**VOS and VOSClim Report for 2009**                              **NEW ZEALAND**

| a. | Programme description: | |
|---|---|---|
| **Category** | **No. of ships at 31 Dec 2009** | **Comments** |
| *Selected* | 31 | |
| *Supplementary* | 1 | |
| *Auxiliary* | 10 | |
| *Other (specify)* | | |
| **Total National VOS Fleet** | 42 | |

| b. | VOS: |
|---|---|
| *Number of VOS vessels recruited in 2009* | 3 |
| *Number of VOS vessels de-recruited in 2009* | 4 |
| *Target number of ships in the national VOS Fleet* | 40 'Selected' ships |

| c. | VOSClim: |
|---|---|
| *Number of VOSClim vessels at 31 December 2009* | 1 |
| *Number of VOSClim vessels recruited in 2009* | 0 |
| *Number of VOSClim de-recruitments in 2009* | 0 |
| *Number of VOSClim recruitments planned for 2010* | 1 |
| *Target number of ships to participate in VOSClim* | Not determined |

| d. | Automated observing systems: | | | |
|---|---|---|---|---|
| **Type** | **No. of ships at 31 Dec 2009** | **Manual Input Yes / No** | **Method of Comms** | **2010 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 2009* | 19,093 - only includes BBXX in quadrants 3 and 5 |
| *Frequency of VOS data submitted for the GCC in 2009* | Quarterly ( contained about 7700 records) |

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| f. | Electronic logbooks: | |
|---|---|---|
| **Software & version** | **No. of ships at 31 Dec 2009** | **Implementation plans** |
| TurboWin 2.12 | 1 | All TurboWin on NZ VOS is installed on ships' PCs. |
| TurboWin 3.6 | 3 | |
| TurboWin 4.0 | 18 | Trial, then implement version 4.5 |
| | | |
| | | |
| | | |

**g.  Major challenges and difficulties:**

1.  The downturn and turbulence in world shipping in 2008 continued through 2009.  Shipping company mergers, acquisitions, and collapses, coupled with the global recession resulted in many vessels being laid up without cargoes, whilst others constantly changed services and trade routes.  All of this impacted on the NZ VOS and VOS numbers remained static through 2009.

2.  The constant change of ship's charters and routes in 2009 made it difficult to find new ships to recruit to the VOS programme. On a few occasions, a ship's Master was found to be keen to join VOS, but the shipping company advised that the ship's future was under review, and that decisions regarding VOS should be deferred for now.

3.  The high turnover of ships' personnel meant more time was required to train new Officers.

4.  A couple ships did not return to NZ for inspection during 2009.

5.  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.

6.  Use of email to send Obs needs clear instructions and monitoring to ensure the pathway works.

7.  Funding is an issue preventing the growth of the NZ Ship AWS network.

8.  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.

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. The first digital barometer, a Vaisala PTB330 was installed on a ship in November 2009. This is the start of a plan to gradually replace the precision aneroid barometer and the marine barograph with a digital barometer which displays pressure and pressure tendency data.**

**All NZ VOS ships are supplied with calibrated, certified instruments and the PMO 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:**