VOS and VOSClim Report for 2007   **NEW ZEALAND**

a.	Programme description:		
Category	**No. of ships at 31 Dec 2007**	**Comments**	
Selected	35		
Supplementary	3		
Auxiliary	8		
Other (specify)			
Total National VOS Fleet	46		

b.	VOS:
Number of VOS vessels recruited in 2007	6
Number of VOS vessels de-recruited in 2007	8
Target number of ships in the national VOS Fleet	40 'Selected' ships

c.	VOSClim:
Number of VOSClim vessels at 31 December 2007	1
Number of VOSClim vessels recruited in 2007	1
Number of VOSClim de-recruitments in 2007	0
Number of VOSClim recruitments planned for 2008	1
Target number of ships to participate in VOSClim	Not determined

d. Automated observing systems:

Type	No. of ships at 31 Dec 2007	Manual Input Yes / No	Method of Comms	2008 Planned installations
Sutron 9000 RTU	1	Yes	MTSAT	
mSTAR-SHIP	1	No	GPRS Cellular	Another mSTAR-SHIP AWS on a NZ coastal ship

e. Data management:

Total number of ship observations (BBXX) distributed on the GTS in 2007	21524, only includes BBXX in quadrants 3 and 5
Frequency of VOS data submitted for the GCC in 2007	1 submission in Dec 2007 (contained 11267 records)

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f. Electronic logbooks:

Software & version	No. of ships at 31 Dec 2007	Implementation plans
TurboWin 2.12	3	
TurboWin 3.6	17	Upgrade to TurboWin 4.0 will start in 2008. All TurboWin on NZ VOS is installed on ships' PCs.

g.   Major challenges and difficulties:

1. The availability of SHIP Obs on web sites and the perception that this is a threat to ship security. Whilst no NZ VOS are asking for callsign masking, the issue of masking and encryption has serious implications for data QC and monitoring, for targeting ships to recruit, and for the future accessibility of global VOS data for Research and climatological applications.
2. The constant change of ship's charters, routes and personnel makes it difficult to recruit and retain VOS numbers. High turnover of ships means a lot of time is spent in retrieving met gear and then finding and training new VOS.
3. It was a challenge to be ready to submit the Pub 47 metadata in Version 3 xml format in July 2007. Thanks to the provision of software by the Bureau of Meteorology, NZ was able to submit data in the required format in July. New forms have been required to ensure that the new metadata elements are collected.
4. Port Security and compliance with ISPS code requires preplanning to ensure PMO's name is on the Visitors List for port access. This requirement has stopped any impromptu visits which were previously good opportunities to interest non-VOS in possible VOS recruitment.
5. Short port stays mean lots of after hours visiting – nights, evenings, weekends.
6. Language can be a challenge and requires clear instructions.
7. Not all NZ VOS have a bridge PC, so the move to 100% electronic logbook use is still in the future.

h.   Research / development / testing:

All barometers for VOS ships and the transfer standard barometer used by PMO to check VOS barometers are issued by MetService's Calibration Laboratory and are traceable to National/International/WMO RAV standards.

All NZ VOS ships are supplied with calibrated, certified instruments and PMO's inspection programme ensures standards are maintained. All NZ VOS are inspected at least once per year. Some ships receive 4 or 5 visits per year. PMO also visits many overseas VOS ships, targeting those that do not routinely return to their country of recruitment, to offer encouragement and support for the continuation of their Obs programmes.

i.   Other comments: