

# Master Track RV Heincke HE489

## Data Processing Report

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Contact:

Dr. Rainer Knust  
Alfred-Wegener-Institute  
Am Handelshafen 12, D-27570 Bremerhaven, GERMANY  
Mail: [info@awi.de](mailto:info@awi.de)

Processing Agency:

FIELAX  
Schleusenstr. 14, D-27568 Bremerhaven, GERMANY  
Mail: [info@fielax.de](mailto:info@fielax.de)

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# 1 Introduction

This report describes the processing of raw data acquired by position sensors on board RV Heincke during expedition HE489 to receive a validated master track which is used as reference of further expedition data.

# 2 Workflow

The different steps of processing and validation are visualized in figure 1. Unvalidated data of up to three sensors and ship-motion data are extracted from the DAVIS SHIP data base (<https://dship.awi.de>) in a 1-second interval. They are converted to ESRI point shapefiles and imported to ArcGIS. A visual screening is performed to evaluate data quality and remove outliers manually. The position data from each position sensor are centered to the destined master track origin by applying ship-motion data (angles of roll, pitch and heading) and lever arms. For all three resulting position tracks, a quality check is performed using a ship's speed filter and an acceleration filter. Filtered positions are flagged. In addition, a manual check is performed to flag obvious outliers. Those position tracks are combined to a single master track depending on a sensor priority list (by accuracy, reliability) and availability / applied exclusion of automatically or manually flagged of data. Missing data up to a time span of 60 seconds are linearly interpolated. To reduce the amount of points for overview maps the master track is generalized by using the Ramer-Douglas-Peucker algorithm. This algorithm returns only the most significant points from the track. Full master track and generalized master track are written to text files and imported to PANGAEA (<http://www.pangaea.de>) for publication.

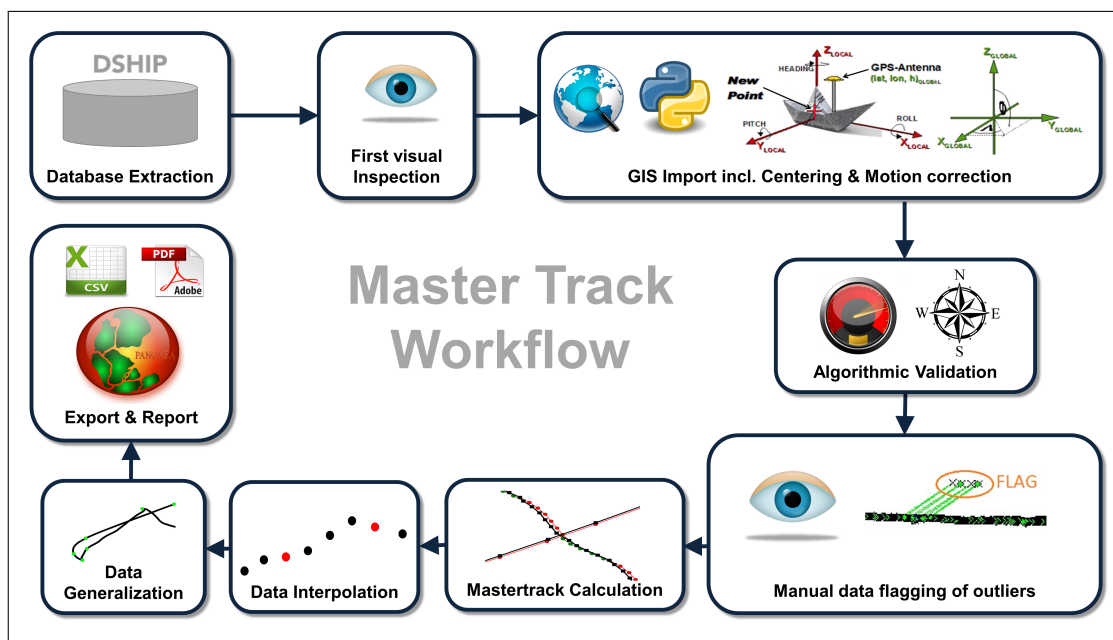


Figure 1: Workflow of master track data processing

### 3 Sensor Layout

This chapter describes the position sensors mounted during this cruise.

#### Cruise details

Vessel name	RV Heincke
Cruise name	HE489
Cruise start	2017-06-08 Bremerhaven
Cruise end	2017-06-18 Bremerhaven
Cruise duration	11 days
Master track reference point:	Resulting master track is referenced to <i>PHINS installation point</i> .

#### Position sensors

Sensor name	<b>IXSEA PHINS III</b> , short: PHINS
Description	Inertial navigation system with reference positions from Trimble DGPS
Accuracy	± 0.5-3.0 m
Installation point	Electrician's workshop, close to COG
Installation offset	Offset from master track reference point to sensor installation point X Positive to bow 0.000 m Y Positive to starboard 0.000 m Z Positive upwards 0.000 m

Sensor name	<b>Trimble Marine SPS461</b> , short: Trimble
Description	DGPS-Receiver, correction type DGPS RTCM 2.x, correction source DGPS Base via radio
Accuracy	Horizontal: ± 0.25 m + 1 ppm & Vertical: ± 0.50 m + 1 ppm
Installation point	Observational Deck, fore rail
Installation offset	Offset from master track reference point to sensor installation point X Positive to bow 13.648 m Y Positive to starboard 2.976 m Z Positive upwards 11.406 m

Sensor name	<b>SAAB R5 SUPREME NAV</b> , short: SAAB
Description	DGPS-Receiver, SBAS-correction with RTCM-104 input
Accuracy	GPS: ± 3.0 m; DGPS (2D RMS): ± 1.0 m
Installation point	Observational Deck, fore rail
Installation offset	Offset from master track reference point to sensor installation point X Positive to bow 12.985 m Y Positive to starboard 2.958 m Z Positive upwards 11.328 m

## Motion sensor

Sensor name	<b>IXSEA PHINS III</b> , short: PHINS
Description	Inertial navigation system with reference positions from Trimble DGPS
Accuracy	$\pm 0.01$ roll, $\pm 0.01$ pitch, $\pm 0.05$ heading (deg)
Installation point	Electrician's workshop, close to COG

## 4 Processing Report

### Database Extraction

Data source	DSHIP database (dship.awi.de)
Exported values	802796
First dataset	2017-06-08T12:00:04 UTC
Last dataset	2017-06-17T18:59:59 UTC

### Centering & Motion Compensation

Each position track has been centered to the *PHINS installation point* by applying the correspondent motion angles for heading, roll and pitch as well as the installation offsets from chapter 3. The motion data were acquired by IXSEA PHINS III.

### Automatic Validation

The following thresholds were applied for the automatic flagging of the position data:

Speed	Maximum 20 kn between two datapoints.
Acceleration	Maximum $1 \text{ m/s}^2$ between two datapoints.
Change of course	Maximum $5^\circ$ between two datapoints.

### Manual Validation

Obvious outliers were removed manually. For details see Processing Logbook of RV Heincke (<hdl:10013/epic.45841>) .

### Flagging result

	PHINS		Trimble		SAAB	
Missing	2482	0.309%	2855	0.356%	2732	0.340%
Speed	251	0.031%	847	0.106%	607	0.076%
Acceleration	1157	0.144%	493	0.061%	326	0.041%
Course	207064	25.793%	268470	33.442%	264102	32.898%
Manually	0	0.000%	5	0.001%	6	0.001%

## Master Track Generation

The master track is derived from the position sensors' data selected by priority.

Sensor priority used:

1. Trimble
2. PHINS
3. SAAB

Filters applied: manual, speed, acceleration.

Distribution of position sensor data in master track:

Sensor	Data points	Percentage
Total	802796	100.000 %
PHINS	676	0.084 %
Trimble	799459	99.584 %
SAAB	0	0.000 %
Interpolated	205	0.026 %
Gaps	2456	0.306 %

## Remarks

None.

## Score

For each cruise, a score is calculated ranging from 0 (no data) to 100 (only very good data). the score for the cruise HE489 is 97.

## Generalization

The master track is generalized to receive a reduced set of the most significant positions of the track using the Ramer-Douglas-Peucker algorithm and allow a maximum tolerated distance between points and generalized line of 4 arcseconds.

Results:

Number of generalized points	639 points
Data reduction	99.9204 %

## Result files

Master track text file:

The format is a plain text (tab-delimited values) file with one data row in 1 second interval.

Column separator	Tabulator "\t"	
Column 1	Date and time expressed according to ISO 8601	
Column 2	Latitude in decimal format, unit degree	
Column 3	Longitude in decimal format, unit degree	
Column 4	Flag for data source	
	1	PHINS
	2	Trimble
	3	SAAB
	INTERP	Interpolated point
	GAP	Missing data

Text file of the generalized master track:

The format is a plain text (tab-delimited values) file.

Column separator	Tabulator "\t"
Column 1	Date and time expressed according to ISO 8601
Column 2	Latitude in decimal format, unit degree
Column 3	Longitude in decimal format, unit degree

Processing Report:

This PDF document.

### Cruise map

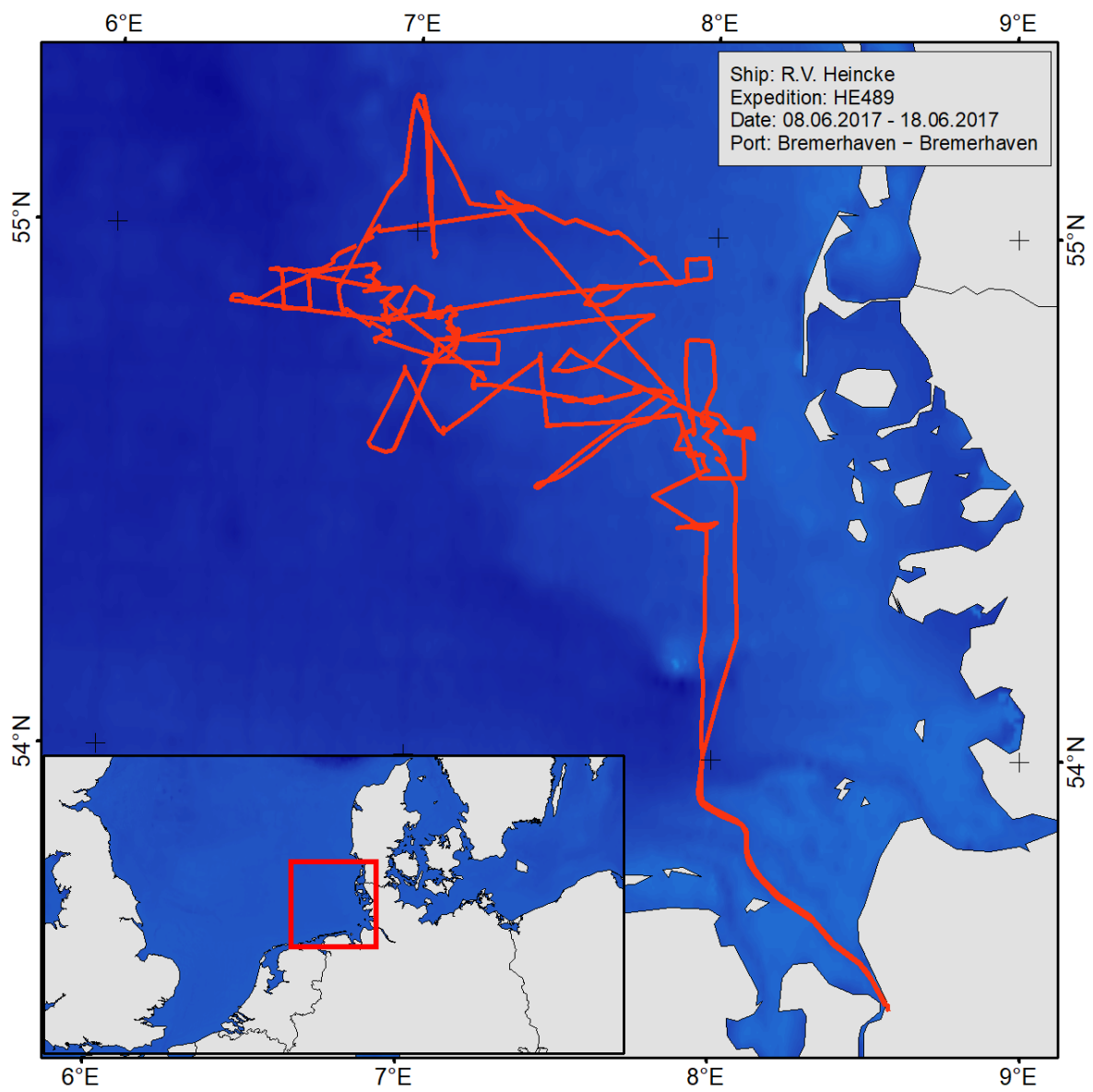


Figure 2: Map of the generalized master track