

Attachment I:

GEOGRAPHICAL AREA IN WHICH SHIP WILL OPERATE

The geographical area of Sognefjord (Norway), in the surrounding area of Høyanger (Fig.1, upper part, area A), has been proven in previous cruises to be optimally suited for the planned measurements. Even in case of heavy winds deployment and recovery of the towing systems from RV ELISABETH MANN BORGESE is feasible in most cases. The Høyanger-Fjord, a small branch of the Sognefjord, provides a sheltered position.

It has turned out during EMB084 in 2014 that very bad weather can prohibit measurements in area (A). Therefore, the geographical area for EMB196, as for EMB112, EMB144 and EMB164, is extended inland by area (B) in order to avoid cancellation of measurements in case of insufficient conditions in area (A).

Generally, measurements are planned in the Høyanger area (area A) in the same way as during EMB056 (2013), EMB084 (2014), EMB112 (2015), EMB144 (2016), and EMB164 (2017). A track from a single measurement day is depicted exemplarily in Fig. 1 (Fig.1, lower part).

Due to the weak currents in the Sognefjord the use of free drifting buoys for the calibration measurements is feasible for many hours without significant change in position.

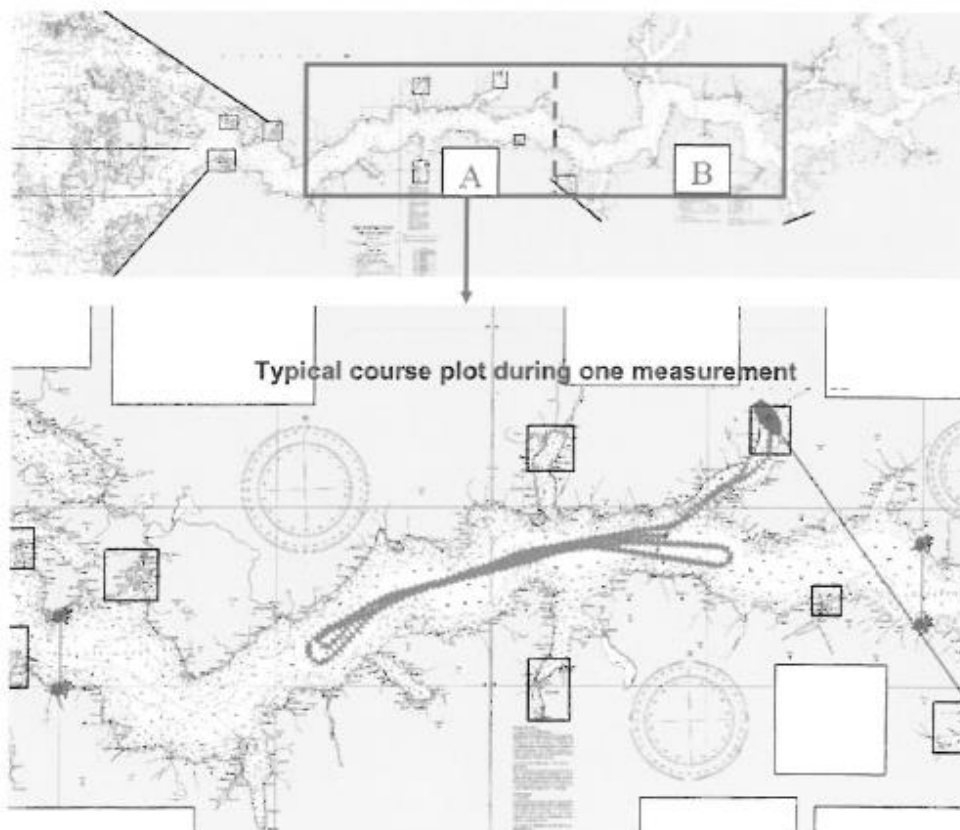


Fig. 1: (upper part) Geographical area in which ship will operate: (A) preferred measurement area near Høyanger, (B) extended measurement area in case of insufficient measurement conditions in area (A); (lower part) typical course plot in area (A) from the 2005 sea trial in order to illustrate the planned research.