

**VOLUNTARY OBSERVING SHIPS (VOS)
CLIMATE SUBSET PROJECT (VOSCLIM)**

PROJECT DOCUMENT

REVISION 2

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NOTE

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PROJECT DOCUMENT FOR THE VOLUNTARY OBSERVING SHIPS (VOS)
CLIMATE SUBSET PROJECT (VOSCLIM)

1. Objectives

The primary objective of the project is to provide a high-quality subset of marine meteorological data, with extensive associated metadata, to be available in both real time and delayed mode. Eventually, it is expected that the project will transform into a long-term, operational programme. Specifically, the project gives priority to the following parameters: wind direction and speed, sea level pressure, sea surface temperature, air temperature and humidity. Data from the project will be used: to input directly into air-sea flux computations, as part of coupled atmosphere-ocean climate models; to provide ground truth for calibrating satellite observations; and to provide a high-quality reference data set for possible re-calibration of observations from the entire VOS fleet. Requirements, rationale and scientific justification for the project are detailed in **Attachment 1**.

The VSOP-NA demonstrated clearly that the quality of measurements depends significantly on the types of instruments used, their exposures and the observing practices of shipboard personnel. It made a number of substantive recommendations in these areas which, if systematically implemented, would be expected to result in VOS observations of a quality appropriate to global climate studies. For logistic reasons, it is not realistic to expect full implementation to the entire global VOS. However, it is undoubtedly feasible for a limited subset of the VOS, and the primary goal of this project is therefore to effect such a limited implementation.

2. Strategy

VOSCLIM is intended to produce high-quality data and therefore the selection of ships is a very important part of the project. This can best be done by the existing Port Meteorological Officer (PMO) network applying the criteria detailed in section 4 below.

Many modern ships will already be adequately equipped with acceptable instruments. The quality of instruments, although relevant, has, however, less effect upon the quality of data than use and exposure. It is vital that these aspects are catalogued and the catalogue kept up to date.

For data to be collected and processed in as timely a manner as possible, it is necessary to implement new logsheets (or additions to existing logsheets), whether paper or electronic, and additional codes. The new codes are to be used for parameters not currently reported. Logsheets will be collected by PMOs of the recruiting country at the first opportunity.

Strenuous efforts must be made to ensure that the instruments, observing practice and physical exposure conform to high standards as recommended in the VSOP-NA report, and that details are accurately recorded. Intercomparison with reference instruments held by PMOs could identify biases in specific instruments.

The project necessarily involves the PMO network of participating countries. Close liaison with the shipping industry, both companies and ships' masters, is essential for its success. Expertise provided through the Joint WMO/IOC Technical Commission for Oceanography and Marine Meteorology is also important and the project implementation should therefore proceed as a component activity under, and as part of the integrated observing network strategy of JCOMM. Overall scientific guidance for the project will be provided by the Ocean Observations Panel for Climate (OOPC) of GOOS/GCOS/WCRP.

3. Required accuracy of data sets based on VOS observations

The most stringent accuracy requirement is that imposed by the need to calculate heat, moisture and momentum flux values. These are required for validating the fluxes calculated by atmospheric general circulation models and also by coupled ocean-atmosphere models and for driving ocean circulation models. Flux values are also required for climate research within WCRP. A similar level of accuracy is also imposed by the need to validate satellite measurements.

The precise accuracy depends on the spatial and temporal resolution for which data are required. It also depends on the dominant physical processes, for example ocean mixed-layer deepening over a month may be dominated by one short-term event. However, if one considers for example the need to obtain a monthly mean value of the sensible and latent heat fluxes over a 500 km square of ocean to about $\pm 10 \text{ W/m}^2$ (e.g. for climate research), then the mean temperature measurements should be accurate to $\pm 0.2^\circ\text{C}$ or better. This applies to the dry and wet bulb air temperatures and to the sea surface temperature. An equivalent requirement for the mean wind speed is about 10% or about 0.5 m/s (1 knot).

It must be emphasized that individual ship observations are not expected to meet such stringent accuracies. In any case there will always be random scatter from one measurement to the next due to smaller-scale variability in the atmosphere and the ocean. Thus it will be necessary to average sets of observations. However, if the random observational errors are minimized, then the areas of ocean for which adequate densities of observations are available will be increased. Systematic errors in the observations, on the other hand, must be identified to the level of precision suggested above, so that any such bias may be removed from the data sets.

4. Selection of ships

It is intended that only a relatively small number of ships (a target of 200) will be used in the project. It is necessary to select those which make frequent and regular crossings of all major ocean basins, in such a way as to provide a more or less global coverage in both space and time. In addition, priority should be given to recruiting existing ASAP and /or SOOP ships to the project, as well as ships sailing in the southern ocean, Antarctic supply vessels and research ships, wherever feasible.

The choice of individual ships is best left to national VOS personnel acting through PMOs, but they must be provided with details of the ships' observing performance in the past. The initial approach should be made to shore managers at the headquarters of likely shipping lines. It will be necessary to prepare a short statement of the aims of the project and long-term benefits to the shipping industry. Ship specifications (electronic drawings, schematics, digital photographs, identification in catalogues) should be obtained by the PMOs, together with the positions of instruments. For this purpose, a recruitment/inspection form and instructions for the project were developed (see **Attachment 2**). PMOs will need to visit individual ships to explain the project and also to assess the likely commitment of observers to the task. Final selection of ships will take note of existing instrumentation and exposure, past performance and the general impression gained by the PMOs. Difficulties will arise where a ship is well-equipped for one parameter but not another, e.g. no anemometer but mounting a hull sensor for sea surface temperature. The value of the ship's contribution must be assessed in terms of the importance of the parameters which are acceptable.

PMOs will be required to explain the logbooks (electronic or paper), additional codes and the method of completion. Later visits will also be necessary to check that instrument exposure has not changed and discuss problems with observers. These observer "contact" visits will be extremely important in maintaining the interest of the observers and the impetus of the project. PMOs must be provided with "progress" material to leave with the observers

after visits, in addition to the briefing pack used on the first visit. At a later stage in project development, consideration should be given to enhancing or upgrading instrumentation as necessary, in line with VSOP-NA recommendations.

5. Instrumentation and observations

Ideally, ships taking part in the project should have the following instrumentation and facilities:

- (a) Accurate and well-exposed thermometers with precision to 0.1C;
- (b) Sea surface temperature measuring instruments from hull contact sensors;
- (c) Permanently-mounted, well-exposed anemometers to 0.1 m/s precision;
- (d) Precision marine barometers to 0.1hPa precision, preferably connected to a static head;
- (e) Electronic logbook facility, to include true wind computation, QC checks and updated encoding in the revised code forms.

It is highly unlikely that common instrumentation will be achieved, but efforts should nevertheless be made to implement those recommended in the VSOP-NA report. At the same time, the most important characteristic of all instruments remains good exposure and full documentation.

5.1 Instrument and data quality assessment

The full intercomparison of instruments is a difficult and time-consuming task. It is possible to compare typical samples of each type or source of manufacture, but often variations between members of the same type are greater than between different instruments. This problem will be addressed by intercomparison of the observations of the VOS climate subset with large-scale fields or with neighbouring ships at sea. Comparisons of real-time VOS weather observations with the predictions of Numerical Weather Prediction (NWP) models are presently carried out routinely by several national weather centres around the world. The monthly mean bias and scatter between individual ship observations and the model fields are used to identify ships that are reporting poorly or have instruments that require recalibration or replacement. This information is fed back to ships with significant scatter or bias in their observations via the PMO network. If the co-located model values for the basic meteorological variables were archived and passed to the data assembly centre this would provide valuable validation information for the ship reports. Analysis of the VOS climate subset could then be performed using a model as a comparison standard as in the VSOP-NA project. Whilst it is envisaged that NWP model data merged with individual ship reports will form the main source of information on bias and scatter for a particular ship or measurement technique, satellite data may now also form a valuable potential source of background field for certain variables. Comparison of ship observations with nearby reports from other ships is another source of validation information.

Regular checks upon the serviceability of instruments by the PMOs are essential. Calibration of temperature sensors is best performed using a water bath and it is possible to calibrate some types of wind speed sensor by mechanically rotating the propeller. Documentation of calibrations and comparisons of instruments made on visits to the ships is necessary.

5.2 Observations

The normal SHIP observation will be retained for the real time report. The data in this will be augmented in the delayed mode report by extra code groups for additional parameters. This extra information is essential to the success of the project.

The following additional information will be needed.

Ship's parameters

-Ship's speed over ground at time of observation	Code 1
-Ship's heading at time of observation	Code 2
-Height of deck cargo above summer maximum load line	Code 3
-Departure of summer maximum load line from actual sea level	Code 4

Wind (for ships with anemometers)

-Uncorrected (i.e. relative) speed and direction	Code 5
	Code 6

These additional requirements will be included in the revised IMMT (IMMT-2) as shown in Attachment 3.

6. Data collection and verification

It is intended that the project should provide timely and complete information. To this end, and to ensure that no reports (or information contained in these reports) from participating ships are lost, data will be submitted in both real time and delayed mode. Real time data submission will be in the form of reports on the GTS in the SHIP code. Reports from participating ships will be inserted onto the GTS in the normal manner. It is the responsibility of the Data Assembly Centre (see Section 7.2 below) to identify and extract these reports on the basis of a published and continuously updated list of call signs of participating ships.

In addition, all observations will be recorded for delayed mode submission in either paper or electronic logbooks. Paper logbooks will be specially designed for the project, and will include all the additional information required. The recruiting country will digitize these observations in the revised IMMT format (IMMT-2), apply the agreed minimum QC procedures, and forward the digital data sets to the Global Collecting Centres (GCCs) for the WMO Marine Climatological Summaries Scheme (MCSS). The GCCs will apply their normal QC and related procedures, and forward the data to the Data Assembly Centre in IMMT format (on an appropriate medium or via the Internet) with a minimum delay. Electronic logbooks will necessitate some extension to existing procedures (e.g. TurboWIN). When these logbooks are collected by recruiting countries, they should be carefully screened for duplicates before full data sets are compiled and forwarded as detailed above. A flow diagram depicting the data flow and data management within JCOMM (MCSS) is given in **Attachment 4**.

The project will also require real time observational data monitoring, and comparison with model fields. To this end, a Real Time Monitoring Centre has been established by the Met Office (U.K.) (which already undertakes such monitoring of ship observations on a routine basis). Observations from participating ships will be identified by this centre, and associated with co-located model field values. These data sets will also be transferred on a regular basis to the Data Assembly Centre. Terms of reference for this monitoring centre are given in **Attachment 5**.

7. Data Management procedures

7.1 Instrument exposure and other metadata

To achieve the accuracies described in section 3, it is vital to have information about the exposure of instruments and the actions necessary to allow for that exposure, as well as

other metadata as detailed in the VSOP-NA recommendations. Details of metadata, including digital imagery, instrument exposure and date of any changes, and ratings of the quality of instrument exposures, will be stored in a master index of ships. This will be developed as a supplement to, but separate from the main ship catalogue (WMO-No. 47). The catalogue will be continuously updated and made available through the Data Assembly Centre, as well as distributed in hard copy form (loose-leaf) to all PMOs through the national contact points. This catalogue will contain details of the instrument locations for each ship in an agreed format. The catalogue will also contain details of the results of regular ship inspections by PMOs.

7.2 *Data assembly*

The data collected during the project will be collected, quality controlled and archived by the project Data Assembly Centre. The Data Assembly Centre will create and maintain a relational database so that the information on instrument types, exposure and observing practice can be automatically associated with each observation. The database should be freely accessible to registered users. Terms of reference for the Data Assembly Centre are given in **Attachment 5**. The National Climatic Data Center, NOAA, USA, will undertake this task. A flow diagram giving an overview of the data transmission processes for the project is given in **Attachment 6**.

8. **Project management**

The nature and scope of the project necessitate the involvement of a number of national Meteorological Services which have recruited substantial numbers of VOS operating worldwide. In particular the active participation of all countries operating substantial VOS fleets is highly desirable to the success of the project. Overall management of the project will be undertaken by a Management Group, comprising representatives of all participating countries and the OOPC. The Management Group will also require the involvement/support of the WMO Secretariat in discharging its functions. This group will have responsibility for project supervision, development of specific activities and sub-projects, allocation of responsibilities for action, review of progress, preparation of periodic reports including recommendations, and deciding on any other actions as may be necessary for the successful continuation of the project. The chairman of the Management Group will also be Project Leader, with responsibilities to act as a focal point for the project and on behalf of the Management Group, as necessary, as well as to undertake other tasks as indicated in this Project Document.

Members of the Management Group will also act as national focal points for the project, with responsibility for implementation of the project at the national level, for reporting to the Project Leader as appropriate, for agreeing to project modifications, as necessary, and for undertaking other tasks as given in this Project Document, in particular the sub-projects allocated to specific national Meteorological Services. From the national focal points, responsibilities for action will devolve to PMOs and others within national Meteorological Services and ultimately to the ships' masters. The list of project focal points is given in **Attachment 7**.

Following the initial implementation co-ordination meeting, most of the project organization and implementation may be achieved by correspondence. However, some further meetings will be necessary, to assess progress at appropriate intermediate stages and, if necessary, to refine various aspects of the project. Decisions will also eventually be required on transforming the project into an ongoing programme.

9. Information exchange

Extensive and frequent information exchange is an essential aspect of the project. This exchange must take place among participants (including the focal points, PMOs and ships' crews) and with users. A primary means for such exchange will be a special project web site, implemented and maintained by the DAC, with contributions to be made by both participants and users (see terms of reference for the DAC in **Attachment 4**). Information to be made available through the web site will include:

- metadata catalogue of participating ships
- regular project update reports
- monitoring and data application results
- data catalogues
- a project newsletter for participating ships
- links to other relevant web sites
- project focal points and other relevant contact details
- the project document and other publications
- any other information relevant to the project

The project newsletter for participating ships is an important means of regularly informing ships' crews of the status of the project in general and of their own specific contributions, as well as of the applications of project data. It should thereby help to maintain interest and enthusiasm among these crews. Contributions to the newsletter should come from all participating ship operators, the DAC and monitoring centre, users and ships' crews themselves whenever possible. These contributions should be sent to the project leader and Secretariat so as to allow preparation of a newsletter at least every six months (January and July). The newsletter will be transmitted by the Secretariat in electronic form to the DAC, where it will be made available on the web site in a suitable format to allow downloading by participating operators for printing and distribution to ships.

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SCIENTIFIC REQUIREMENTS, JUSTIFICATION AND ANALYSIS¹

1. The evolving requirements for Voluntary Observing Ship data

1.1 Introduction

For well over 100 years, the weather observations from merchant ships have been used to define our knowledge of the marine climate. This function continues within the Voluntary Observing Ships (VOS) programme as the Marine Climatological Summaries Scheme. However the main emphasis of the VOS programme has traditionally been the provision of data required for atmospheric weather forecasting. Today, the initialisation of numerical weather prediction models remains an important use of the weather reports from VOS. However recent trends, such as the increasing availability of data from satellite sensors, and the increased concern with regard to climate analysis and prediction, are making further requirements for data from the VOS.

That there is a growing need for higher quality data from a sub-set of the VOS has been identified by, *inter alia*, the Ocean Observing System Development Panel (OOSDP, 1995), the Ocean Observing Systems Panel for Climate (OOPC, 1998), and the JSC/SCOR Working Group on Air Sea Fluxes (WGASF, 2000). The justification for improved surface meteorological data was also discussed in detail at the Conference on the Ocean Observing System for Climate (Taylor et al. 2001). Here we shall give examples of the requirements, the present state of the art and the potential for improvement, and then discuss the aims and method for the initial scientific analysis of the VOSclim data.

1.2 Examples of evolving requirements for VOS data

A. SATELLITE DATA VERIFICATION

Satellite borne sensors are now used routinely in, for example, determining sea surface temperature (SST), sea waves, and surface wind velocity. Compared to *in situ* measurements, these remotely sensed data provide better spatial coverage of the global oceans. However the data are derived from empirical algorithms and a very limited number of individual sensors. In this respect, an important role for VOS data is the detection of biases in the remote sensed data due to instrument calibration changes or changing atmospheric transmission conditions. For example, the SST analyses produced by the US National Centers for Environmental Prediction (NCEP) are used at a number of operational weather forecasting centres including the European Centre for Medium Range Weather Forecasting

¹ prepared by P.K. Taylor and E.C. Kent, Southampton Oceanography Centre, UK (July, 2002 version).

(ECMWF). The NCEP analyses (Reynolds and Smith, 1994, Reynolds et al. 2001) use SST data from satellite sensors that have been initially calibrated against drifting buoy data. VOS and buoy data are used to detect and correct biases in the satellite data caused, for example, by varying atmospheric aerosol loading due to volcanic eruptions. Without these real time bias corrections, errors of several tenths K or more can occur in satellite derived SST values (Reynolds and Smith, 1994). For satellite verification purposes the need is for a dataset of accurate data with known error characteristics.

B. CLIMATE CHANGE STUDIES

The VOS data are being increasingly used for climate change studies. Assembled into large data bases (such as the Comprehensive Ocean Atmosphere Data Set, COADS, Woodruff et al., 1993) the observations have been used, for example, to quantify global changes of sea and marine air temperature (Folland and Parker, 1995). Based on such studies, the recommendations of the International Panel on Climate Change (e.g. IPCC, 2001) have led to politically important international resolutions such as the UN Framework Convention on Climate Change. However the detection of climate trends in the VOS data has only been possible following the careful correction, as far as is possible, of varying observational bias due to the changing methods of observation. For example sea temperature data have different bias errors depending on whether they were obtained using wooden buckets from sailing ships, canvas buckets from small steam ships, or engine room intake thermometers on large container ships. For the present, and for the future, it is important that we better document the observing practices that are used.

C. CLIMATE RESEARCH AND CLIMATE PREDICTION

Coupled numerical models of the atmosphere and ocean are increasingly being used for climate research and climate change prediction. Because the time and space scales for circulation features in the atmosphere and the ocean are very different, the ocean surface is an important interface for model verification. The simulated air-sea fluxes of heat, water and momentum must be shown to be realistic if there is to be confidence in the model predictions. At present the uncertainty in our knowledge of these surface fluxes is of a similar order to the spread in the model predictions (WGASF, 2000). Partly this is due to the limitations of the parameterisation formulae used to calculate the fluxes. Verification of the model predictions of near surface meteorological variables (air temperature, humidity, SST etc.) against high quality *in situ* observations from moored "flux" buoys and specially selected VOS is required (e.g. Send et al. 2001, Taylor et al. 2001).

2. The State-of-the-Art for VOS observations

2.1 What is needed?

These relatively new applications for VOS data imply a need to minimise the errors present in the observations. For example, 10 Wm^{-2} is often quoted as a target accuracy for determining the heat fluxes; it is about 10% of the typical interannual variability of the wintertime turbulent heat fluxes in mid to high latitudes. To achieve such accuracy implies that the basic meteorological fields are known to about $\pm 0.2^\circ\text{C}$ for the SST, dry and wet bulb temperatures (or about 0.3 g/kg for specific humidity) and that the winds be estimated to $\pm 10\%$ or better, say about 0.5 m/s. These are stringent requirements which we do not expect to be met by an individual VOS observation. Enough observations must be averaged to reduce the errors to the required level. The more accurate the individual VOS observations, the less averaging will be needed. Nor is averaging alone enough; corrections must also be applied for the systematic errors in the data set.

In terms of the longer term ocean heat balance even an accuracy of 10 Wm^{-2} is not adequate. A flux of 10 Wm^{-2} over one year would, if stored in the top 500m of the ocean, heat that entire layer by about 0.15°C . Temperature changes on a decadal timescale are at most a few tenths of a degree (e.g. Parilla et al., 1984) so the global mean heat budget must balance to better than a few Wm^{-2} . It is unlikely that such accuracy will ever be achieved using VOS data either alone, or combined with other data sources. Thus the calculated flux fields must be adjusted, using "inverse analysis", to satisfy various integral constraints. Inverse analysis techniques rely on detailed knowledge of the error characteristics of the data; information which is poorly known at present for the VOS data set. Thus there is an urgent need to better define the accuracy of VOS data.

2.2 What is presently achieved?

To attempt to quantify the random error in VOS observations, Kent et al. (1999) determined the root-mean-square (rms) error for VOS reports of the basic meteorological variables. Table 1 shows the minimum, maximum, and mean error values for individual ship observations calculated for $30^\circ \times 30^\circ$ areas of the global ocean. It is obvious that individual ship observations cannot achieve the desired accuracy and that the average of many observations is needed. For example, to reduce a typical temperature error of 1.4°C to the desired 0.2°C requires some 50 independent observations; more when natural variability is taken into account. Sufficient observations are obtained for adequate monthly mean values in well sampled regions like the North Atlantic but in data sparse regions acceptable accuracy cannot be achieved.

Table 1 - RMS Error Estimates: The uncertainty quoted in the mean error is derived from the weighted sum of the error variances (from Kent et al. 1999)

Observed Field	RMS Error:		
	Min.	Max.	Mean
Surface Wind Speed (m/s)	1.3	2.8	2.1 ± 0.2
Pressure (mb)	1.2	7.1	2.3 ± 0.2
Air Temperature (°C)	0.8	3.3	1.4 ± 0.1
Sea Surface Temperature (°C)	0.4	2.8	1.5 ± 0.1
Specific Humidity (g/kg)	0.6	1.8	1.1 ± 0.2

The Voluntary Observing Ship Special Observing Programme - North Atlantic, VSOP-NA (Kent et al., 1993a), was an attempt to determine the systematic errors in VOS data. For a subset of 46 VOS, the instrumentation used was documented (Kent & Taylor, 1991), and extra information included with each report. The output from an atmospheric forecast model was used as a common standard for comparison. The results were analysed according to instrument type and exposure, ship size and nationality, and other factors, and relative biases were determined. For example it was found that SST values from engine intake thermometers were biased warm compared to other methods (Kent et al. 1993a), and that daytime air temperatures were too warm due to solar heating (Kent et al. 1993b). It could be shown that the dew point temperature was not biased by the latter error (Kent and Taylor, 1996) but, compared to aspirated psychrometer readings, the dew point was biased high when obtained from fixed thermometer screens.

Some of the VOS in the VSOP-NA project reported anemometer derived, relative wind speed in addition to the calculated true wind speed. Kent et al. (1991) showed that a major cause of error was the calculation of the true wind speed. Only 50% of the reported winds were within 1 m/s of the correct value, 30% of the reports were more than 2.5 m/s incorrect. For wind direction, only 70% were within $\pm 10^\circ$ of the correct direction and 13% were outside $\pm 50^\circ$. These were large, needless errors which significantly degraded the quality of the anemometer winds. A similar conclusion was reached by Gulev (1999). A questionnaire distributed to 300 ships' officers showed that only 27% of them used the correct method to compute true wind. The problem is not confined to VOS observations. A majority of the wind data sets obtained from research ships during the World Ocean Circulation Experiment showed errors in obtaining true wind values (Smith et al., 1999).

2.3 How can the situation be improved?

Consider as an example, wind velocity. The typical rms error for a wind speed observation shown in Table 1 (about 2.1 m/s) was achieved after instrumental observations had been corrected for the height of the anemometer above the sea surface (using data from the International List of Selected, Supplementary and Auxiliary Ships, WMO Report No. 47) and the visual observations corrected using the Lindau, (1995) version of the Beaufort scale. For the observations as reported, the errors were nearly 20% greater - about 2.5 m/s. Alone, this change in mean accuracy decreases the number of observations required to obtain a reliable mean by a factor of one-third. The quality of the anemometer winds can be further improved by using an automated method of true wind calculation such as the TurboWin system developed at KNMI. The effect on the anemometer measurements of the air-flow disturbance around the ships' hull and superstructure can be investigated using computational fluid dynamics (CFD) modelling of the airflow (Yelland et al., 1998). While it would be impracticable to model all the VOS, it is believed that typical values for the resulting error can be estimated given knowledge of the anemometer position and the overall geometry of the ship (Taylor et al. 1999).

Similarly for the other observed variables correction schemes can be devised. For example, air temperature errors due to daytime heating of the ship depend on the solar radiation and the relative wind speed (Kent et al. 1993b). Josey et al., (1999) found that correcting the various known biases changed the monthly mean heat flux in some regions by up to $\pm 15 \text{ Wm}^{-2}$, both the magnitude and sign of the bias varying with area and season. For climate studies these represent significant changes.

3. Scientific Analysis of the VOSclim data

The VOSclim pilot project (the VOS Special Observing Project - North Atlantic, VSOP-NA) allowed a assessment of biases in meteorological variables for a limited region, time period and subset of countries. VOSclim aims to build on the experience gained from the VSOP-NA pilot to provide a larger, more wide-ranging dataset covering all ocean basins and available in near-real time. Evaluating and improving the VOS observations depends on detailed knowledge of the methods by which the data are obtained. Each VOS report will be associated not only with extensive metadata (including information about types of instrumentation, calibration history, observing practice, photographs of instrumentation sites and plans of the ship) but also with the output from the UK Met Office Numerical Weather Prediction (NWP) Model.

Based on the experience gained from VSOP-NA, the initial scientific analysis of the VOSclim data will be and will have three main foci:

A. DETERMINATION OF BEST OBSERVING PRACTICE, INSTRUMENTATION AND CALIBRATION FOR THE VOS.

The combination of good quality weather reports from merchant vessels with comprehensive metadata collected by Port Meteorological Officers and output from NWP models will allow the determination of best observing practice, instrumentation and calibration. Best practice can then be encouraged throughout the VOSClime ships and, later, extended to the VOS as a whole. This should lead in the longer term to an improvement in quality of the data available in real time for assimilation into NWP models. It will also lead to improved climatological fields.

B. ASSESSMENT OF BIASES IN THE VOS WEATHER REPORTS.

Even using the best observing practice, biases will exist in the meteorological observations due, for example, to the environmental disturbance caused by the ships. It may be possible to derive corrections for these biases based on instrument details from associated metadata. Corrections may depend on the instrumentation used to take the measurements, the exposure and use of the instruments, the size and layout of the ship and the observing methods used. All of these factors should be quantifiable from the VOSClime dataset, along with differences from the numerical prediction. The exclusion or correction of data taken in conditions that are thought to contain large biases will eventually lead to improved use of all VOS data by NWP centres and improved data for climate research.

C. PROVISION OF A GLOBAL VALIDATION DATASET FOR NWP OUTPUT.

VOSClime will form an important data resource for the World Climate Research Programme Surface Flux Analysis Project (SURFA) which aims to provide validation of NWP meteorological and flux fields. VOSClime will also form an element of the Global Ocean Observing System (GOOS), a permanent global system for observations, modelling and analysis of marine and ocean variables to support operational ocean services worldwide and form the basis for forecasts of climate change.

3.1 The Dataset

The real-time VOSClime dataset should comprise of the normal weather report from a subset of VOS ships (ideally more than 200 ships) along with co-located NWP model parameters (pressure, air temperature, humidity, SST and wind speed and direction). Quality control will be performed at the VOSClime Real Time Monitoring Centre (RTMC, UK Met Office). Initially the limits to be used in the Quality control procedure will be those shown in Table 2. These limits will be refined as the project continues. The RTMC will extract the reports for the VOSClime subset by callsign from the GTS and merge with NWP model output. The enhanced report is then sent to the Data Assembly Centre (DAC, US National

Climatic Data Center, Asheville NC). Table 2 shows the variables which will be included in the enhanced report. The DAC has the responsibility for adding, in delayed mode, extra parameters to the normal ship weather report. These parameters are logged by the participating ship with every observation and will be downloaded periodically. These extra parameters (instantaneous ships speed and heading, maximum height of the deck cargo, the ship loading, and the relative wind speed and direction) are thought to influence the quality of elements of the ship report following the scientific analysis of the VSOP-NA project (Kent et al. 1993a). The DAC will also be responsible for maintaining a database of metadata giving information about instrumentation types and locations, observation and logging practice, and the size and layout of each VOSCLim ship. Examples of the type of metadata that will be collected are shown in Kent and Taylor (1991). Examples of metadata already collected by UK Port Meteorological Officers as part of VOSCLim are digital photographs of the screens housing the air temperature and humidity sensors. These pictures show that the exposure of instruments, even on this good quality subset of ships, can be extremely variable (Figure 1).

Table 2. Variable limits to be used in the quality monitoring procedure at the RTMC

Variable	Bias from Mean	Std Dev	Gross error
Pressure (hPa)	2.5	5.0	15.0
Wind speed (m/s)	5.0	10.0	25.0
Wind direction (deg)	30.0	60.0	150.0
Air Temperature (degC)	3.0	6.0	15.0
Relative humidity (%)	30.0	60.0	95.0
Sea surface temp. (degC)	2.0	4.0	10.0

If 200 ships are recruited and each reports 6-hourly for half the time the dataset will contain about 150 thousand paired ship reports and model output per year.

3.2 The Analysis

The range of scientific questions that can be addressed will depend on the number of ships that participate in VOSCLim and the volume of data collected. Scientific questions that should be addressed using the VOSCLim dataset concern the random and systematic errors present in the VOS data which are assimilated into NWP models and in addition form a vital part of the climate record. Ship - model differences can be related to the environmental conditions at the time of the observation, the measurement method and details of the individual ship making the observation and, of course, on any biases in the model. Typical questions are:

Are engine intake SSTs biased warm due to the heating by the ship and its engines, or cool due to the large depth of measurement? Can we identify some ships using engine intakes as being biased warm and some biased cold, and will this knowledge help to reduce the large random errors contained within the engine intake SST reports?

Do bucket SST measurements suffer from errors when the surface fluxes are large? Could such errors be corrected? Are some bucket designs better than others? Have systematic errors in SST measurements hampered our understanding of the climate over the ocean?

Can we use knowledge of anemometer locations to correct for effects of air-flow distortion over the ship and derive improved wind stress fields over the ocean?

Can we correct air temperature estimates over the ocean for solar radiation contamination and hence produce climatologically useful daytime marine air temperatures?

Does the surface pressure need correcting for the effects of wind speed?

Answering these questions is not easy since the errors in different observed variables are correlated and there are biases that depend on other factors such as recruiting country, or geographical region. Indeed, recent research has shown that the quality of air temperature observations has a strong correlation with the type of SST measurement made by the ship (presumably indicating a strong dependence on recruiting country). Also we need to be sure that any biases present in the model do not affect conclusions about ship data quality. Thus a large dataset is necessary, and careful analysis procedures must be applied. The Meteorological Team at the Southampton Oceanography Centre is experienced in the required analysis techniques and is seeking funding to support the first phase of scientific analysis of the VOSCLIM data set. It is envisaged that, as the data set grows, further phases of analysis will be undertaken within other projects and research centres, examples are the SURFA project, and activities sponsored by the Atmospheric Observations Panel for Climate (AOPC) and the CLIVAR time-series panel.

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5. Figures



Figure 1. Examples of varying quality of screen exposure on UK recruited VOS.

RECRUITMENT/INSPECTION FORM AND INSTRUCTIONS

Recruitment/inspection form:



VOSCLIM
RECRUITMENT / UPDATE/ DERECRUITMENT
ADVICE

Form 001

February 2002

Vessel Information							
Vessel Name		Call sign	IMO Number	Recruiting Country	VOS Type	Auto-mation	Baseline check
1		2	3	4	9	10	11
Flag	Home Port	Year of Construct.	Date of Recruitment /Derecruitment		Routes	3hr/6hr/lrreg	
					12		

Details of Ship's Manager			Details of Ship's Agent		
Name			Name		
Address			Address		
Email			Email		
Phone	Fax		Phone	Fax	

Vessel Layout		Digital Image	6
Vessel Type	5	Location of observation points	
Gross Tonnage	t	Height of barometer* :	15 . m.
Dist of bridge from bow	8 . m	Height of thermometers* :	23 . m.
		Height of anemometer* :	30 . m.
		Height of anemometer** :	31 . m.
		Height of visual wind/wave observation point* :	38 . m.
		Dist of anemometer (from bow) :	33 . m.
		Dist of anemometer (from centre line) :	34 P/S . m.
		Depth of sea surface temperature# :	28 . m.

* above maximum summer load line # below maximum summer load line
 ** above deck on which it is installed

Communications	
Inmarsat	A B C ...
Inmarsat	A B C ...
Inmarsat	A B C ...
Inmarsat	A B C ...
Radio Telephone	
Mobile Telephone	
Email	
Facsimile	
Telex	
SEATEX	
Argos	

Equipment			Vessel Name						
Instrument	Make	Owner	Type	Serial no.	Exposure	Location	Date in/last calibrated	Date Removed	National Use
Barometer	14		13			16 17-Units	18		
Barograph			29						
Screen						Port/Starboard/Midship			
Air Temperature	20		19		21	22 24-Units			
Wet Bulb/Humidity			25		26				
Sea Temperature			27						
Wind Speed			35			32 36-Usage	37		
Wind Direction			35						
Weather Radar			39						
Sea and Swell			39						
Sub Surface			39						
Upper Air Winds			39						
Upper Air Temps			39						
Rain Gauge			39						
Data Entry Terminal			39						
Data Entry Software				Version:					
Other									

Publications supplied to ship

- | | |
|---|--|
| <input type="checkbox"/> Marine Observers Handbook | <input type="checkbox"/> NWS H/book No 1 |
| <input type="checkbox"/> Meteorology for Mariners | <input type="checkbox"/> Ice Handbook |
| <input type="checkbox"/> Cloud types for Observers | <input type="checkbox"/> |
| <input type="checkbox"/> Cloud Chart | <input type="checkbox"/> |
| <input type="checkbox"/> State of Sea Chart/Booklet | <input type="checkbox"/> |

Footnotes:

Comments/Remedial Action:

Port Meteorological Officer (Printed): _____ (Signed): _____ Date: 42 - dd/mm/yyyy Port: _____

Sample form:



VOSCLIM

Form 001

**RECRUITMENT / UPDATE / DERECRUITMENT
ADVICE**

February 2002

Vessel Information						
Vessel Name	Call sign	IMO Number	Recruiting Country	VOS Type	Automation	Baseline check
1 <i>Reflection</i>	2 <i>VNAA</i>	3 <i>000851245</i>	4 <i>AU</i>	9 <i>RV</i>	10 <i>3</i>	11 <i>2</i>
Flag	Home Port	Year of Construct.	Date of Recruitment / Derecruitment	Routes	3hr/6hr/lrreg	
<i>Australia</i>	<i>Melbourne</i>	<i>1989</i>	<i>02/04/2001</i>	12 <i>1, 15</i>	<i>3 hrly</i>	

Details of Ship's Manager			Details of Ship's Agent		
Name <i>Flagstaff Shipping Co.</i>			Name <i>Williamstown Marine Services</i>		
Address <i>5 Salvador St.</i>			Address <i>The Strand</i>		
<i>Flagstaff Hill SA 5159</i>			<i>Williamstown VIC 3012</i>		
<i>Australia</i>			<i>Australia</i>		
Email <i>FSC@ship.com.au</i>			Email <i>WMS@ship.com.au</i>		
Phone <i>+618 8298 7589</i>	Fax <i>+618 8298 5843</i>		Phone <i>+613 9786 3268</i>	Fax <i>+613 9786 3269</i>	

Vessel Layout			Digital Image	
			6 <i>AV</i>	
Vessel Type	Dimensions		Location of observation points	
5 <i>RV</i>	7 Length (a)	<i>94.9</i> m	Height of barometer* :	15 <i>16.2</i> m.
Gross Tonnage	7 Breadth (b)	<i>20.3</i> m	Height of thermometers* :	23 <i>16.2</i> m.
<i>6574</i> t	7 Freeboard (c)	<i>2.6</i> m	Height of anemometer* :	30 <i>27.6</i> m.
Dist of bridge from bow	7 Draught (d)	<i>7.9</i> m	Height of anemometer** :	31 <i>3.8</i> m.
8 <i>36.6</i> m	7 Cargo ht.* (e)	<i>13.5</i> m	Height of visual wind/wave observation point* :	38 <i>16.8</i> m.
			Dist of anemometer (from bow) :	33 <i>36.6</i> m.
			Dist of anemometer (from centre line) :	<i>P</i> <i>2.2</i> m.
			Depth of sea surface temperature# :	28 <i>4.5</i> m.

* above maximum summer load line # below maximum summer load line
** above deck on which it is installed

Communications				
Inmarsat	<i>A B C ...</i>	<i>154 3204</i>	Email	<i>reflection@telstra.ves.net</i>
Inmarsat	<i>A B C ...</i>	<i>350 300 32100</i>	Facsimile	<i>A 154 3332</i>
Inmarsat	<i>A B M ...</i>	<i>7618 2934 200</i>	Telex	<i>A 154 3296</i>
Inmarsat	<i>A B C ...</i>		SEATEX	
Radio Telephone			Argos	
Mobile Telephone		<i>0402 039 295</i>		

Equipment			Vessel Name		Reflection				
Instrument	Make	Owner	Type	Serial no.	Exposure	Location	Date in/last calibrated	Date Removed	National Use
Barometer	¹⁴ N&Z	BoM	¹³ DA	ABX 1344799	Bridge	¹⁶ WH ¹⁷ WPa	¹⁸ 14/02/2002		Mk II
Barograph	N&Z	BoM	²⁹ OS 7	ABX 1344799	Bridge	Wheelhouse	14/02/2002		
Screen	Stevenson	BoM	Marine		2 units	3	14/02/2002		
Air Temperature	²⁰ Dobie	BoM	¹⁹ Mer		²¹ SN	²² 3	²⁴ Units	14/02/2002	
Wet Bulb/Humidity	Dobie	BoM	²⁵ OT		²⁶ SN	3	1	14/02/2002	
Sea Temperature	Dobie	BoM	²⁷ BU			Port Bow		14/02/2002	
Wind Speed	Seiki	BoM	³⁵ Seiki F235			³² 7	³⁶ Usage	³⁷ 14/02/2002	
Wind Direction	Seiki	BoM	³⁵ Seiki F235			7	1	14/02/2002	
Weather Radar			³⁹						
Sea and Swell			³⁹						
Sub Surface	Sippican	BoM	³⁹ XBT	ABX 1344799		Wheelhouse		14/02/2002	
Upper Air Winds			³⁹						
Upper Air Temps			³⁹						
Rain Gauge			³⁹						
Data Entry Terminal	Compaq	BoM	³⁹ OT	CT 12256899		Wheelhouse			
Data Entry Software	TurboWin	BoM		Version: 2.21		Wheelhouse			
Other									

Publications supplied to ship

- | | |
|--|--|
| <input checked="" type="checkbox"/> Marine Observers Handbook | <input type="checkbox"/> NWS H/book No 1 |
| <input type="checkbox"/> Meteorology for Mariners | <input type="checkbox"/> Ice Handbook |
| <input type="checkbox"/> Cloud types for Observers | <input checked="" type="checkbox"/> 5 promotional caps issued (14/02/2002) |
| <input checked="" type="checkbox"/> Cloud Chart | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> State of Sea Chart/Booklet | <input type="checkbox"/> |

Footnotes:
²⁵ Wetbulb Thermometer: Mercury in Glass
³⁹ Data Entry Terminal: Compaq Armada Pentium III

Comments/Remedial Action:
 5 promotional caps issued (14/02/2002)

Port Meteorological Officer (Printed): Sven Bartels (Signed): Y. Bartels Date: 14/02/2002 Port: Melbourne

Instructions:



Instructions for completing the
VOSClim recruitment/update/derecruitment advice
Form 001

Contents	Page
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Instructions for completing the
VOSClm recruitment/update/derecruitment advice
Form 001

Introduction

In order to improve the accuracy of, and confidence in, meteorological data collected by Voluntary Observing Ships (VOS), a subset of the voluntary observing fleet has been nominated and is referred to as the VOSClm. Observations from vessels belonging to the VOSClm are regarded to be of the highest quality and will be used in a similar way to those collected by land based Climate Reference Stations. In order for the data to be of the required quality, additional metadata needs to be collected and stored by the recruiting country. The metadata required by WMO is detailed in **WMO publication No. 47, Annex V**, and collected on the VOSClm recruitment/update/derecruitment advice (Form 001). For detailed information about the codes and abbreviations used in Form 001, refer to **WMO publication No. 47, Annex V**. The numbers in parentheses refer to the column numbers in this WMO publication.

Purpose

This document is intended as a short guide to filling out the VOSClm recruitment/update/derecruitment advice (Form 001).

Form 001 features two types of input fields: some that are numbered and others that are not.

The numbered fields are for information required by WMO for every VOSClm vessel and must be completed according to the instructions contained in **WMO publication No. 47, Annex V**.

The fields that are not numbered are for national use and may optionally be used to record information about a country's Voluntary Observing Ship. The information in these fields is not required by WMO for the VOSClm vessels and it is therefore up to each country to decide if and how these fields are populated.

This form is intended to be used as a record of the recruitment of a vessel into the VOSClm programme, a reference to its systems while active in VOSClm and to record and advise its derecruitment from VOSClm (by filling in the appropriate derecruitment details at the top of the form).

A new copy of the form should be used to record whenever an instrument is installed or removed from the vessel, or a calibration is performed on the Barometer or Anemometer. However in this case only details relevant to the instrument in question will be needed.

It is intended that this 'Update' form will be attached to the 'master form' so as to provide a complete record of instruments used aboard. Note that WMO only requires the instrument calibration dates. Installation dates and serial numbers need only be collected by the Port Meteorological Officer for her/his own records.

If there are changes to any details of the vessel, such as to the name, call sign or flag, an update copy of the form should be completed and attached to the original (master) form containing the correct details, with a plain language explanation included in the 'comments' field.

If the vessel is decommissioned by one country and recruited by another, the original country's F 001 should be marked to show the derecruitment, and a new recruitment form be filled in by the new country. This should include a comment explaining the vessel's previous VOSClm service for the initial country.

1. Vessel Information

This information is required to uniquely identify the vessel in the WMO database, and supply some general guidance as to the kind of observations that can be expected from her.

Vessel Name (1)

The registered name of the vessel (e.g. Reflection);

Call sign (2)

The Ship's call sign (e.g. VNSB);

IMO Number (3)

The number issued by the International Maritime Organization (e.g. 8717283) to uniquely identify the vessel. This number stays with the vessel even if the name and call sign are changed;

Recruiting Country (4)

The International Organization for Standardization (ISO) code for the country whose Meteorological Service recruited the vessel (This will be a 2-character code, e.g. AU). As stated above, if the vessel is derecruited by one country and recruited (commissioned) by another, a derecruitment F 001 should be appended to the original country's F 001 containing appropriate annotations in the 'Comments' field, and a new recruitment form be filled in by the new country. This should include a comment explaining the vessel's previous VOSClm service for the initial country;

VOS Type (9)

The 2-digit WMO code (as detailed in WMO publication number 47, Annex V) for the type of reporting ship in question (e.g. selected, supplementary, auxiliary);

Automation (10)

The level of automation of the observations. This is a 1-digit code as defined in WMO publication number 47, Annex V, and indicates if the observation is fully automated, or if there is some manual input, and the degree of the manual input;

Baseline check (11)

A 1-digit code (e.g. 1 for fully automated) as defined in WMO publication number 47, Annex V, to indicate if the automatic observing equipment can produce a periodic baseline check to ensure satisfactory operation;

Flag

The country of registration of the vessel (e.g. Australia). This information is not required by WMO, but is included as it may be of interest to the recruiting country;

Home Port

The home port of the vessel (e.g. Port Adelaide). Again, this information is not required by WMO. However it may be of interest to the recruiting country and may also be used to reflect a commonly visited port if no home port exists;

Year of Construct.

The year of construction of the vessel (e.g. 1978);

Date of Recruitment/Derecruitment

The date the vessel was commissioned/decommissioned into VOSClm (e.g. 26 January 1999). If the vessel was previously, or will subsequently, be operating as a VOS, or as another country's VOSClm, this should be mentioned in the 'Comments' field at the end of the form;

Routes (12)

Code number (e.g. enter 9 for the Australia-Pacific Islands route) for the areas or routes on which the ship usually operates. Each recruiting country has defined its own set of routes which can be found in WMO publication number 47, Annex V. These routes differ from country to country and reflect the routes used by the country defined in (4);

3hr/6hr/irreg

The frequency with which observations are normally performed, either every 3 hours, every 6 hours or at irregular intervals. Depending on operational requirements, observations may occasionally be performed more or less frequently (e.g. enter '3' for three hourly observations);

Details of Ship's Manager

The contact details of the vessel's manager. This may sometimes be the ship's owner. This information is intended for local use only, and is not required by WMO. Therefore these fields can be filled in to suit local needs;

Details of Ship's Agent

The contact details of the vessel's agent, or representative, at the port of recruitment. This information is only intended for the PMO to keep a record of how to contact the local agent, should the need arise, and is not required by WMO.

2. Vessel Layout

This information is required as metadata to attempt to model airflow and temperature fields around the vessel to correct or explain anomalies in the recorded data set.

Vessel Type (5)

A 2-letter code as defined in WMO publication number 47, Annex V, defining the type of the vessel (e.g. GC = General Cargo, BC = Bulk Carrier, RV = Research Vessel);

Gross Tonnage

The gross displacement of the vessel, expressed in metric tonnes (e.g. 4157 t). For local use only;

Dist of Bridge from Bow (8)

The distance from the bridge front extremity to the bow of the vessel in metres, expressed to the nearest $\frac{1}{10}$ m (e.g. 36.6 m) as recorded in the ship's survey documentation;

Dimensions (7)

The dimensions of the vessel expressed in metres to the nearest $\frac{1}{10}$ m. These parameters are defined in WMO publication number 47, Annex V:

- a. **Length**
The length over all (LOA) of the vessel (e.g. 94.9 m),
- b. **Breadth**
The moulded breadth (beam) of the vessel (e.g. 20.3 m),
- c. **Freeboard**
The average freeboard of the vessel as measured from the maximum summer loadline (e.g. 2.6 m),
- d. **Draught**
The average vertical distance between the vessel's keel and the maximum summer loadline (e.g. 7.9 m),
- e. **Cargo ht.**
The average height of the cargo above the maximum summer load line on the particular route where observations are made (e.g. 6.5 m). If the cargo is below the main deck (e.g. the vessel is travelling in ballast or is a bulk tanker), report the height of the main deck itself.

Vessel Digital Image (6)

A two letter code as defined in WMO publication number 47, Annex V, advising the availability of a digital image.

The naming convention for the image file(s) is in the following format:
xxxxxxxxxyyyymmddaaa...aaa.jpg where
xxxxxxxxx IMO number (a nine digit number, include leading zeros if applicable)
yyymmdd year, month, day
aaa...aaa short description of the photo

Example: 00085124520020214balloon_launcher_port_side.jpg

Submit the image(s) on a floppy disk together with Form 001;

Location of Observation Points

The distances of observation points to fixed points on the vessel expressed in metres (to the nearest $\frac{1}{10}$ m):

- a. Height of barometer (15)**
The height of the barometer above the maximum summer load line (e.g. 14.2 m),
- b. Height of thermometers (23)**
The height of the thermometers above the maximum summer load line (e.g. 16.2 m),
- c. Height of anemometer* (30)**
The height of the anemometer above the maximum summer load line (e.g. 27.2 m),
- d. Height of anemometer** (31)**
The height of the anemometer above the deck on which it is installed (e.g. 21.8 m),
- e. Height of visual wind/wave observation point (38)**
The height above the maximum summer load line of the visual wind/wave observation point (usually at bridge level, e.g. 14.2 m) ,
- f. Dist of anemometer (from bow) (33)**
The distance of the anemometer from the bow of the vessel (e.g. 36.6 m),
- g. Dist of anemometer (from centre line) (34)**
The horizontal distance of the anemometer from the longitudinal centre line of the vessel. Indicate if the anemometer is located to the port or starboard of the centre line (e.g. 2.2 m to port),
- h. Depth of sea surface temperature (28)**
The depth of the sea surface temperature sensor below the maximum summer loadline (e.g. 4.5 m).

3. Communications

These details are not required by WMO and are intended for local use only and should include the vessel's contact numbers for voice/data communications (e.g. Inmarsat, Radphone, Email address, Facsimile number). For Inmarsat, indicate the type, e.g. A, B, C, M;

4. Equipment

This page is intended to keep track of the equipment installed on the vessel. For each instance of removal/replacement of a piece of equipment (and calibration of the barometer/ anemometer) it is intended that a new copy of the form is completed with only the relevant details. It should be attached to the original form. Be sure to include the name of the vessel in question on the top of page two, in case the form cannot be printed back to back.

The only information required by WMO is where the fields contain WMO reference numbers as defined in WMO publication number 47, Annex V. The fields without numbers are designed to keep track of information for local use only.

Instrument

The instrument that the related columns refer to (e.g. Barometer);

Make

The make/model/series number of the instrument (e.g. N&Z DA MkII);

Owner

The owner of the instrument (e.g. the Australian Bureau of Meteorology, ABOM). This column is intended for use by the PMO to keep track of her/his equipment;

Type

A code indicating the type of instrument in question (e.g. ALC = alcohol thermometer) These codes are defined in WMO publication number 47, Annex V. Make every attempt to insert a meaningful type, i.e. include a make where the instrument type consists of only letters and numbers;

Serial no.

The serial number of the instrument (e.g. CBM 153). This column is intended to be used by the PMO to keep track of her/his equipment;

Exposure

A code, or plain text indicating the conditions of exposure of the instrument (e.g. A = aspirated, SL = sling, US = unscreened);

Location

The location of the instrument (e.g. chart room, monkey deck, etc.). For some parameters different units can be used and these should be specified here. Also the usage of the anemometer should be specified (see column 36 of WMO publication number 47, Annex V);

Date in / last calibrated

The date when the instrument was installed on the vessel using the following format: dd/mm/yyyy (e.g. 30/05/2001). To be filled in at recruitment of the vessel, when a new instrument is added, or on a new form when an instrument is replaced. Also to be used to record the last date of calibration by attaching a separate form F 001 with the calibration date each time a calibration is performed;

Date Removed

The date when the instrument was removed from the vessel in the above format (dd/mm/yyyy e.g. 30/05/2001). To be filled in when an instrument is removed, or when the vessel is decommissioned.

5. Publications Supplied to Ship

Each publication supplied to the vessel should be recorded here by placing a check in the appropriate box or writing its title in the blank space if it is not listed.

6. Footnotes

Any points of importance that have not been included on this form and should be submitted to WMO should be recorded here, (e.g. 'Barometer located in pressurised wheelhouse, readings taken only when the external door is open'). This includes information for which there was insufficient room provided on the form.

7. Comments/Remedial Action

Any points of importance that have not been included on this form and need not be submitted to WMO should be recorded here.

8. Recruiter Identification and Date (42)

Before submitting the form, print your name (e.g. Sven Bartels), date (e.g. 30/05/2001) and the port you are in (e.g. Port Adelaide), and sign.

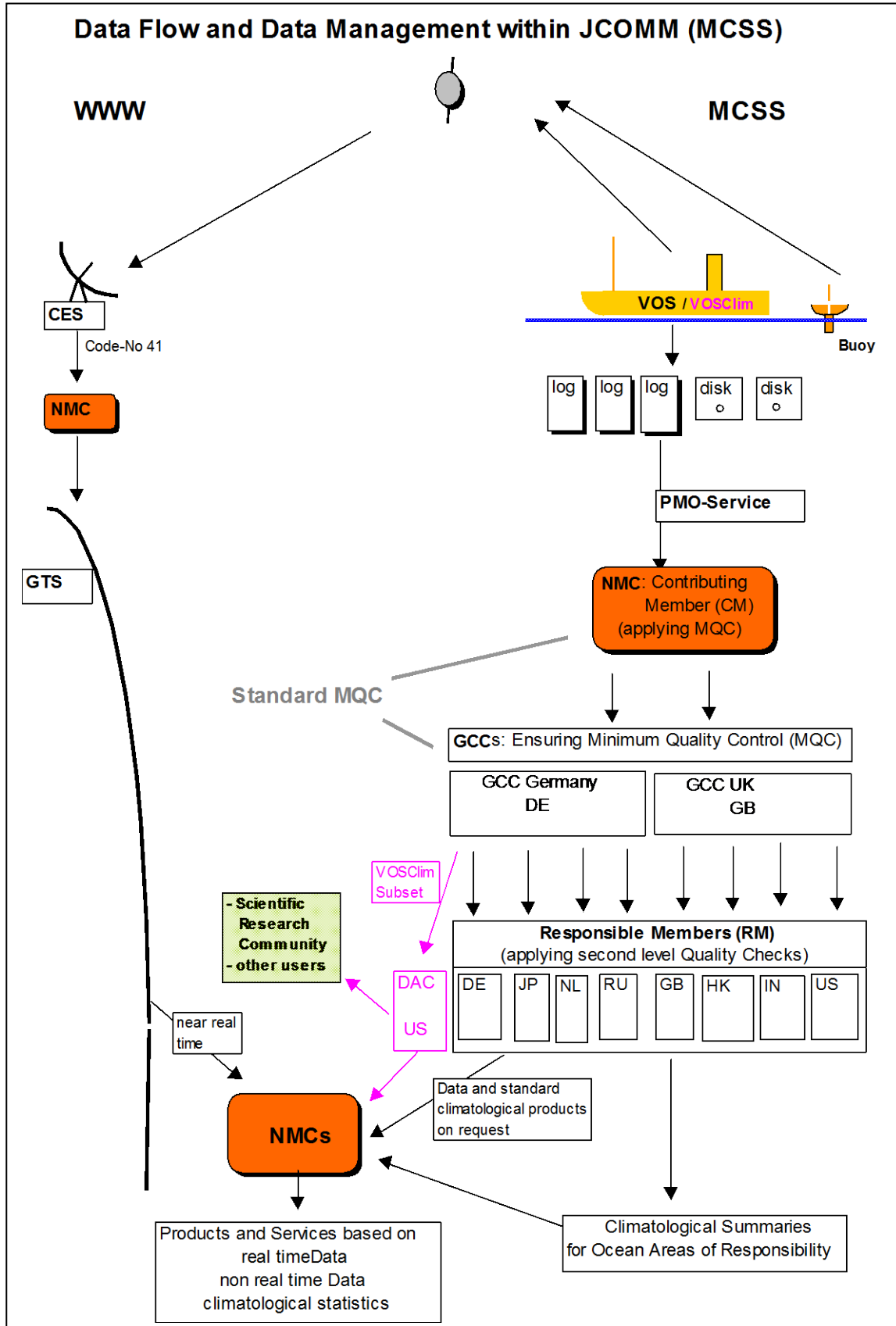
Keep a copy of the completed form for your records, and submit the original to your national VOSClm focal point.

EXTRA INFORMATION WITH EACH OBSERVATION
LAYOUT FOR THE INTERNATIONAL MARITIME METEOROLOGICAL TAPE
(IMMT)
 [VERSION IMMT-2]

Additional requirements for the VOSCLIM Project

<i>Element Number</i>	<i>Character Number</i>	<i>Code</i>	<i>Element</i>	<i>Coding Procedure</i>
65	111		IMMT version	0 = IMMT version just prior to version number being included 1 = IMMT-1 (previous version) 2 = IMMT-2 (this version) 3 = IMMT-3, (next version) etc.
86	132	Q21	Minimum quality control standards (MQCS) version identification	1 = MQCS-I (Original version) 2 = MQCS-II (Version 2, May 1996) 3 = MQCS-III (Version 3, May 2000) 4 = MQCS-IV (Version 4, June 2001)
87	133-135	HDG	Ship's heading; the direction to which the bow is pointing, referenced to true North.	(000-360); e.g. 360 = North 000 = No Movement 090 = East
88	136-138	COG	Ship's ground course; the direction the vessel actually moves over the fixed earth and referenced to True North	(000-360); e.g. 360 = North 000 = No Movement 090 = East
89	139 – 140	SOG	Ship's ground speed; the speed the vessel actually moves over the fixed earth.	(00-99); Round to nearest whole knot
90	141 – 142	SLL	Maximum height in meters of deck cargo above Summer maximum load line.	(00-99); report to nearest whole meter
91	143 – 145	S _L hh	Departure of reference level (Summer maximum load line) from actual	Position 143 (s _L) sign position; 0 = positive or zero, 1 = negative positions 144-145 (hh); (00-99) is the

			sea level. Consider the difference positive when the Summer maximum load line is above the level of the sea and negative if below the water line.	difference to the nearest whole meter between the Summer maximum load line and the sea level.
92	146 – 148	RWD	Relative wind direction in degrees off the bow	Relative wind direction; e.g. 000 = no apparent relative wind speed (calm conditions on deck). Reported direction for relative wind = 001-360 degrees in a clockwise direction off the bow of the ship. When directly on the bow, RWD = 360.
93	149 – 151	RWS	Relative wind speed reported in units indicated by i_W (knots or m/s)	Reported in either whole knots or whole meters per second (e.g. 010 knots or 005 m/s). Units established by i_W as indicated in Character Number 27.



A flow diagram depicting the data from and data management within JCOMM (MCSS)

REAL TIME MONITORING CENTRE

Terms of Reference

1. Extract GTS reports of project ships (by call sign) and decode.
2. Associate project observed variables (pressure, air temperature, humidity, SST, wind speed and direction) for each project ship with co-located model field values (4 times daily).
3. Compile data sets of observations and associated model field values and transfer to the Data Assembly Centre.
4. Provide ship monitoring statistics for all VOSClm ships to the Data Assembly Centre (monthly).

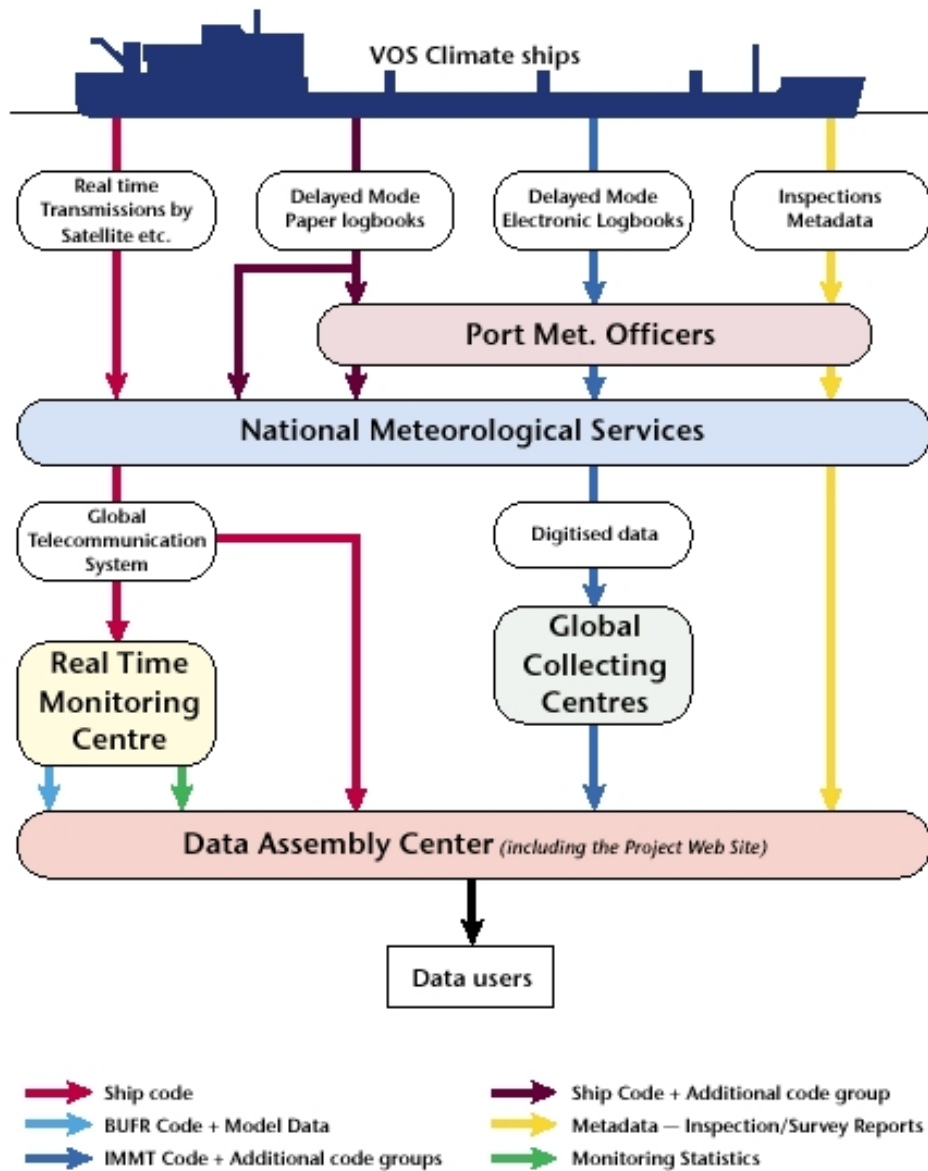
oOo

DATA ASSEMBLY CENTRE

Terms of Reference

1. Extract GTS reports of project ships (by call sign) and decode (including additional project data).
2. Receive the real time reports from the Real Time Monitoring Centre
3. Collect delayed mode reports of project ships from participants.
4. Merge real time and delayed mode reports, eliminate duplicates and compile a complete project data set.
5. Collect metadata and survey reports for project ships and compile a complete data set.
6. Make project data sets available to users on request.
7. Maintain a project web site, information exchange mechanism and electronic newsletter.

oOo



A flow diagram giving an overview if the data transmission processes for the project

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LIST OF ACRONYMS AND OTHER ABBREVIATIONS

ASAP	Automated Shipboard Aerological Programme
CFD	Computational Fluid Dynamics
COADS	Comprehensive Ocean Atmosphere Data Set
DAC	Data Assembly Centre
ECMWF	European Centre for Medium-Range Weather Forecasting
GCC	Global Collecting Centre (for the MCSS)
GCOS	Global Climate Observing System
GOOS	Global Ocean Observing System
GTS	Global Telecommunication System (WMO)
IMMT	International Maritime Meteorological Tape
IOC	Intergovernmental Oceanographic Commission (of UNESCO)
JCOMM	Joint WMO/IOC Technical Commission for Oceanography and Marine Meteorology
JSC	Joint Scientific Committee for the WCRP
MCSS	Marine Climatological Summaries Scheme
NCEP	US National Centers for Environmental Prediction
NOAA	National Oceanographic and Atmospheric Administration (USA)
NWP	Numerical Weather Prediction
OOPC	Oceans Observations Panel for Climate (of GOOS, GCOS, WCRP)
OOSDP	Ocean Observing System Development Panel
PMO	Port Meteorological Officer
QC	Quality Control
RMS	Root Mean Square
SCOR	Scientific Committee on Oceanic Research
SHIP	Report of Surface Observation from Sea Station
SOOP	Ship-of-Opportunity Programme
SST	Sea Surface Temperature
UN	United Nations
VOS	Voluntary Observing Ship
VOSCLIM	Voluntary Observing Ships Climate Subset Project
VSOP-NA	VOS Special Observing Project-North Atlantic
WCRP	World Climate Research Programme
WGASF	JSC/SCOR Working Group on Air Sea Fluxes
WMO	World Meteorological Organization

New JCOMM series replaces discontinued MMROA series

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	Revision 1	WMO/TD-No. 1042	2001

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