VOS and VOSClim Report for 2007 **(Canada)**

a. Programme description:		
Category	**No. of ships at 31 Dec 2007**	**Comments**
Selected	32	
Supplementary	10	
Auxiliary	--	
Other (specify)	--	
Total National VOS Fleet	42	

b. VOS:	
Number of VOS vessels recruited in 2007	0
Number of VOS vessels de-recruited in 2007	10
Target number of ships in the national VOS Fleet	75 Automatic VOS ships (AVOS)

c. VOSClim:	
Number of VOSClim vessels at 31 December 2007	42
Number of VOSClim vessels recruited in 2007	28
Number of VOSClim de-recruitments in 2007	0
Number of VOSClim recruitments planned for 2008	8
Target number of ships to participate in VOSClim	75 (The complete AVOS Network)

d. Automated observing systems:				
Type	**No. of ships at 31 Dec 2007**	**Manual Input Yes / No**	**Method of Comms**	**2008 Planned installations**
AVOS manufactured by AXYS Technologies	42	Both	INMARSAT	8
			Iridium (1 of the 42)	

e. Data management:	
Total number of ship observations (BBXX) distributed on the GTS in 2007	Auto 52667/Manual 1747 (excluding the ones generated with Generic SHIP Ident)
Frequency of VOS data submitted for the GCC in 2007	

f. Electronic logbooks:		
Software & version	**No. of ships at 31 Dec 2007**	**Implementation plans**
1.23.15 Bridge PC 1.17 AVOS	4	It is our intention to update all our AVOS's to this version in 2008
1.23.14 Bridge PC 1.16 AVOS	38	

g. Major challenges and difficulties:

There is still a need for a deeper understanding of the stealth mode function and its proper usage on AVOS. Some ships are choosing to place the AVOS in stealth mode permanently, making the AVOS nothing more than a data collector for climate data after the fact. Data is available in real time when the AVOS stealth mode is activated.

h. Research / development / testing:

The software upgrade incorporating IMMT3 and MQCS 5 is being implemented on all operational AVOS vessels. This implementation should be completed by the fall of 2008 (to-date 4 upgrades have been done).

In the summer of 2007 an AVOS, completely retrofitted with an Iridium transmission package had been installed on a ship which travelled through the St. Lawrence river and continued through to the Canadian Arctic, with good results. We will continue to monitor this ship in 2008.

i. Other comments: