Calm ocean, stormy sea: Atmospheric and oceanographic observations of the Atlantic during the ARC ship campaign

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Abstract. During the Atlantic References and Convection (ARC) ship campaign with the reference MSM114/2, which took place in early 2023, the German research vessel Maria S. Merian travelled from Mindelo, Cape Verde, to Punta Arenas, Chile. One of the main objectives of ARC was to obtain vertically resolved cross sections of the Intertropical Convergence Zone (ITCZ). To this end, we crossed the ITCZ three times in the meridional direction. We present the atmospheric and oceano-

5 graphic measurements collected during ARC in a standardized way to facilitate working with data from different instruments and to make the data easily accessible. This approach is not limited to ARC but could serve as a prototype for future (and past) ship campaigns. We present data from the integrated ship sensors (DShip), a Humidity and Temperature Profiler (HATPRO), a Ceilometer, aerosol instruments (DustTrak, Microtops, and Calitoo), radiosondes, Uncrewed Aircaft Vehicles (UAV), and Conductivity, Temperature, and Depth (CTD) profiles of the upper ocean. We distinguish temporal continuous data (DShip,

10 HATPRO, Ceilometer, DustTrak) from point measurements (radiosondes, UAVs, CTDs, Calitoo, Microtops). To illustrate the data sets provided, we present examples of measurements taken during the three crossings of the ITCZ and during a storm in the Roaring Forties in the South Atlantic at the end of the campaign. All data sets can be downloaded from Köhler et al. (2024a). An overview of all available data sets, including dois, can be found here: https://doi.pangaea.de/10.1594/PANGAEA.966616. For references to the individual data sets, please refer to the data availability section.

15 ## 1 Introduction

The Atlantic Ocean and its interaction with the atmosphere is a major driver of global (Omrani et al., 2022) and local (Yin and Zhao, 2021) weather and climate. Over the tropical Atlantic, the Intertropical Convergence Zone (ITCZ) plays a central role, not only defining the main region of precipitation over the ocean, but also strongly influencing the distribution of precipitation over neighbouring continents, with profound influences on life and economy, as exemplified by changes over the

20 Sahel (Held et al., 2005; Biasutti and Giannini, 2006). Despite its importance and seemingly large scale, the Atlantic ITCZ is

poorly represented in models, with large and long-standing biases in its position (e.g. Richter and Xie, 2008; Siongco et al., 2017). Recently, the question has been raised whether an improvement in the large-scale representation of the ITCZ requires a better representation of the processes shaping the mesoscale structure of the ITCZ (Klocke et al., 2017; Masunaga, 2023; Windmiller and Stevens, 2024). To answer this question, observational data are of key importance, serving as a benchmark for both numerical and theoretical models. While satellite observations provide invaluable information covering extended periods and areas, a major shortcoming of studying the ITCZ based on satellite data alone is the still limited vertical resolution and availability of data below clouds. One important source of measurements with high vertical resolution over oceans are ship-based measurement campaigns. In this paper we present data collected in early 2023 during the Atlantic References and Convection (ARC) campaign aboard the German research vessel (RV) Maria S. Merian. The ARC reference at the German Research Fleet Coordination Centre is MSM114/2.

ARC took place from 22 January to 23 February 2023. During this period, the RV Maria S. Merian travelled from Mindelo, Cape Verde to Punta Arenas, Chile, see Figure 1(a). The three main goals of ARC were to obtain vertically resolved cross sections of the ITCZ, to collect atmospheric and hydrographic reference data, in particular for comparisons with the Aeolus satellite and to contribute to the SEABED 2030 database, and to examine the protist populations in the Atlantic along the route. During ARC, atmospheric and oceanographic data were collected by a number of different instruments. These instruments can be divided into those that operated continuously and those that only took measurements at specific times. The continuous measurements during ARC include the ship-integrated instruments of the DavisShip system (DShip), the Humidity And Temperature PROfiler (HATPRO), the Ceilometer, and the DustTrak. The DShip data we include here contain weather and surface water observations from the Weather Station and Pure Sea Water System respectively, as well as radiation, wave properties from the Wave Monitoring System, and ship data such as position from the navigation system. Point measurements include instruments with vertical resolution, in particular, radiosondes, Uncrewed Aircraft Vehicle (UAV) measurements and Conductivity, Temperature and Depth (CTD) profiling of the ocean, as well as vertically integrated measurements from sun photometers.

The data collected by the instruments listed above are originally provided in different file formats, require different processing which, in turn, requires specific knowledge of the measurement principle, use different conventions, are owned by different institutions, and are provided at different temporal and/or spatial resolutions. This makes it difficult to use the collected data in a holistic way, especially if the data are also published in different places. As this challenge is not unique to the ARC campaign, the purpose of this paper is twofold. First, to publish a coherent dataset of the data collected during the campaign. Second, to provide the necessary processing steps and scripts to serve as a prototype for future (and past) ship campaigns. In particular, we propose a standardised way of making data from different instruments available, using ARC as an example. Data from all instruments are provided in the same file format with standardised variable names and are published jointly so that all instruments can be accessed at the same place (Köhler et al., 2024a). The publication of the data is accompanied by a GitHub repository (Köhler, 2023a) containing the exact settings for the processing, for which we have developed the Python package shipspy (Köhler, 2023b).
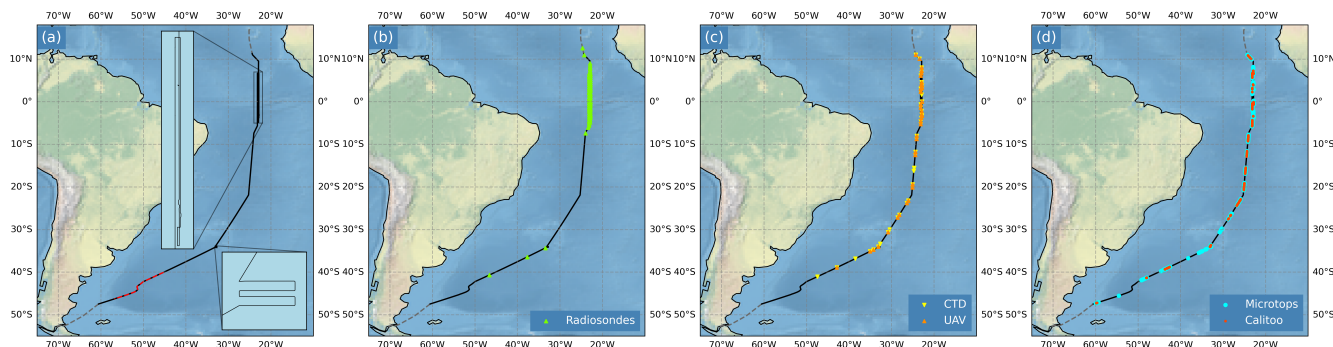
Figure 1. Ship track of the ARC campaign and positions of point measurements. The black line denotes the region when the ship was in international waters, the parts of the track in national waters are sketched in gray. (a) Route with zooms in the insets, the red dashed line indicates the position of the storm, (b) positions of radiosonde launches (green, see section 3.7), (c) CTD (yellow, see section 3.9) and UAV (orange, see section 3.8) positions, and (d) Calitoo (red, see section 3.5) and Microtops (blue, see section 3.6) positions.

Section 2 introduces the research vessel Maria S. Merian and the ship's track during the ARC campaign. In section 3 we introduce the instruments and describe the data processing. In section 4 we provide information on the data sets. Finally, to give a first overview of the collected data, in section 5 we show some examples of observations for three meridional crossings of the ITCZ, a storm in the Roaring Forties, as well as for the whole measurement period. We conclude with a summary in section 6.

2 Research vessel and cruise track

The RV Maria S. Merian is a German research vessel built in 2005 especially for ice margin research. It has a total length of 94.76 m, a width of 19.2 m, a maximum total height of 38 m, and an unladen weight of 4,493 t. The draught is about 6.5 m. The scientific payload can be up to 150 t. During ARC, the mean ship speed was 9.8 kn. Additionally to the 24 crew members, the Maria S. Merian can host up to 23 scientists. 15 scientists joined the ARC campaign. More information about the ice margin research vessel Maria S. Merian can be found in the manual (von Bröckel et al., 2021).

The RV Maria S. Merian left Mindelo on 22 January. After leaving Mindelo, we travelled south to obtain three cross sections of the ITCZ at about 23°W, see the top inset of figure 1(a). By choosing this longitude, we were able to collect data near the PIRATA buoys (Bourlès et al., 2019) at 23°W and 4°N as well as at the equator. This enables a comparison between the data collected during ARC and the long-term measurements of the buoys. The exact longitude of the ship track was shifted by about 0.15° for each crossing so that new bathymetric data could be collected, contributing to SEABED 2030 through seafloor cartography. In general, underway echo soundings were performed during most of the campaign.

For each cross-section, the latitudes of the ship's turning points were chosen so that we obtained a complete meridional transect of the ITCZ. Since the synoptic variability in the position of the ITCZ is as large or larger than the width of the ITCZ (Chen and Ogura, 1982; Frank, 1983), we relied on both on-board measurements and satellite images to determine the latitudes
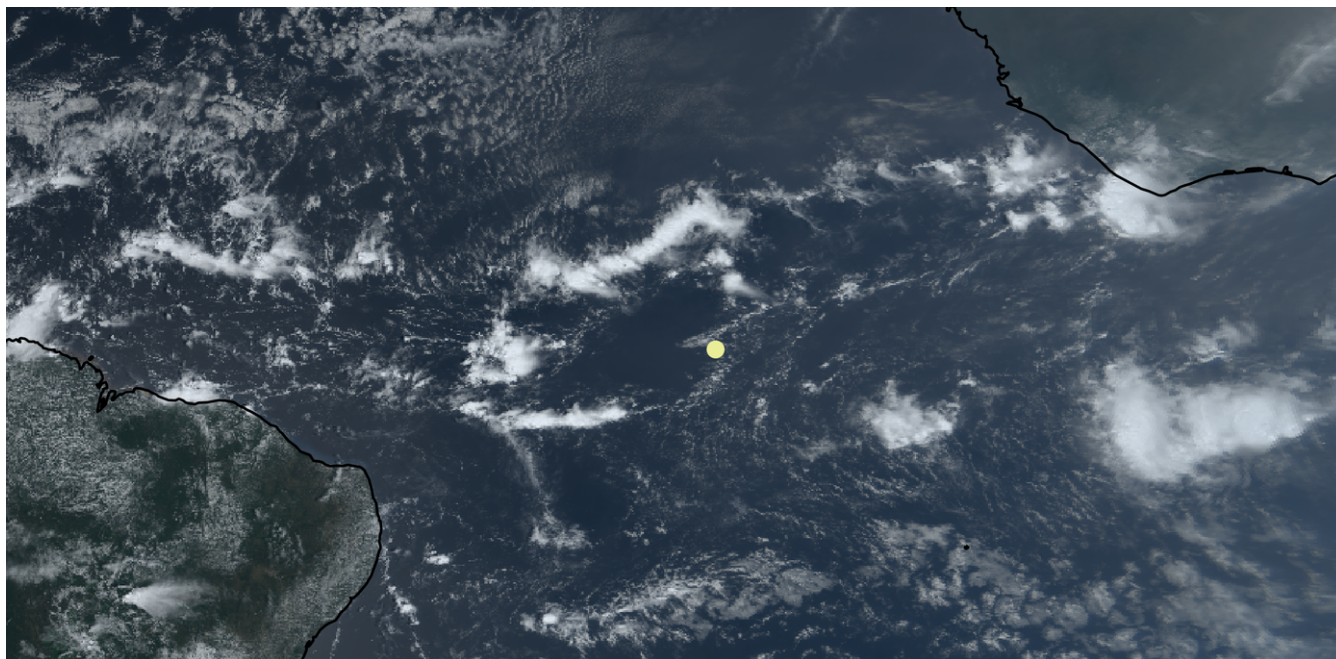
Figure 2. Image of the Atlantic ITCZ with a pronounced edge intensification (cf. Masunaga (2023)) from GOES 16 satellite on 4 February, 2023 at 12:45 UTC. The yellow dot denotes the position of the RV Maria S. Merian. Credit: NOAA Geostationary Operational Environmental Satellites (GOES) 16, 17 & 18 was accessed on 2023-10-27 from https://registry.opendata.aws/noaa-goes.

75   of the turning points at short notice. Fig. 2 shows an example of a GOES 16 satellite image of the Atlantic ITCZ on 4 February 2023. While the ITCZ can be defined in different ways, e.g. based on occurance of deep convective clouds, surface wind speed or precipitation rate, we based our decisions on the column water vapour (CWV) field. In particular, we used the moist margins, i.e. CWV equal to 48 mm, to decide on the turning points as Mapes et al. (2018) shows that the deep convection of the ITCZ is limited to within these margins. After leaving the Atlantic ITCZ, the RV Maria S. Merian headed for its port of embarkation

80   in Punta Arenas, Chile. At 33°W 34°S the ship track was modified to map a sea mount as shown in the lower inset of Figure 1(a).

3   Instrumentation and processing

In this section, we present the atmospheric and oceanographic instruments and comment on the post-processing required. The variable name in the final data set is given in brackets when it differs from the name mentioned in the text. Table 1 gives an

85   overview of the instruments and their included sensors as well as some additional information such as the mounting position on the ship. In addition to the instruments listed below, we had a cloud camera installed on the upper observation deck (Kinne and Köhler, 2024a). In the published data sets, we include hourly all sky snapshots to estimate cloud cover and cloud type. Note that we do not include the biological observations or the bathymetry data as these will be published elsewhere.

Instrument	Sensor name	Comment
DavisShip system (DShip)	Werum Software & System AG	
Weatherstation	EUCAWS	
	Vaisala PTB	yellow deck (10.5 m)
	Lufft Ventus ultra sound sensor	main mast (33.5 m)
	E+E EE33	upper observation deck (21.5 m)
	PT100, 1/3 DIN B	intake point: 2 m
Pure sea water system	Sea-Bird SBE45	intake point depth: 6.2 - 6.8 m
	WETLabs FLNTUS	
Wave monitoring system	WaMoS II	with Rutter Radar 100S6
Radiation	Kipp & Zonen CMP 21 & CG 1	front mast (20 m)
Navigation system	Kongsberg SeaTex AS Seapath 320	
	fiber optic gyro compass	
	Kongsberg (Simrad) EM 122	
HATPRO	RPG-HATPRO	observation deck (16 m)
Ceilometer	Lufft CMH 15K)	upper observation deck (18 m), Nd:YAG Laser
DustTrak	DRX 8533, TSI Inc.	observation deck (16 m)
Calitoo sun photometer	Tenum Calitoo	observation deck (16 m)
Microtops sun photometer	Dpro Scientific model 540 Microtops II	observation deck (16 m), part of Maritime Aerosol Network
Radiosonde	Vaisala DigiCORA Sounding System MW 41	
	sounding processing system SPS311G	
	ground check subsystem RI41	
	portable antenna set CG31	
	radiosonde Vaisala RS41-SGP	
Uncrewed Aerial Vehicle (UAV)	DJI Mavic PRO	Atmospheric profiles up to 500 m
	InterMet iMet-XQ2	mounted on top, T/rh/p
	Sparvio SKH1	mounted on top, T/rh/p
	LI-COR LI-550 TriSonicaTM Mini	mounted on a 15 cm mast on top, u,v

Instrument	Sensor name	Comment
	Alphasense OPC-N3	mounted on top with 30cm-long intake chimney, pm1, pm2d5, pm10
	RBR Solo3T	tethered on 20 m line underneath, upper ocean T
Conductivity, Temperature, and Depth (CTD)	Sea-Bird SBE 911plus, SN-0807 Sea-Bird SBE3, SBE 4 & SBE 43 WETLabs ECO FLNTUR(TR)D Digiquartz 0807 Sea-Bird QSP 2300 Benthos PSA-916	

Table 1: Overview of sensors in the different instruments and the device position on the ship.

3.1 DavisShip system

The DavisShip system (DShip) from Werum Software & System AG is used to collect, combine, and store data from the sensors permanently installed on the ship. In total, it contains data from about 250 sensors, including meteorological, oceanographic, and ship specific measurements. Most of the DShip instruments measure continuously and output is available in 1 s time steps. Here, we include data from the weather station, the pure seawater system, the wave monitoring system, the global radiation meter, and the navigation system. All outputs are averaged to a 1 minute temporal resolution and fill values are replaced by "not a number" (Köhler and Windmiller, 2024).

Weather station

The automatic board weather station of type EUCAWS provides continuous meteorological measurements at a frequency of 1 Hz . Pressure is measured on the yellow deck at a height of 10.5 m by a Vaisala PTB sensor with a resolution of 0.1 hPa. The wind sensor, a Lufft Ventus ultra sound sensor, is installed on the main mast at a height of 33.5 m. It measures relative wind speed and direction with a resolution of 0.1 m/s and 0.1°, respectively. Temperature and relative humidity are measured with E+E EE33 sensors on the upper observation deck at a height of 21.5 m with accuracies of 0.1 K and 0.1%, respectively. Sea surface temperature is measured at 2 m depth by a PT100, 1/3 DIN B sensor with an accuracy of 0.1 K. In the data set, we include bulb air temperature (t_air), pressure at sea level (p_air), wind speed (wspd), wind direction (wdir), relative humidity (rh), and sea surface temperature (sst_2m).

Pure sea water system

The pure sea water system on board of the RV Maria S. Merian is designed to supply sea water to the ship's laboratories and measurement systems. The pure seawater is pumped into the ship. The seawater parameters are determined at the intake point. Temperature and conductivity are measured at a depth of 6.2 to 6.8 m with one of two SBE45 thermosalinograph sensors. Salinity is determined from the conductivity values. According to the manufacturer Sea-Bird, the sea surface temperature at the intake point (sst_7m) comes with an error of ±0.002 K, conductivity with ±0.0003 S/m, and salinity with ±0.005 ‰. In addition, the pure seawater system measures chlorophyll A (chlorophyll_a) with a FLNTUS sensor from WetLabs which comes with an accuracy of $2.5\cdot10^{-8}$ kg/m^3.

Wave Monitoring System

The Wave Monitoring System (WaMoS) II is a radar reanalysis system designed to provide real-time information on the sea state using microwave backscatter. It extracts the main parameters describing the sea state, such as wave amplitude, period, and direction from the temporal and spatial evolution of the backscatter profiles. On the RV Maria S. Merian, the WaMoS system is operated with a Rutter Radar 100S6. To determine the wave parameters, the data is sampled in image sequences and transformed into Cartesian coordinates, before applying a discrete Fourier transformation. To isolate the wave signal from the background noise, a bandpass filter matching the dispersion relation is applied. The two-dimensional spectrum is then separated into different frequency directions so that the wave parameters can be extracted from the one-dimensional spectra. Finally, the wave parameters are averaged over a time interval of 1 minute.

WaMoS analyses the Fourier spectrum up to its second order. Here, we only include the leading order as higher orders do not give robust results. We include the sea surface mean wave period (wave_period), sea surface maximum wave length (wave_length), sea surface significant wave height (wave_height), sea surface wave direction (wave_dir), sea water speed (current_speed), and sea water direction (current_dir). The determination of the wave parameters, even to leading order, is not stable leading to large fluctuations in the values. Data is available for the whole campaign. The errors given by the manufacturer are 0.5 m or 10% for the wave height, 0.5 s for the wave period, 10% for the wave length, 2° for the main wave direction and the current direction, and 0.2 m/s for the current speed. We have omitted unphysical values such as negative wave heights or wave periods from the data set. Note, however, that there are jumps in wave length and period of individual values that are significantly smaller than before and after. At these times, the Fourier analysis failed to determine the longest wave period.

Global shortwave and longwave radiation

Two instruments are used to measure atmospheric radiation on board: a pyranometer for shortwave irradiance (swr) in the broadband solar range, instrument type CMP 21 from Kipp & Zonen, and a pyrgeometer for longwave irradiance (lwr) in the broadband infrared range, instrument type CG 1 from Kipp & Zonen. Both instruments measure the radiation on a horizontal surface integrated over all downward directions, the so-called global radiation. The instruments are mounted on the front mast of the ship at a height of approximately 20 m above sea level. The instruments are mounted in a two-axes gimbal, such that their

sensing surfaces are oriented horizontally. The data are measured at 1 Hz. The irradiances are given in W/m^2. The calibration of the radiation instruments was performed by the instrument manufacturer just before the cruise. The 3σ uncertainty is ± 7 % for the shortwave radiation, and ± 6 % for the longwave radiation.

140 **Navigation system**

Seapath is a navigation system that combines global navigation satellite systems and inertial measurements to determine the parameters needed to navigate the ship. The product installed is Seapath 320 from Kongsberg SeaTex AS. It uses two single frequency 12-channel GPS receivers for position and heading. The position of the ship (lat, lon) is given with an accuracy of ± 0.15 m, the speed (ship_speed) is determined with an error of ± 0.07 m/s, roll (ship_roll) and pitch (ship_pitch) come with an

145 error of $\pm 0.03°$, and the heave (ship_heave) with ± 0.05 m. For heave, pitch, and roll, we also provide the standard deviations (variable_std) for the 1-minute means since they vary on much smaller time scales than minutes. The measuring frequency can be up to 100 Hz. The heading (ship_heading) is measured by a fiber optic gyro compass with an accuracy of $\pm 0.7°$ secant latitude.

The depth (sea_floor_depth) is mostly measured with a Kongsberg (Simrad) EM 122 deep sea multibeam echo sounder.

150 Only 0.4% of the data points are obtained by the parametric sediment echo sounder Atlas Parasound DS P-70. The error of the depth is ± 0.4 m. Note that there are isolated data gaps in the depth data and we find outliers, which we did not remove, mainly sudden jumps to significantly smaller values. A reason for this could be fish passing under the ship or measurement errors.

3.2 HATPRO

The HATPRO (Humidity And Temperature PROfiler, Rose et al. (2005)) is a ground-based passive microwave radiometer,

155 receiving downwelling radiation emitted by the atmosphere. It measures in seven channels in the K-band (22.24 - 31.4 GHz) and seven channels in the V-band (51.26 - 58.0 GHz). Emissions from water vapor, oxygen and liquid water are measured as brightness temperatures T_B following Planck's law.

The HATPRO was installed on the observation deck of the ship at 16 m above sea level to avoid sea spray. An absolute calibration with liquid nitrogen was performed before the start of the campaign on 14 January, 2023 in Las Palmas. During the

160 measurement period, the scan strategy consisted of continuous zenith measurements at 1 s temporal resolution and a boundary layer scan over 10 angles between 0° and 30° every 15 minutes to enhance the vertical resolution of the temperature profiles below 2 km. For the profiles the vertical resolution increases step wise with altitude from 50 m close to the ground to 500 m for heights above 5000 m. As a wet radome causes additional liquid emissions, contributing to the total column emissions, the data during precipitation events is flagged by utilizing the rain sensor of the attached weather station and removed in the post

165 processing.

Retrievals trained with different input data were tested, and coefficients are chosen that were derived from a climatology of more than 10,000 radiosonde launches between 1990 to 2018 from Grantley Adams International Airport (GAIA, station ID 78954 TBPB) close to the Barbados Cloud Observatory. The retrieval method applied to the T_B measurements, similar to Löhnert and Crewell (2003) and described in Schnitt et al. (2023), is based on a quadratic least square regression method to

170   retrieve CWV, LWP, and absolute humidity profiles. A linear regression is used in case of the temperature retrieval. From that, further products are derived, including relative humidity, potential temperature, and equivalent potential temperature profiles. Retrieval errors of CWV and LWP are estimated around 0.5-0.8 kg/m^2 (Steinke et al., 2015), and 15-25 g/m^2 (Löhnert and Crewell, 2003), respectively. Profiles of atmospheric temperature and humidity can be retrieved with an error of below 1 K and around 0.5-1.5 g/m^3, respectively (Löhnert et al., 2009).

175   Processing of the data is based on the Python package MWRpy (Marke et al., 2024), which has been developed for the Aerosol, Clouds and Trace Gases Research Infrastructure (ACTRIS, Laj and Coauthors (2024)) and implemented in the Cloudnet cloud classification scheme (Illingworth et al., 2007). The software reads in the raw data format of the instrument and produces files of quality controlled T_B and retrieved quantities. Beside HATPRO quality flags, including rain detection and receiver thermal stability, also a spectral consistency check is provided. Therefore, T_B for a specific channel is derived via

180   statistical retrieval from other channels and compared to observed T_B, since the atmospheric information is not independent, and only certain atmospheric spectra are physically possible. The data is averaged to a 1 minute frequency. Unphysical values of the relative humidity larger than 1 or smaller than 0 were removed. We include data in Hayo et al. (2024) from the HATPRO until 15 February as data quality could not be guaranteed for later times.

3.3   Ceilometer

185   The ceilometer is a LIDAR (Lufft CMH 15K) operating at 1064 nm using a Nd:YAG solid state laser with a pulse energy of 7 μJ. The ceilometer was installed on the upper observation deck at a height of approximately 18 m and operated continuously throughout the period in international waters. The backscattered signal can be used to derive cloud base height, cloud penetration depth and aerosol layer height of up to three layers in the vertical range between 5 m and 15 km. For cloud and aerosol layer detection, the full backscatter profile is also stored but not integrated in this data set. The field of view of the receiver is

190   0.45 mrad. The accuracy of the measured distances is less than ± 5 m or $\pm 0.2\%$.

  For all quantities except the raw backscatter profiles (beta_raw and beta_raw_hr) we have omitted unphysical (negative) values and taken one-minute averages. In addition to the height of the aerosol layer of the planetary boundary layer (pbl), we include the total and base cloud cover (tcc and bcc, respectively), the sky condition index (sci), the vertical optical range, the cloud base height and depth and their errors (vor, cbh_layer, cdp and var_error), the maximum detection height (mxd), the raw

195   signal (beta_raw and beta_raw_hr) and its standard deviation (std), and the base line (base). Note that we have included the first detected cloud base height without and with time dependence (cbh and cbh_2s), retrieved as described in Nuijens et al. (2014). The data set can be downloaded from Köhler et al. (2024e). For the technical quantities, we provide the level 0 raw data as additional data set (Köhler et al., 2024f).

3.4   DustTrak aerosol monitor

200   The DustTrak aerosol monitor (desktop model DRX 8533, TSI Inc.) measures the mass of ambient aerosols per unit volume in four size ranges: PM1 (pm1), PM2.5 (pm2d5), PM4 (pm4) and PM10 (pm10). Here PMx means the particulate mass of all particles with a diameter below x micron, in units of kg/m^3. The total mass concentration of ambient aerosol particles is

included in the data by the variable pm_all. The principle of the DustTrak instrument is based on the measurement of light scattered by the ambient aerosols which are pumped through the instrument (Wang et al., 2009). The instrument had been

205   calibrated by the supplier just before the campaign.

The DustTrak aerosol monitor was set-up on the observation deck of the ship, at 16 m above sea level. The instrument has a shortest sampling rate of 1 s; we used 10 s integration time. The data were later averaged to 1 minute. We typically measured semi-continuously during the daytime, excluding periods with rain, since the instrument was not rainproof. The data were filtered by excluding measurements affected by the ship's chimney smoke, using the relative wind speed and direction of the

210   airflow towards the instrument. Also other obvious influences from the ship in the data were removed.

Since the DustTrak measures PMx by means of light scattering, its accuracy is affected by the shape, size, refractive index and density of the aerosol being sampled (Wang et al., 2009). We estimate the PMx accuracy to be about ± 10 %. The DustTrak data can be downloaded from Stammes et al. (2024b).

3.5   Calitoo sunphotometer

215   The Calitoo handheld sunphotometer manufactured by Tenum, France, measures the intensity of direct sunlight from which the aerosol optical thickness (AOT; also called aerosol optical depth, AOD) can be derived, assuming that there are no clouds. The instrument measures at three wavelengths: 465 nm (aot_465), 540 nm (aot_540), and 619 nm (aot_619), and has built-in GPS for date, time and geolocation (lat, lon). From the aerosol optical depths, we derived the Angstrom parameter (angstrom_exp). The data set also contains air temperature (t_air), pressure (p_air), and the solar elevation angle (elevation). Observations were

220   performed on the observation deck of the ship, at 16 m above sea level (alt_sensor). The AOD values of the three Calitoo channels were offset-corrected such that all curves run through the origin when plotted against aot_465.

The user has to point the instrument towards the unobscured sun. The instrument stores the maximum radiance value and calculates the AOT, including a correction for extinction due to Rayleigh scattering and ozone absorption. These corrections were recalculated using the actual pressure and ozone data. We used two Calitoo instruments with serial numbers #108 and

225   #109. The accuracy of the sunphotometer AOT is about ± 0.01. Aerosol measurements with Calitoo published in Stammes et al. (2024a) were performed whenever possible as shown in Figure 1(d).

3.6   Microtops sunphotometer

The handheld Microtops sunphotometer measures the intensity of direct sunlight from which the AOT can be derived, in case there are no clouds. The Microtops on board determines AOTs in the 380 nm, 440 nm, 670 nm, and 870 nm channels. From the

230   spectral slope in a double logarithmic representation, the Angstrom parameter is determined. The 940 nm channel, which is a water vapor absorption line, is used to determine the column water vapor under cloud free conditions. The Microtops instrument is part of the Maritime Aerosol Network (MAN, https://aeronet.gsfc.nasa.gov/new_web/maritime_aerosol_network_v3.html), which is the maritime extension of Aeronet (Smirnov et al., 2000, 2009). It was calibrated at NASA GSFC. Post processing, which includes filtering out remaining clouds, was done within MAN and the data is republished from the MAN website:

235   https://aeronet.gsfc.nasa.gov/new_web/cruises_v3/Maria_Merian_23_0.html.

In the data set provided here (Kinne and Köhler, 2024b), we included the AOTs at 380, 440, 675, and 870 nm (aot_380, aot_440, aot_670, aot_870), and the interpolated value for 500 nm (aot_500), the Angstrom parameter (angstrom_exp), and the column water vapor (cwv). For all these quantities, standard deviations are provided as well (quantity_std). Additionally, the air mass coefficient (air_mass), the position (lat, lon), and the number of observations (number_obs) subsampled to one data point to minimize the error are provided. We used the series data downloaded from the MAN website. Furthermore, we removed negative values of the Angstrom exponent. As for the Calitoo measurements, measurements with Microtops sunphotometer were performed whenever possible as shown in Figure 1(d).

3.7 Radiosondes

A total of 93 radiosondes were launched during ARC. Of these, 87 radiosondes were launched during the ITCZ crossings between 3 am on 26 January and 9 pm on 5 February, at a frequency of approximately every three hours. Two radiosondes were launched before entering the ITCZ and four radiosondes were launched on the way to Punta Arenas after the crossings. The radiosonde launch positions are indicated by the green triangles in figure 1(b). On average, the radiosondes reached an altitude of 23.9 km. For all soundings, both ascent and descent were fully recorded. One radiosonde balloon burst at an altitude of only 7 km, presumably due to lightning, and was excluded from the data set.

We used the German Weather Service's launch container on board the RV Maria S. Merian and the Vaisala DigiCORA MW 41 Sounding System, consisting of a workstation PC, the sounding processing system SPS311G, the ground check subsystem RI41 and a portable antenna set CG31. The workstation was connected to an automatic weather station next to the launch container for radiosonde initialization. Surface winds and sea surface temperature were obtained from DShip. The Vaisala radiosondes (RS41-SGP) were attached to helium-filled balloons. Most of them contained a parachute to slow down the descent (Totex TA200-No. 088). In some cases, however, the parachute did not open and the radiosonde fell freely.

The RS41-SGP radiosondes measure temperature (t_air) with an accuracy (combined sounding uncertainty) of ± 0.3 K below 16 km and ± 0.4 K above 16 km, pressure (p_air) with an accuracy of ± 1 hPa above 100 hPa and ± 0.6 hPa between 3 and 100 hPa, relative humidity (rh) with an accuracy of 4%, wind speed and direction with an accuracy of ± 0.15 m/s and $2°$ respectively. The position is determined by GPS with selective availability disabled and positional dilution of precision (PDOP) less than 4. Data are transmitted to the sounding station on board at a frequency of 1 Hz. Dew point temperature (dp) and mixing ratio (mr) are derived from the measured values.

The post-processing of the radiosonde data was done using the Python package pysonde (Schulz, 2023). In addition to the original mwx files (Köhler et al., 2024b) we provide two datasets. The Level 1 data set (Köhler et al., 2024c) contains the radio soundings converted and combined into a netCDF file, with the coordinate level corresponding approximately to one-second data. Each sounding is separated into ascent and descent, as indicated by its identifier (e.g. RS001_up versus RS001_down). In addition to the above quantities, the dataset contains the rate of ascent or descent (dz) and the height above the reference ellipsoid (alt_WGS84). The Level 2 data set (Köhler et al., 2024d) is interpolated to height levels in 10 m increments. In addition to the Level 1 quantities, the horizontal wind components u (u_air) and v (v_air), the potential temperature (theta),

and the specific humidity (q) are provided. Furthermore, the interpolation can be examined by the number of observations and
the bin method of GPS (N_gps and m_gps) and PTU (N_ptu and m_ptu).

3.8 Uncrewed Aircraft Vehicle

To document the variablility of the lower troposphere and to test the feasibility to perform measurements of stratification across
an air-sea interface unperturbed by the vessel, we used an uncrewed aircraft vehicle (UAV) system with four different payloads
to sample the lower atmospheric boundary layer and the upper ocean during CTD times whenever weather conditions allowed.
The positions of the UAV stations are indicated by orange triangles in Figure 1(c).

The UAV platform used during ARC was a small multirotor (quadcopter) remotely piloted aerial system with take-off mass
below 1 kg manufactured by DJI Mavic Pro. The atmospheric payload was attached on top of the quadcopter on a specially
designed 3D printed platform to ensure its safety and leveling. Typically, measurement flights lasted 10–15 min. The operational
range was limited to a height of 500 m from the starting point on the ship, i.e. 510 m above sea level (ASL). The atmospheric
UAV data are published in Baranowski et al. (2024a) and the oceanic data in Baranowski et al. (2024b).

UAV payloads

There were three atmospheric packages (1-3) and one ocean package (4) of research equipment for the UAV:

1. the i-Met XQ2 package for profiling temperature (t_air) with accuracy ± 0.3 K, humidity (rh, q) with accuracy $\pm 5\%$ and
   pressure (p_air) with accuracy ± 1.5 hPa between 5 m and 520 m ASL (1 Hz measurements);

2. the Trisonica Mini package for profiling temperature (t_air_trisonica), humidity (rh_trisonica, q_trisonica), pressure
   (p_air_trisonica) and horizontal wind speed (wspd, wdir) with accuracies in the range of 0.2–4% between 5 m and
   510 m ASL (10 Hz measurements), extended by slower (1 Hz) measurements of temperature (t_skh), humidity (rh_skh,
   q_skh) and pressure (p_skh) from the SKH1 sensor with accuracies of ± 0.2 K, $\pm 1.8\%$ and ± 1 hPa, respectively;

3. the OPC-N3 particle monitor (OPC) package for measuring the size of aerosol particles in the range of 0.35–40 μm (pm1,
   pm2d5, pm10) between 5 m and 410 m ASL (1 Hz measurements) extended by temperature, humidity and pressure
   measurements from SKH1 sensor, same as in the Trisonica Mini Package;

4. the RBR package for profiling oceanic temperatures from the surface down to 15 m with a RBR Solo3T sensor (operating
   at 2 Hz temporal resolution with the accuracy of ± 0.02 K) tethered on a 20 m long line underneath the UAV.

UAV operations and data processing

During ARC, all UAV measurements were performed during CTD stations, which frequently also aligned with radiosonde
launches and allowed to obtain simultaneous data from both atmospheric and oceanic environments. The UAVs took off and
landed at the helipad (approx. 10 m above sea level) near the bow of the vessel and measurements were collected in a dis-
tance of 50–100 m from the ship in an up-wind direction to ensure undisturbed conditions. During measurements, the UAV

was positioned, so that sensors were also upwind relative to the drone's body. All UAV operations were performed when the
sustained wind near the surface was below 10 m/s and there was no precipitation. Different measurement payloads were used
during different flights, but typically 3–4 consecutive flights with different payloads were performed during a single CTD
station. During ARC, a total of 120 flights (12 oceanic profiles and 108 atmospheric profiles) at 40 CTD stations were success-
fully performed. Atmospheric profiles include 70 temperature/humidity profiles with imet-XQ2 package, 24 combined profiles
with SHK1 (temperature/humidity) and OPC-N3 (aerosols), and 14 combined profiles with SKH1 (temperature/humidity) and
Trisonica Mini (horizontal winds). The oceanic profiles are published in a separate data set.

Data post-processing included bias corrections for pressure, temperature and humidity sensors, translation of horizontal
wind data from measurements in UAV frame of reference to planetary frame of reference and binning the data in vertical
(above sea level altitude) direction. It should be noted that post-processed profiles of temperature, humidity and winds from all
sensors are based on ascents only, while post-processed wind and aerosol data are based on measurements from hoovers only.
All available data from a single flight were used to calculate a single, post-processed profile. The detailed description of flight
types, measurement stratedy and data post processing is provided in appendix A

3.9 CTD

During ARC, a total of 43 CTDs were conducted, 41 of them to depths of 500 m, one to 3592 m on 31 January at 12:40 and
one to 3791 m on 13 February at 16:00 (Lobo et al., 2024). For most of the days prior to 18 February, the vessel stopped twice
a day to deploy CTDs. The positions of the CTDs are indicated by yellow triangles in figure 1(c). The SBE 911plus, SN-0807
CTD system has built-in sensors to measure pressure (p_sw), temperature (t_sw), conductivity and thereby salinity, oxygen
saturation (oxygen), nitrogen saturation (nitrogen), fluorescence and turbidity. The dataset also contains the seawater density
(rho_sw) and the position (lat, lon) from DShip. Pressure is measured using a Digiquartz sensor. Temperature is measured
with two SBE 3 sensors with an initial accuracy of ± 0.001 K, conductivity with an initial accuracy of ± 0.0003 S/m with two
SBE 4. Oxygen concentration is measured with two SBE 43 with an initial accuracy of $\pm 2\%$ saturation. Fluorescence and
turbidity are measured with a WETLabs ECO FLNTUR(TR)D sensor. Note that cholorophyll is not included in the data set.
The whole system is mounted on an iron rosette with 24 Niskin bottles (10 l each) for collecting water samples. A QSP2300
Photosynthetically Active Radiation (PAR) sensor, designed to measure light available for photosynthesis from all directions,
was mounted on top of the rosette. It was used for profiles to a depth of 2000 m.

For all measurements, the CTD was first lowered to 10 m below the surface by the winch operator to start the pump and
remove any air bubbles from the bottles and sensors. After a few seconds, all sensors had stabilised under water and unwanted
peaks in the measurement parameters were minimized. The CTD was then pulled up by the winch operator to just below the
surface and later lowered at a vertical speed of 0.3 - 1 m/s. After reaching the maximum depth, the CTD was pulled back to the
surface, stopping at pre-determined depths to collect water samples. The data were interpolated to 1 m depth intervals.

4   Data collection

The main objective of this study is to make the data collected by the instruments listed above as useful as possible for future research. To this end, the data is published in a FAIR way, i.e., Findable, Accessible, Interoperable, and Re-usable (Wilkinson et al., 2016). We distinguish between two different types of data sets. The first data type is data from instruments that measure continuously in time, i.e. DShip observations, HATPRO, and Ceilometer, as well as DustTrak. For the latter, it should be noted that there are gaps in the data at night and when it rained as the instrument was not waterproof. In order to make best use of the variety of instruments used during ARC, special attention has also been given to presenting data from different instruments in a way that facilitates comparison between them. To this end, the continuous data are averaged to a frequency of 1 minute as a compromise between the different temporal resolutions of the different instruments. The second data type are the non-continuous data, which we call point measurements. Point measurements come from UAVs, CTDs, radiosondes, Calitoo, and Microtops. For instruments that have a launching or starting time, namely radiosondes, UAVs, and CTDs, we call this time stamp "start_time". Radiosondes also record the flight time which we simply call "time". For the point measurements, we provide (at least) one data set per instrument but, as mentioned above, we provide two data sets for the radio soundings. Level 1 data gives the single flights as function of time, in the level 2 data they are interpolated to 10 m altitude steps using pysonde (Schulz, 2023). Additionally, we provide the original level 0 mwx files for the radiosondes.

Table 2 gives an overview of all measured quantities. The "name in data set" is the short name of the variable used in the netCDF file. Where available, the standard deviation is abbreviated to std. The quantity is marked as a "surface" variable if it has no vertical resolution, i.e. it is a scalar number for a given location and time of the ship. "Profile" means that the variable is available as a function of height or depth. Some variables are measured by several instruments, some of them provide vertically resolved data. For example, relative humidity is provided as a surface variable by DShip and as a profile variable by HATPRO, UAVs, and radiosondes.

All data can be downloaded from Pangaea (Köhler et al., 2024a). The netCDF files contain the post-processed, quality checked data. We have removed unphysical values as mentioned in the instrument descriptions in Section 3. Where necessary, we have interpolated the data to regular altitude levels to simplify working with the data sets. Furthermore, as mentioned above, we have standardised the variable names for the different instruments according to Table 2. The UAVs measure some of the meteorological variables with different sensors, all of which are listed in the same file. In this case we have added the instrument name to the short name for all sensors except the one with maximum coverage. The post-processing scripts and some minimal examples can be found in the corresponding GitHub repository (Köhler, 2023a). It contains the settings used for shipspy and pysonde, the Python environment, the renaming dictionaries including variable and global attributes, a reprocessing script and some basic information about the campaign. Each variable is given a short name, see second column in table 2, a long descriptive name and, if available, the standard name according to the standard name table (CFS, 2023) of the NetCDF Climate and Forecast (CF) Metadata Conventions (Eaton et al., 2022). If the CF standard name table does not contain the variable, the standard name is omitted. We use SI units according to the CF standard name table. In addition, we indicate in the attributes the instrument with which the quantity was observed and, if applicable, comments on the processing, etc.

The continuous data are provided for the period when the research vessel was in international waters, i.e. from 7am on 25
365 January to 3pm on 20 February. HATPRO data are only included up to 15 February. Point data are available for the times of the
measurements. Radiosondes have already been launched in the national waters of Cape Verde thanks to a special measurement
permit. All data sets have an auxiliary coordinate called "section" to facilitate the handling of the data, in particular to study
the different ITCZ crossings. The section coordinate can be added using shipspy (Köhler, 2023b), for which an example file
specifying the sections of ARC can be found in the GitHub repository (Köhler, 2023a). For ARC, we have split the data into
370 five sections. Section 0 contains everything before we entered the ITCZ, sections 1 to 3 correspond to the three crossings, and
section 4 contains the data from the transit period after the ITCZ crossings.

As stated in the introduction, an additional goal to publishing the data collected during ARC is to provide a blueprint for
publishing ship campaign data in a standardised and user-friendly way. To this end, the approach presented above, based on
the Python package shipspy and the GitHub repository, can be adopted for future ship campaigns. In particular, the GitHub
375 repository can be cloned and adapted to the specific instrumentation on board.

Variable	Name in data set	surface	profile	DShip	HATPRO	Ceilometer	DustTrak	Radiosondes	UAV	CTD	Calitoo	Microtops
time	time	●	●	●	●	●	●	●			●	●
	start_time		●					●	●	●		
latitude	lat	●	●	●	●	●	●	●	●	●	●	●
longitude	lon	●	●	●	●	●	●	●	●	●	●	●
altitude	alt		●			●			●	●		
	alt_sensor	●				●					●	
altitude bounds	alt_bnds		●					●				
depth	depth		●							●		
distance	range		●				●					
	range_hr		●				●					
campaign section	section	●	●	●	●	●	●	●	●	●	●	●
air temperature	t_air	●	●	●	●			●	●		●	
	t_air_skh		●							●		
	t_air_trisonica		●							●		
air temperature std	t_air_std		●							●		
	t_air_skh_std		●							●		
	t_air_trisonica_std		●							●		
potential temperature	theta		●			●			●			

Variable	Name in data set	surface	profile	DShip	HATPRO	Ceilometer	DustTrak	Radiosondes	UAV	CTD	Calitoo	Microtops
equivalent potential temperature	theta_e		●		●							
dew point temperature	dp		●					●				
air pressure	p_air	●	●	●				●	●		●	
	p_air_skh		●						●			
	p_air_trisonica		●						●			
air pressure std	p_air_std		●						●			
	p_air_skh_std		●						●			
	p_air_trisonica_std		●						●			
wind speed	wspd	●	●	●				●	●			
wind speed std	wspd_std		●						●			
wind direction	wdir	●	●	●				●	●			
zonal wind component	u_air		●					●				
meridional wind component	v_air		●					●				
decent rate	dz		●					●				
relative humidity	rh	●	●	●	●			●	●			
	rh_skh		●						●			
	rh_trisonica		●						●			
relative humidity std	rh_std		●						●			
	rh_skh_std		●						●			
	rh_trisonica_std		●						●			
absolute humidity	ah		●		●							
specific humidity	q		●					●	●			
	q_skh		●						●			
	q_trisonica		●						●			
specific humidity std	q_std		●						●			
	q_skh_std		●						●			
	q_trisonica_std		●						●			
mixing ratio	mr		●					●				
column-integrated water vapor	cwv	●			●							●
column-integrated water vapor std	cwv_std	●										●
liquid water path	lwp	●			●							

Variable	Name in data set	surface	profile	DShip	HATPRO	Ceilometer	DustTrak	Radiosondes	UAV	CTD	Calitoo	Microtops
liquid water path offset	lwp_offset	●			●							
long wave radiation	lwr	●		●								
short wave radiation	swr	●		●								
PM1 ambient aerosols	pm1	●	●				●		●			
PM2.5 ambient aerosols	pm2d5	●	●				●		●			
PM4 ambient aerosols	pm4	●					●					
PM10 ambient aerosols	pm10	●	●				●		●			
Total ambient aerosols	pm_all	●					●					
PM1 ambient aerosols std	pm1_std		●						●			
PM2.5 ambient aerosols std	pm2d5_std		●						●			
PM10 ambient aerosols std	pm10_std		●						●			
aerosol optical thickness 380 nm	aot_380	●										●
aerosol optical thickness 440 nm	aot_440	●										●
aerosol optical thickness 465 nm	aot_465	●									●	
aerosol optical thickness 500 nm	aot_500	●										●
aerosol optical thickness 540 nm	aot_540	●									●	
aerosol optical thickness 619 nm	aot_619	●									●	
aerosol optical thickness 675 nm	aot_675	●										●
aerosol optical thickness 870 nm	aot_870	●										●
aerosol optical thickness 380 nm std	aot_380_std	●										●
aerosol optical thickness 440 nm std	aot_440_std	●										●
aerosol optical thickness 500 nm std	aot_500_std	●										●
aerosol optical thickness 675 nm std	aot_675_std	●										●
aerosol optical thickness 870 nm std	aot_870_std	●										●
air mass	air_mass	●										●
assimilated total ozone	ato	●									●	
Angstrom exponent	angstrom_exp	●									●	●
Angstrom exponent std	angstrom_exp_std	●										●
elevation angle (sensor)	elevation	●			●						●	
azimuth angle (sensor)	azimuth	●			●							
aerosol layer in PBL	pbl		●				●					

Variable	Name in data set	surface	profile	DShip	HATPRO	Ceilometer	DustTrak	Radiosondes	UAV	CTD	Calitoo	Microtops
cloud cover (total)	tcc	●				●						
cloud cover (base)	bcc	●				●						
cloud base height	cbh	●				●						
cloud base height (time dependent)	cbh_2s	●				●						
cloud base height (layer 1, 2, 3)	cbh_layer		●			●						
cloud base height error (layer)	cbh_layer_error		●			●						
cloud depth	cdp	●				●						
cloud depth error	cdp_error	●				●						
sky condition index	sci	●				●						
vertical optical range	vor		●			●						
vertical optical range error	vor_error		●			●						
maximum detection height	mxd		●			●						
back-scattered signal	beta_raw		●			●						
	beta_raw_hr		●			●						
raw signal standard deviation	std	●				●						
raw signal baseline	base	●				●						
sea surface temperature	sst_2m	●		●								
	sst_7m	●		●								
sea water temperature	t_sw		●							●		
sea water pressure	p_sw		●							●		
sea water density	rho_sw		●							●		
sea floor depth	sea_floor_depth	●		●								
conductivity	conductivity	●	●	●						●		
salinity	salinity	●	●	●						●		
sea water turbidity	turbidity		●							●		
oxygen saturation	oxygen		●							●		
nitrogen saturation	nitrogen		●							●		
fluorescence	fluorescence		●							●		
chlorophyll A	chlorophyll_a	●		●								
sea water speed	curernt_speed	●		●								
sea water direction	current_dir	●		●								

Variable	Name in data set	surface	profile	DShip	HATPRO	Ceilometer	DustTrak	Radiosondes	UAV	CTD	Calitoo	Microtops
wave mean period	wave_period	●		●								
wave maximum wavelength	wave_length	●		●								
wave significant height	wave_height	●		●								
wave direction	wave_dir	●		●								
ship speed	ship_speed	●		●								
ship heading	ship_heading	●		●								
ship heave	ship_heave	●		●								
ship heave std	ship_heave_std	●		●								
ship pitch	ship_pitch	●		●								
ship pitch std	ship_pitch_std	●		●								
ship roll	ship_roll	●		●								
ship roll std	ship_roll_std	●		●								

Table 2: Overview of variables and their short names used in the NetCDF data sets. Standard deviation is abbreviated as std. Surface corresponds to 1d (scalar) variables, whereas profile marks variables which depend on height or depth.

5 Measurement examples

In this section we give an overview of the observations collected during ARC and discuss them at a phenomenological level. We focus on the three ITCZ crossings, but also show data from the storm in the Roaring Forties. During the storm, extreme weather conditions prevented deck measurements such as CTDs or radiosondes, so we were limited to data from the ship's
380 integrated instruments for this period. We also present vertical profiles for the entire duration of the campaign.

5.1 Crossings of the ITCZ

The Atlantic ITCZ exhibits a rich dynamical and thermodynamic structure (Windmiller and Stevens, 2024), which we also observed during our crossings. Following Mapes et al. (2018) and Windmiller and Stevens (2024), we will use the nomenclature below to define the edges of the moist tropics as well as the edges of the ITCZ within the moist tropics. According to
385 Mapes et al. (2018), we define the edges of the moist tropics as the northernmost and southernmost latitudes where the water vapour column is 48 mm. Within the moist tropics, we define the northern and southern edges of the ITCZ based on surface convergence. Following Windmiller and Stevens (2024), we refer to the confluence line as the northern edge of the ITCZ and the speed convergence line as the southern edge of the ITCZ. The confluence line is the northernmost latitude at which the
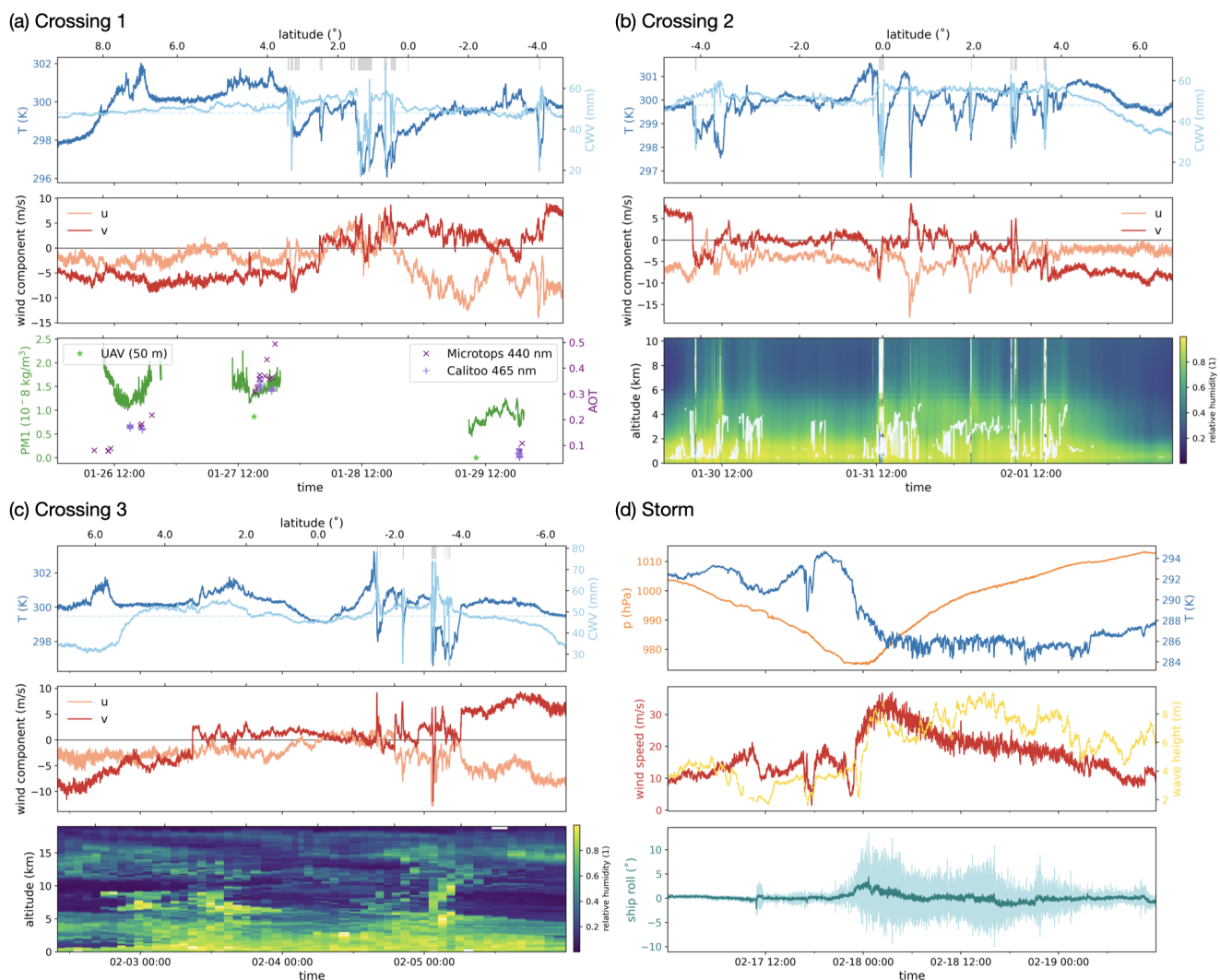
Figure 3. (a)-(c) ITCZ crossings. The upper panel shows temperature (dark blue) and column-integrated water vapor (light blue). Regions with precipitation are marked by gray bars. The second panel shows the horizontal wind components u (light red) and v (dark red). (a) The third panel presents aerosol data. Green shows the particle mass concentration with diameters below 1 micron. The green line is data from DustTrak and the light green crosses are measured with UAVs at 50 m height. The purple crosses represent measurements of the aerosol optical depth at 440 nm from the Microtops (dark purple) and at 465 nm from the Calitoo (light purple), respectively. (b) The third panel shows relative humidity profiles from the HATPRO. The white curve presents the cloud base height from the Ceilometer. (c) The third panel shows the relative humidity from the radiosonde ascents and descents. (d) DShip observations during the storm. The first panel shows pressure (orange) and air temperature (blue). The second panel presents the wind speed (red) and the wave height (yellow). The lower panel displays the ship roll. The lighter shaded area represents the standard deviation and the darker line shows the mean.

meridional wind speed changes sign. The speed convergence line is the latitude at which the meridional wind speed decreases

390 most rapidly. During our crossings, the edges of the ITCZ were often accompanied by deep, precipitating convection. The edges of the ITCZ described above are easily visible in Fig. 2 as they are marked by two lines of convection extending from Africa to South America. The northern edge, north of the ship's position, is particularly pronounced, with several deep convective clusters in a row. The southern edge, which the RV Maria S. Merian had just entered, has less deep convection but can still be seen as a band of clouds in the satellite image. Note that the ITCZ and its structure is not always as clear as in this example.

395 Within the ITCZ, i.e. between the edges, we found regions with low and variable wind speeds, often with few and shallow clouds and somewhat reduced CWV. We refer to these regions as doldrums (e.g. Klocke et al., 2017; Windmiller, 2024).

Figure 3 (a)-(c) shows data from the three ITCZ crossings as a function of time. The respective latitudes are marked on the top x-axis. The upper panel always shows the air temperature from DShip in dark blue and the column integrated water vapour from the HATPRO in light blue. The dashed grey line at 48 mm serves as a guide. The light grey bars mark regions where

400 precipitation occurred according to the HATPRO. The middle panel shows the horizontal wind components derived from the wind speed and direction after taking the 1 minute mean of the DShip data. Light red shows the zonal wind u and dark red shows the meridional wind v. The bottom panel is different for each crossing.

We define the start of the first crossing, marked as section 1, as 1am on 26 January and the end of the first crossing as 3am on 30 January. During this time we went from 9°N to 5°S at an average longitude of 22.9°W. We passed the PIRATA buoy

405 at 4°N 23°W. Figure 3(a) shows data from the first crossing. As shown in light blue in the top panel, the CWV increased very slowly as we entered the moist tropics from the north. We first encountered deep precipitating convection about 4° south of the moist edge, crossing the northern edge of the ITCZ. Inside the ITCZ, the wind speed decreased, the wind direction changed, and between 1°N and 2°S we crossed a region of particularly low and variable wind speeds. During this time, we crossed precipitating convection and observed lightning. The southern edge of the ITCZ moved ahead of us and developed

410 into a large convective feature. We did not leave the ITCZ until we had also crossed the southern edge of the moist tropics south of 4°S and entered the trade wind region just before turning back. The bottom panel shows aerosol measurements taken during the first crossing. The DustTrak continuously samples the aerosol concentration of the ambient air. These surface data are often decoupled from the total column AOT values measured by the sunphotometers. Sunphotometer observations require strict cloud filtering; the period 26-29 January was quite cloudy, so there are few data points. On 26 January a desert dust plume

415 created elevated AOT values of about 0.17, while on 29 January background AOT values of about 0.06 occurred.

Figure 3(b) shows the second crossing. It took place from 3am on 30 January to 10am on 2 February, going from 5°S to 6.5°N at 22.85°W. Shortly after the start of the second crossing we crossed the southern edge of the moist tropics and the southern edge of the ITCZ. At about 4°S we entered a region of very low wind speeds. The deep convection associated with the southern edge of the ITCZ during the first crossing had dissipated. On our way north, a new southern edge formed in front of

420 us and we crossed precipitating convection close to the equator. There was then another region of particularly low meridional wind speeds before entering another convective region between 3°N and 4°N, associated with the northern edge. This was followed by the entry into the northerly trade winds with constant wind speeds. The CWV also dropped below 48 mm. The bottom panel shows the relative humidity from the HATPRO profiles. Particularly high humidity values up to altitudes of 10

km occurred at the edges of the ITCZ. In the low wind speed regions, the relative humidity is lower than at the edges, especially
425 above 5 km. The northern trade wind region is very dry with very little humidity above 2 km. The light grey line shows the
cloud base height of the lowest layer from the ceilometer. In the convective regions, the cloud base height was between 0 and
10 km. In the northerly trade winds, the sky was clear, and in the low wind speed region south of the equator, there were only
a few shallow clouds.

The third crossing, shown in figure 3(c), took place from 2 February 10 am to 6 February 12 am and spanned the latitudes
430 from 6.5°N to 6.5°S at 23.16°W. Coming from the north, we observed a steep increase in CWV as we entered the moist tropics
at 5°N. The wind direction changes at about 3°N. In this region we find an enhanced relative humidity in the radiosonde profiles
shown in the bottom panel up to an altitude of 10 km. During this crossing we observed very low wind speeds between 3°N
and 1.5°S and almost no convection. Interestingly, we find that the CWV again decreased in this region, even falling below
48 mm. The decrease in CWV observed during crossing 3 coincides with a lower relative humidity in the radiosonde profiles.
435 At 1.5°S we entered the southern edge of the ITCZ with deep precipitating convection. For a while, the edge moved with us
at about the same speed as the ship, and we remained in a region of deep convection until 4°S. Then we entered the southerly
trade winds and the CWV dropped below 48 mm. During this third crossing, we observed a peak in aerosols with values of
the aerosol optical thickness measured with the Microtops at 380 and 440 nm exceeding 0.7 due to smoke coming from Africa
(not shown).

440 This initial analysis of the data shows that during all three crossings we passed through regions of very low surface wind
speeds, typical of the doldrums, surrounded by regions of deep convection and variable wind. Most of the precipitation occurred
outside the regions of low wind speeds at the edges of the ITCZ, indicated by strong changes in the meridional wind speed as
described in Windmiller and Stevens (2024).

5.2 Storm

445 Figure 3(d) shows DShip data from the storm we crossed in the Roaring Forties between 12am on 17 February and 12pm on 19
February. During this time we moved from 45°W 40°S to 54°W 45°S. The centre of the low-pressure system was south-east
of us and moved further east on 19 February. The orange line in the upper panel of figure 3(d) shows the on-board surface
pressure measurements, which reached a minimum of 974.8 hPa at 00:30 on 18 February. This was accompanied by a sudden
temperature drop of 10 K, shown by the blue line. The middle panel shows the wind speed in red. The maximum 1-minute
450 average wind speed was 39 m/s. The yellow line in the middle panel shows the significant wave height determined by WaMoS
with a maximum of 9.5 m. Under these conditions there was naturally a large increase in the heave, pitch and roll of the ship.
The bottom panel shows the 1 minute averaged values of the roll in turquoise with a maximum of 4.3°. The lighter shaded area
around the curve marks the standard deviation from the mean for each minute. It reached a maximum of ±10.8°. After the
storm, the temperature remained low and the wind speed exceeded 10 m/s until the morning of 20 February.
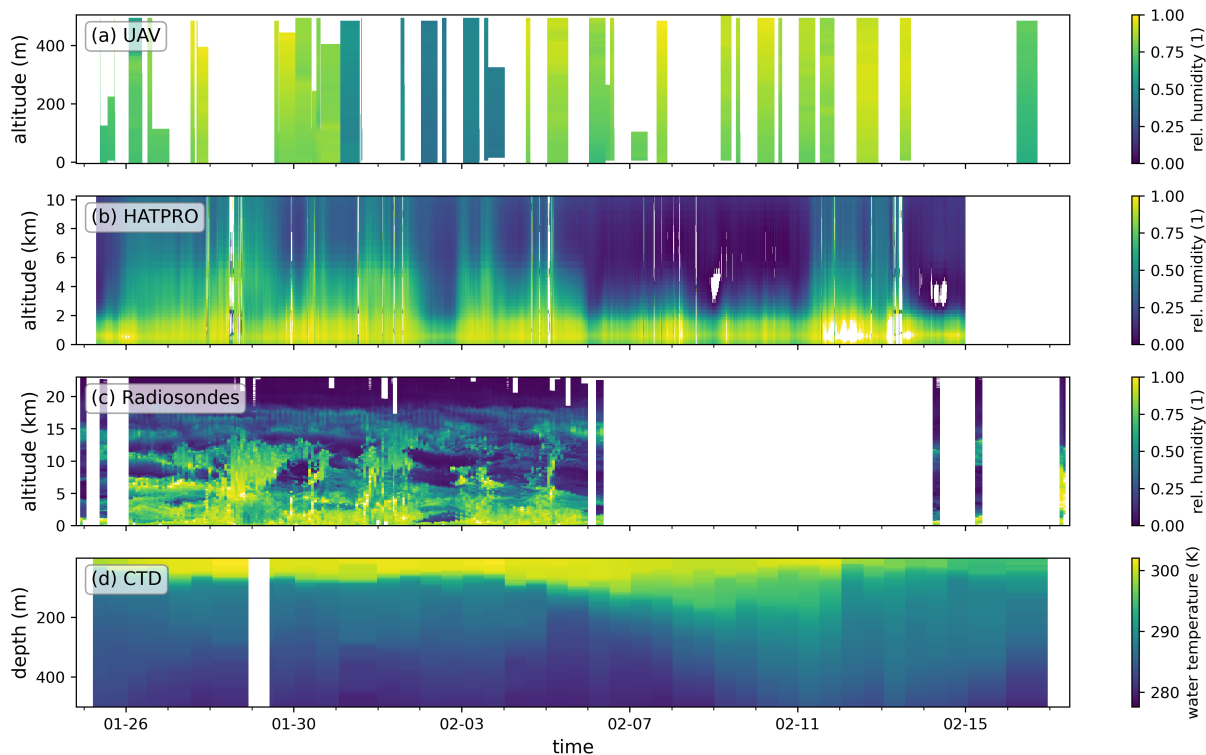
Figure 4. Relative humidity profiles during ARC (a, b, c) and ocean salinity profiles (d). The relative humidity is measured by (a) UAVs (using the i-Met XQ2 package) up to a height of 500 m, by (b) the HATPRO up to 10 km, and (c) by radiosondes up to around 23 km. (d) shows CTD profiles of sea water temperature up to a depth of 500 m.

5.3 Profiles

Figure 4 shows relative humidity profiles from UAVs, HATPRO and radiosondes and sea water temperature profiles from CTDs for the entire period of the campaign. As UAV flights were only possible when conditions allowed, there are at most two profiles per day, but also longer intervals between flights, see Fig. 4(a). The UAV profiles reach up to 500 m, i.e. they scan the lower boundary layer. Figure 4(b) shows the HATPRO relative humidity up to 10 km. The UAVs only measure the lowest part of the HATPRO profiles. The HATPRO measured continuously. There are a few data gaps due to non-physical values (white regions) until the data stops on 15 February as data quality could not be guaranteed for later times. The radiosondes provide profiles of relative humidity up to about 23 km, but were only launched regularly within the moist tropics, see figure 4(c). Figure 4 shows that, as noted above, low wind speed events tended to coincide with reduced humidity, especially in the free troposphere.

Before and after the ITCZ crossings, only a few radiosondes were launched coordinated with transits of the AEOLUS satellite to sample reference data. In the HATPRO data, we can see that the atmosphere gets drier outside the moist tropics although the

UAV data shows that the lower boundary layer remained moist until 14 February. In the region of 11 to 12 February, we passed a more humid region, also shown in the HATPRO data available until 15 February.

The bottom panel (d) shows CTD profiles of the ocean down to 500 m. On most days two CTDs were deployed. As mentioned above, two CTDs reached depths of deeper than 3 km. The plot shows the sea water temperature. We find much more mixing after 7 February, corresponding to a latitude of 10°S. The sea surface temperature outside the tropics decreases as expected from 301.9 K on 3 February at 2.3°N to 292.4 on 17 February at 41°S. Due to better mixing in the extra-tropics, the maximum temperature at 500 m depth of 284.6 K occurs on 11 February at 26.6°S, while in the tropics we find a minimum temperature at 500 m depth of 280.0 K on 5 February at 5.3°S.

6 Conclusions

This article presents the atmospheric and oceanographic observations from the Atlantic References and Convection (ARC) campaign, with reference MSM114/2, with the German ice margin research vessel Maria S. Merian. During the campaign, the research vessel crossed from Mindelo, Cape Verde, to Punta Arenas, Chile. One major focus of ARC was on the Atlantic Intertropical Convergence Zone (ITCZ) which was crossed three times in meridional direction with the northern and southern turning points adjusted to the latitudinal position of the ITCZ. The longitude of the cross sections (23°W) was chosen such that the collected data can be linked to long-standing buoy measurements through the PIRATA array. Towards the end of the campaign, we were forced to deviate from our original track as we crossed a storm in the South Atlantic. Even so, the pressure minimum we passed was 975 hPa and the maximum 1-minute averaged wind speed 39 m/s.

A set of continously operating instruments provided (vertically resolved) cross sections of the atmosphere and upper ocean from 25 January 7am to 20 February 3pm while the ship was in international waters. Key instruments included a microwave radiometer (cloud water and atmospheric water content), a ceilometer (cloud base height and areosol profiles), an aerosol monitor (aerosol mass measurements), and sunphotometers (aerosol and water vapour column properties). These measurements were supported by the complementary operational instruments on the ship (e.g. near-surface air and water temperature, relative humidity, wind direction and speed). For additional vertical profiling we used CTD (Conductivity, Temperature and Depth) measurements (mainly of the upper 500 m of the ocean), uncrewed aircraft vehicles (humidity, temperature, aerosols and wind up to 500 m), and radiosondes (humidity, temperature and wind up to 25 km) with the radiosonde launches largely limited to three hourly launches within the ITCZ.

A key motivation for this study was to present the collected data in a consistent, easy to use and accessible manner. The data can be downloaded from Köhler et al. (2024a) as NetCDF files. They provide an opportunity to study the (tropical) Atlantic with standardised datasets, facilitating the comparison and combination of different instruments. We hope that this approach might serve as a blueprint for future (and past) ship campaigns. To this end, this article is complemented by the Python package shipspy (Köhler, 2023b) and a GitHub repository (Köhler, 2023a) which provides detailed information about the settings for shipspy and pysonde (Schulz, 2023) and additional processing scripts. This repository could be cloned and adjusted for future campaigns.

500 As a first overview of the collected data, we present measurements of the three crossings of the ITCZ as well as of the South Atlantic storm. As expected from previous studies, the ITCZ is characterised by increased column water vapour and its edges by steep gradients in meridional wind speed. Interestingly, we found regions of very low wind speeds accompanied by a slight decrease in column water vapour between the ITCZ edges, which we associate with the doldrums. As the doldrums are poorly understood, these low wind speed events are investigated in Windmiller (2024). The doldrums are just one example that illus-

505 trates our lack of knowledge about the dynamic and thermodynamic properties of the Atlantic ITCZ. Future (ship) campaigns are planned to complement the measurements collected and presented here. The application of the presented standardised data processing approach will not only allow the comparison of measurements from different instruments within a campaign, but also facilitate the comparison of measurements from different campaigns.

Code availability. The code for the post processing of the raw data can be downloaded from the following GitHub repository: Köhler

510 (2023a). Standardisation of the different instruments was done with the python package shipspy (Köhler, 2023b). The HATPRO data was processed with the MWRpy package (Marke et al., 2024).

Data availability. The processed data can be downloaded from Köhler et al. (2024a) with doi https://doi.pangaea.de/10.1594/PANGAEA. 966616 where the data sets for the single instruments are collected and linked (Stammes et al., 2024a; Köhler et al., 2024e, f; Kinne and Köhler, 2024a; Lobo et al., 2024; Köhler and Windmiller, 2024; Stammes et al., 2024b; Hayo et al., 2024; Kinne and Köhler, 2024b; Köhler

515 et al., 2024b, c, d; Baranowski et al., 2024a, b). For the review process, the data sets can be downloaded from https://www.pangaea.de/tok/ 18eb579099bd1f45592e9e725c9b06ca5942e1b0 since the publication process on Pangaea is not fully completed, yet.

Appendix A: UAV flights

Here we give some more detailed information about the UAV operations, measurements and data post-processing.

Measurement payloads and profiling strategy

520 During ARC, four measurement payloads were used, each taking measurements during a single measurement flight. The primary focus of each package was different. Thus, different measurement strategies were employed during flights with specific packages. Below, a description of the measurement strategy for each package is provided.

1. Temperature, humidity and pressure profiling with the i-Met XQ2 package was conducted in the beginning of a CTD station. A continuous vertical profile from 5 m to 510 m ASL was conducted first with maximum vertical velocities

525 (ascent rate of 4 m/s and descent rate of 3 m/s). It was followed by a slower, tilted ascent-descent from 5 m to 110 m ASL, when the operator tried to maintain equal horizontal and vertical velocities of 1 m/s. The movement of the UAV was in an upwind direction to maintain aspiration of measurement sensors and limit the influence from the environment

around the drone itself. At the end, another vertical profile from 5 m to 310 m ASL was conducted with the maximum ascent/descent velocities. It should be noted that if higher than normal battery consumption was noticed, the third profile was cancelled.

2. Horizontal wind speed profile with the Trisonica Mini package connected to the SKH1 logger (with temperature, humidity and pressure measurements). A single profile from 5 m to 510 m ASL during each flight was performed. A continuous vertical ascent with 5 m/s velocity was followed by a descent with 40 s hoovers at predefined levels (typically: 510 m, 410 m, 310 m, 210 m, 110 m, 60 m, 27 m ASL). The continuous ascent was designed to collect temperature and humidity profiles, while hoovers during descent were designed to collect statistics for the horizontal wind observations. If the UAV battery showed abnormal consumption, an operator could omit some hoovers.

3. Aerosol (pm1, pm2d5, pm10) profile with the OPC-N3 package connected to the SKH1 logger (with temperature, humidity and pressure measurements). A single profile from 5 m to 410 m ASL during each flight was performed. A continuous vertical ascent with 5 m/s velocity was followed by a descent with 90 s hoovers at predefined levels (typically: 410 m, 210 m, 110 m, 60 m, 18 m ASL). The continuous ascent was design to collect temperature and humidity profiles, while hoovers during descent were designed to collect statistics for aerosol observations. If the UAV battery showed abnormal consumption, an operator could omit some hoovers.

4. Upper ocean profiling with RBR package was conducted at least 100 m away from the vessel in the upwind direction in order to limit impact of mixing from the ship's propulsion. The profile was conducted by slowly (the operator tried to maintain a vertical velocity of less than 1 m/s) descending and ascending in and out of the water. The instrument was tethered at the end of 20 m long line in order to allow measurements down to 15 m while maintaining 5 m clearance between the UAV and ocean surface. Typically, three consecutive profiles were collected at the same location during a single flight. Flights with this package were only conducted in mild to moderate conditions that is when the sustained wind speed near the surface was below 6 m/s.

Ideally, during a single CTD station all four packages were employed. However, time constrains (e.g. shorter station) or environmental conditions (e.g. wind gusts) could have limited a number of flights. A typical sequence of packages deployed was: i-Met XQ2 – OPC-N3 – RBR – Trisonica Mini. Although this order sometime differed, all stations began with atmospheric measurements with i-Met XQ2 package.

Data post-processing

Data from each flight are processed as a single profile timestamped with its beginning (start_time), that is the time when UAV was at 5 m ASL at the beginning of measurements. Therefore, for example all data collected during a flight with the i-Met XQ2 package are used to calculate a single vertical profile of temperature and humidity. For continuous profiles of temperature, humidity and pressure from any sensor (i-Met XQ2, SKH, trisonica) only data from ascent legs of the flights are used. For horizontal wind speed (trisonica) and aerosol (OPC-N3) profiles only data from hoovers are used.

560   Post-processing includes correction of biases (constant offsets and linear drifts) calculated for each sensor/variable independently by comparison with data from the ship-based weatherstation. The first step is to calculate pressure offsets. These offsets were calculated during each cross-calibration period before and after each flight. It was determined that no sensor showed linear drift throughout the ARC measurement campaign and pressures of each sensor was corrected by a constant offset. These offsets (added to measured data) were: 1.07 hPa for i-Met XQ2 sensors, -2.21 hPa for Trisonica Mini sensor, 0.41 hPa for

565   SKH1 sensor that was used during flights with the Trisonica Mini package and 0.57 hPa for SKH1 sensor that was used during flights with OPC-N3 package. Conversion between measured pressure and altitude was done using a constant rate of 8.5 m/hPa and the known altitude of the helipad, that was 10.5 m ASL. That allowed temperature and humidity offsets to be calculated using collected data at the altitude of temperature/humidity observations by the ship-borne weatherstation (21.5 m ASL).

Humidity observations from all sensors were recorded as relative humidity. Any data points that showed saturation (relative

570   humidity equal 100%) were removed. The i-Met XQ2 sensor is particularly prone to humidity drifts. As a first step in processing humidity data, specific humidity was calculated using recorded relative humidities as well as recorded temperature and pressure observations. In case i-Met XQ2, the humidity sensor had an auxiliary temperature sensor, which was used during conversion to specific humidity. All humidity offsets and corrections were then calculated using specific humidity. Next, relative humidity data were recalculated using bias-corrected specific humidity, bias-corrected temperature and bias-corrected pressure.

575   All sensors but the humidity sensors in i-Met XQ2 showed constant offsets throughout the ARC campaign. The i-Met XQ2 sensor showed a linear drift with time. Two regression lines were calculated for the two i-Met XQ2 sensors used: first for all profiles before Jan 31, 2023 and second for all profiles after that date. All offset values are provided as an attribute to each variable.

Data from hoovers (wind speed and particulate matter concentrations) were averaged at each available level. In case of

580   wind data, the first 10 s of each hoover was removed from this calculation due to impact of rotor-induced turbulence on wind measurements. Wind data were also transformed from the recorded UAV-based frame of reference to the planetary frame of reference (zonal and meridional wind components) using compass information (pitch, roll and yaw) from the UAV flight computer.

UAV setup and operations

585   UAV operations carried out on a research vessel require a sufficiently large, safe and obstacle-free area for take-off and landing. During ARC, the helipad of the RV Maria S. Merian was selected due to its relatively large, even surface and unobstructed view to the operation side above the ocean. The typical procedure involved a fast vertical ascent and flying the UAV on the upwind side of the ship – a space where water was undisturbed by ship movements and direct positioning system operation. A typical horizontal range of operations was 50-100 m from the ship.

590   The fourth type of flight was an oceanic profile with an oceanic payload – RBR instrument attached to a 20 m long thin line. Special care was given to take-off and landing in this configuration. During the take-off, the payload operator held an instrument, while the UAV operator gently ascended and moved the vehicle to the windward side. The RBR instrument was gently let go to avoid unnecessary swing. During approach and landing these precautions were maintained as well. First, the

payload operator caught the instrument and decreased the tension on the line to allow the UAV operator to safety land. A

595   special care was given to swell to avoid any uneven strain on the line and the unexpected pull of the vehicle.

The landing procedure with either atmospheric or oceanic payload was initiated at a battery level of ~30%. Landing was performed by catching the drone: as soon as the payload operator caught the drone, the UAV operator could switch it off immediately. The payload operator was wearing safety equipment, i.e. a helmet, eye protection and safety gloves.

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600   PS, OT, and JW collected the data during the MSM 114/2 (ARC) cruise. DB, MC, LH, LK, BLo, TM, TN, DP, PS, AS, OT, and JW processed the data. LK standardized the data sets developing the python package shipspy (Köhler, 2023b) and documented the processing on Köhler (2023a). All authors wrote and edited the manuscript.

Competing interests.   The authors declare that they have no competing interests.

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