

**REAL-TIME MONITORING CENTRE (RTMC) FOR THE
VOSCLIM PROJECT MONITORING REPORT FOR 2008**

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1 The Met Office, as the VOSClim RTMC, continues to produce monthly suspect lists and monitoring statistics for all project ships. At the fourth Session of the JCOMM Ship Observations Team (SOT), Geneva, Switzerland, April 2007, it was agreed to increase the bias limit for suspect relative humidity from 10% to 12%, which the RTMC implemented in June 2007. The full monitoring criteria are given in the Annex. Since the fourth SOT Session, the RTMC has continued to update its list of ships from that maintained on the VOSClim website.

2 The Met Office RTMC continues to transfer VOSClim ships' observations and the associated co-located model data to the DAC. Since the fourth SOT Session, the RTMC has started putting a backup copy of the daily VOSClim BUFR data onto the Met Office's operational external FTP server so that it is available for the DAC to access, in case of problems with the GTS data.

ANNEX

MONITORING CRITERIA FOR VOSCLIM SUSPECT SHIPS

1. For each ship and each variable, there should be at least 20 reports during the period (if there are fewer reports the statistics may be unreliable and no action is needed).
2. Then, either:
 - a) The number of gross errors should exceed 10% of the number of observation reports (where the observation-background (o-b) limits for individual gross errors are shown in column 4 of the following table); or,
 - b) One of the limits shown in columns 2 and 3 in the table should be exceeded for either:
 - (i) the mean value of o-b over the period (absolute value), or
 - (ii) the standard deviation of o-b over the period

(1) Variable	(2) Mean o-b limit	(3) Std. Dev. o-b limit	(4) Gross error limit
Pressure (hPa)	2.5	5.0	15.0
Wind speed (m/s)	5.0	10.0	25.0
Wind direction (degrees)	30.0	60.0	150.0
Air Temperature (^o C)	2.0	4.0	10.0
Relative humidity (%)	12.0	20.0	50.0
Sea surface temp. (^o C)	2.0	4.0	10.0

3. If either of the limits on o-b statistics in columns 2 and 3 are exceeded the project ship's observations will be considered 'suspect' and corrective action will need to be taken (e.g. by the Port Met Officers). Column 4 contains the o-b limits for each ship observation beyond which the observation will be considered to be a 'gross error'.