

# Master Track RV Heincke HE299

## Data Processing Report

### Contents

<b>1 Introduction</b>	<b>1</b>
<b>2 Workflow</b>	<b>1</b>
<b>3 Sensor Layout</b>	<b>2</b>
<b>4 Processing Report</b>	<b>3</b>

Contact:

Dr. Rainer Knust  
Alfred Wegener Institute  
Columbusstrasse, D-27568 Bremerhaven, GERMANY  
Tel: +49(471)4831-1709  
Fax: +49(471)4831-1918  
Mail: [Heincke-Coordination@awi.de](mailto:Heincke-Coordination@awi.de)

Processing Agency:

FIELAX  
Gesellschaft für wissenschaftliche Datenverarbeitung mbH  
Schleusenstr. 14, D-27568 Bremerhaven, GERMANY  
Tel: +49 (0) 471 30015 0  
Fax: +49 (0) 471 30015 22  
Mail: [info@fielax.de](mailto:info@fielax.de)

Ref.: HE299\_nav.pdf

Vers.: 1

Date: 2015/10/14

Status: final

# 1 Introduction

This report describes the processing of raw data acquired by position sensors on board RV Heincke during expedition HE299 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.

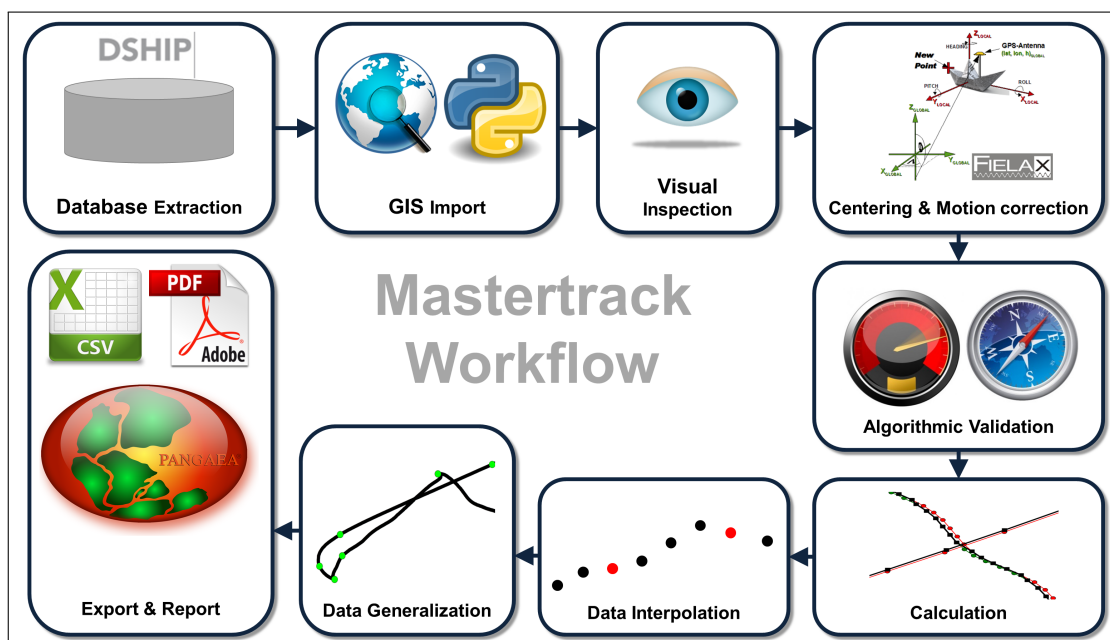


Figure 1: Workflow of master track data processing

### 3 Sensor Layout

This chapter describes the position sensors mounted during this cruise.

#### Cruise details

Vessel name	RV Heincke
Cruise name	HE299
Cruise start	23.03.2009 Bremerhaven
Cruise end	27.03.2009 Bremerhaven
Cruise duration	5 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	Masttop
Installation offset	Offset from master track reference point to sensor installation point X Positive to bow 5.298 m Y Positive to starboard -0.034 m Z Positive upwards 22.297 m

Sensor name	<b>DEBEG/Leica MX400</b> , short: DEBEG
Description	GPS-Receiver for navigation purposes
Accuracy	± 7-15 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	IXSEA PHINS III, 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	431941
First dataset	2009-03-23T00:00:00 UTC
Last dataset	2009-03-27T23:59:00 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 2. 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		DEBEG	
Missing	0	0.000%	10921	2.528%	84	0.019%
Speed	0	0.000%	22555	5.222%	3445	0.798%
Acceleration	0	0.000%	23307	5.396%	10111	2.341%
Course	0	0.000%	206873	47.894%	157578	36.481%
Manually	0	0.000%	1068	0.247%	0	0.000%

## Master Track Generation

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

Sensor priority used:

1. DEBEG
2. Trimble
3. not used

Filters applied: manual, speed.

Distribution of position sensor data in master track:

Sensor	Data points	Percentage
Total	431941	100.000 %
PHINS	0	0.000 %
Trimble	3171	0.734 %
DEBEG	428496	99.202 %
Interpolated	274	0.063 %
Gaps	0	0.000 %

## 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 HE299 is 95.

## 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	243 points
Data reduction	99.9437 %

## Result files

### Report in XML format:

The XML contains all information of the master track generation in a machine-readable format. In addition a XSD schema file is provided.

### 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 3	Latitude in decimal format, unit degree	
Column 4	Longitude in decimal format, unit degree	
Column 5	Flag for data source	
	1	PHINS
	2	Trimble
	3	DEBEG
	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

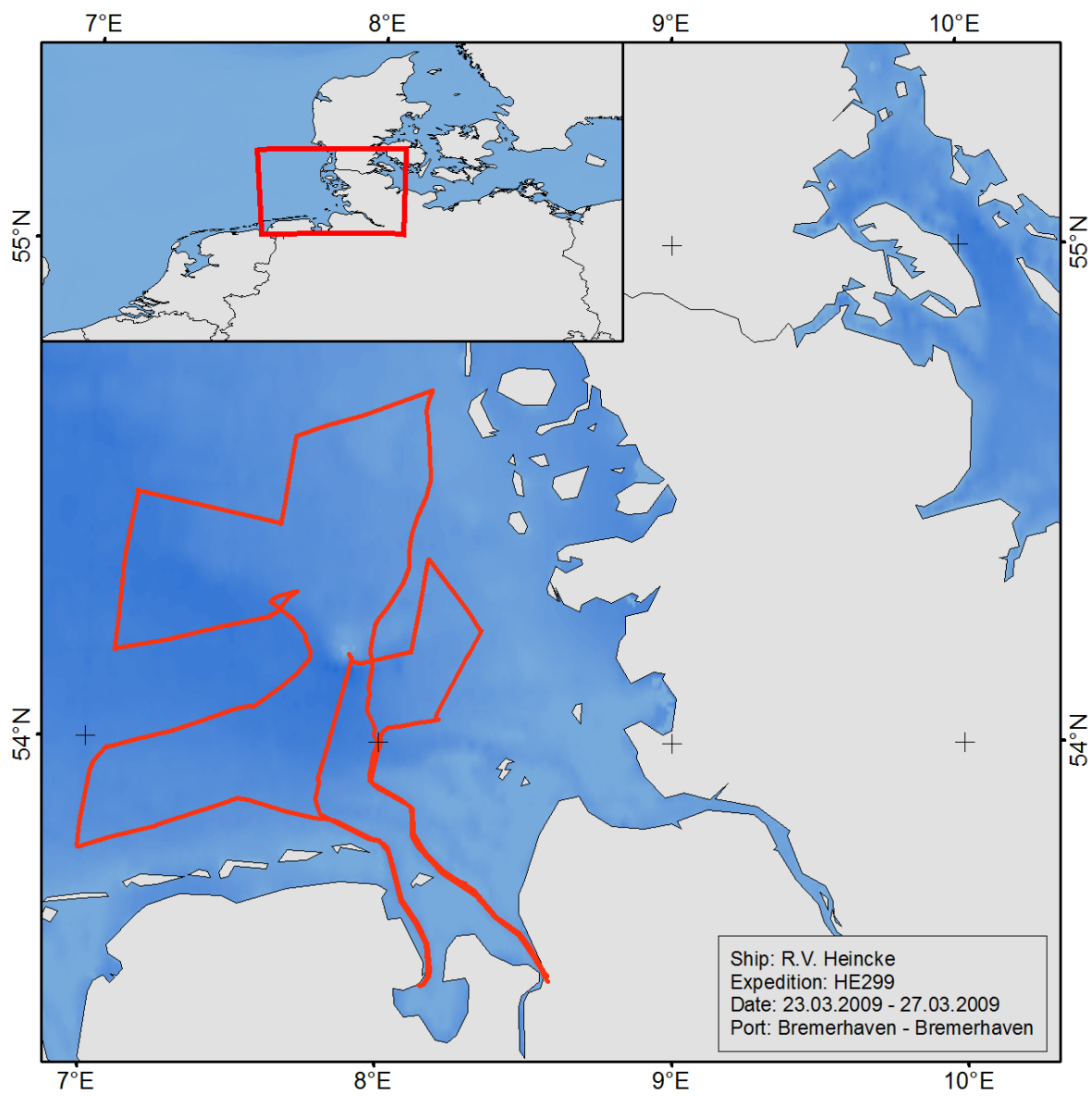


Figure 2: Map of the generalized master track