VOS and VOSClim Report for 2008   **NEW ZEALAND**

a. Programme description:		
Category	**No. of ships at 31 Dec 2008**	**Comments**
Selected	32	
Supplementary	3	
Auxiliary	8	
Other (specify)		
Total National VOS Fleet	43	

b. VOS:	
Number of VOS vessels recruited in 2008	8
Number of VOS vessels de-recruited in 2008	11
Target number of ships in the national VOS Fleet	40 'Selected' ships

c. VOSClim:	
Number of VOSClim vessels at 31 December 2008	1
Number of VOSClim vessels recruited in 2008	0
Number of VOSClim de-recruitments in 2008	0
Number of VOSClim recruitments planned for 2009	1
Target number of ships to participate in VOSClim	Not determined

d.	Automated observing systems:			
Type	**No. of ships at 31 Dec 2008**	**Manual Input Yes / No**	**Method of Comms**	**2009 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 2008	22,493 - only includes BBXX in quadrants 3 and 5
Frequency of VOS data submitted for the GCC in 2008	1 submission in Dec 2008 (contained >7000 records)

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f.	Electronic logbooks:	
Software & version	**No. of ships at 31 Dec 2008**	**Implementation plans**
TurboWin 2.12	1	All TurboWin on NZ VOS is installed on ships' PCs.
TurboWin 3.6	5	
TurboWin 4.0	14	Trial, then implement version 4.5

g.   Major challenges and difficulties:

1. **2008 was a very turbulent year for shipping worldwide. Maersk Line's acquisition of P&O Nedlloyd resulted in a global reorganization of ships and trade routes, and the high cost of fuel led to vessel sharing arrangements with some smaller shipping companies exiting the trade.**
2. **This resulted in a high turnover of ships in the NZ VOS, including the loss of six Maersk ships which had reported since 2000. Other ships were lost to the programme as they were transferred to trade routes away from NZ, while other ships arrived to replace them.**
3. **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.**
4. **The volatility of ships and the training required to bring new ships to the programme, meant that the number of VOSClim ships did not increase in 2008.**
5. **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.**
6. **The use of the new VOS forms to collect and generate the required Pub 47 metadata in Version 3 xml format has overcome difficulties in not having a database capable of producing the required submission output.**
7. **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 virtually stopped impromptu visits which were previously good opportunities to interest non-VOS in possible VOS recruitment.**
8. **Not all NZ VOS have a bridge PC, so the move to 100% electronic logbook use is still in the future. Some Inmarsat terminals no longer have a floppy drive, preventing the transfer of Obs from the TurboWin for transmission. Email transmission is used by these ships.**
9. **Short port stays mean lots of after hours visiting – nights, evenings, weekends.**
10. **Language can be a challenge and requires clear instructions.**

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: