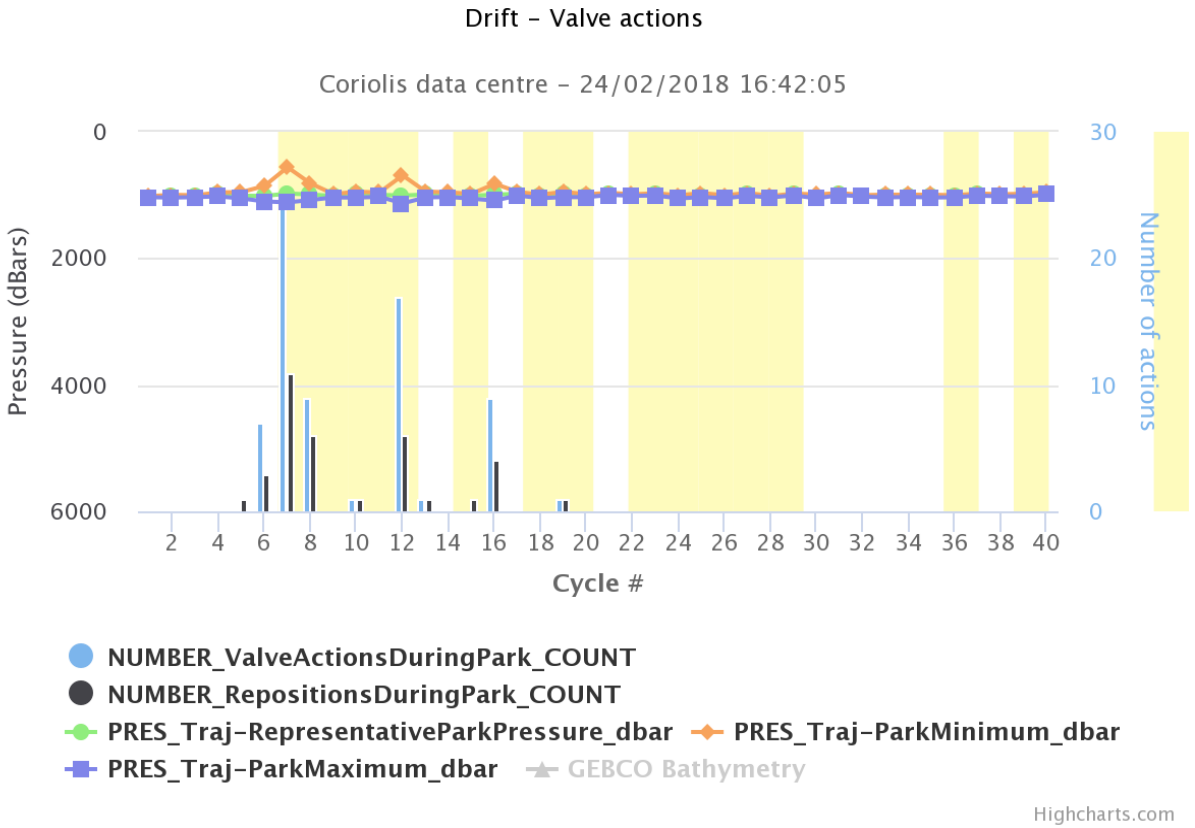


Floats deployed in the Drake Passage and Scotia Sea reposition themselves at lot during the drift phase. Possibly the float trajectory makes them cross density fronts, hence they have to adjust the ballast to reach a given drift depth.

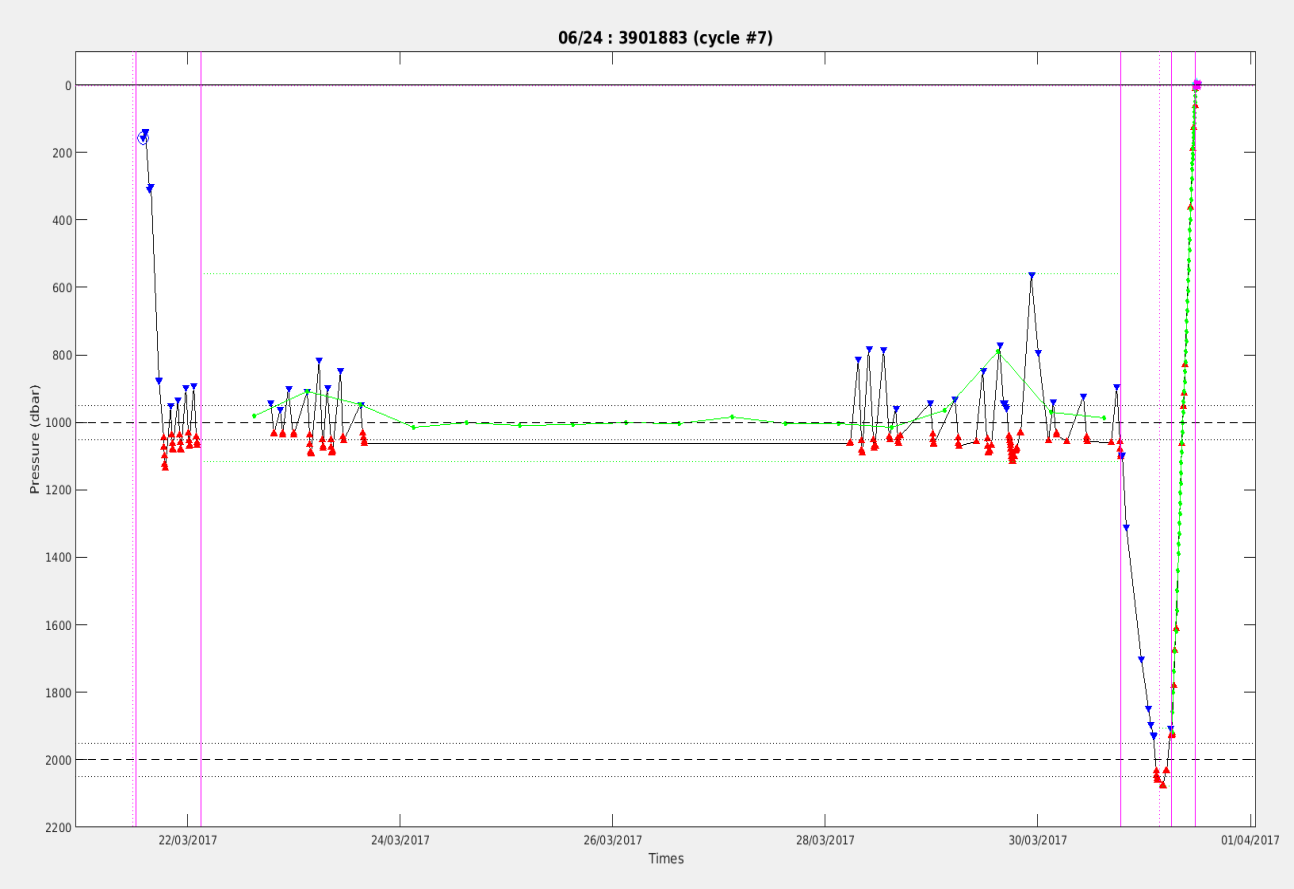
3901883: Number of pump actions at drift depth



3901883: Number of valve actions at drift depth

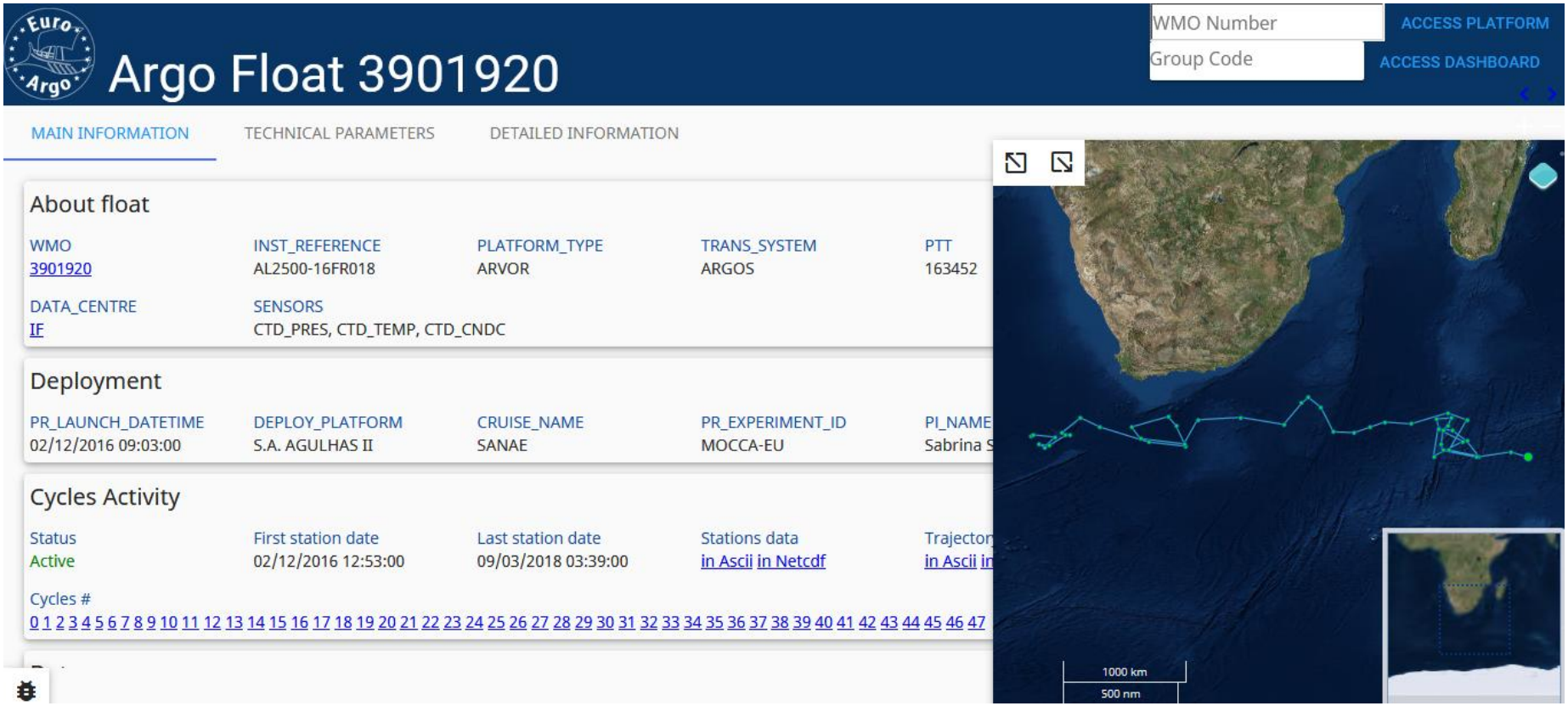


3901883: Evolution of float pressure in time for a selected cycle (7)



Blue: valve actions
Red: pump actions
Black line: float pressure
Green: CTD measurements

Example float 3901920, deployed south of Cape Town
(http://www.ifremer.fr/argoMonitoring/float/3901883**)**



3901920: Number of pump and valve actions at drift depth

Argo Float 3901920

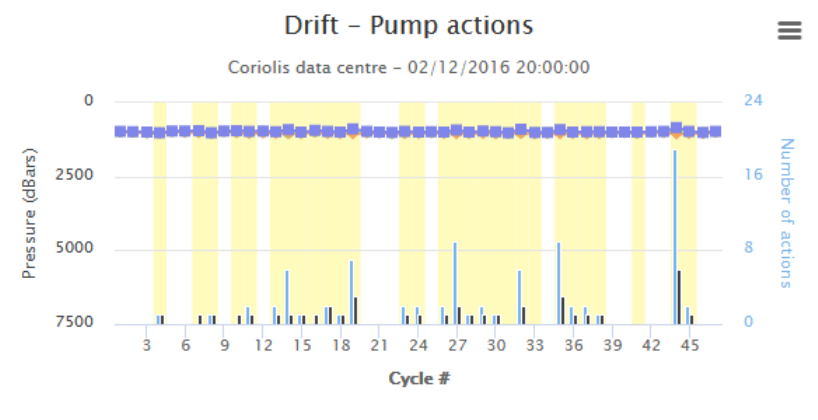
WMO Number | ACCESS PLATF
Group Code | ACCESS DASHBO

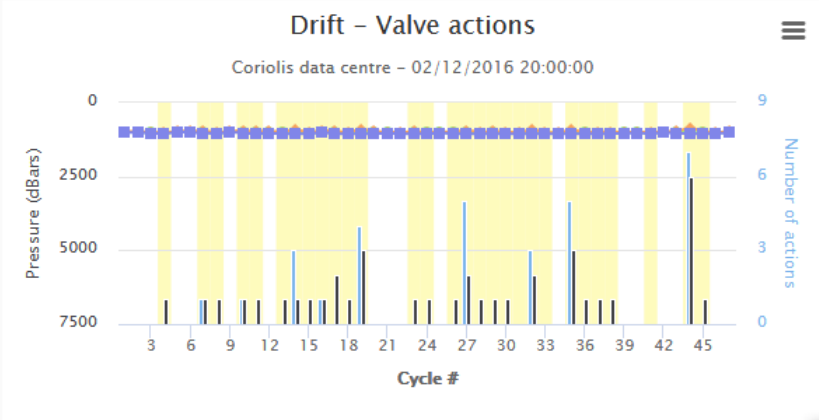
MAIN INFORMATION | TECHNICAL PARAMETERS | DETAILED INFORMATION

– Fold all

⊕ Descent to Park

⊖ Drift





The pressure target tolerance during drift was changed from +/- 50 dbar to +/- 75 dbar after some cycles for float 3901883 to keep float from repositioning

Is there any need for the drift tolerance to be kept at the ± 50 dbar target or can we increase these tolerance under circumstances were a lot of pump and valve actions are observed?

Would that harm the use of the potential use of the tracjectory files?