VOS Report for 2010 **NEW ZEALAND**

a. Programme description:

Category	No. of ships at 31 Dec 2010	Recruitments in 2010	De-recruitments In 2010	Comments
Selected	28	5	6	
Selected AWS	2			
VOSClim	1			
VOSClim AWS				
Supplementary	1			
Supplementary AWS				
Auxiliary	9			
Auxiliary AWS				
Other				
National VOS Total	41			

National VOS Target	~ 30
National VOSClim Target	

In Selected and Selected AWS classes

b. Data management:

Total number of ship observations (BBXX) distributed on the GTS in 2010	16078 - only includes BBXX in quadrants 3 and 5
Frequency of VOS data submitted to the GCC in 2010	Quarterly (some 8300 records)

c. Shipboard Automatic Weather System

Type	No. of ships at 31 Dec 2010	Manual Input Yes / No	Method of Comms	2011 Planned installations
Sutron 9000 RTU	1	Yes	MTSAT	
mSTAR-SHIP	1	No	UDP Cellular	

f. Electronic logbooks: (TurboWin, SEAS, OBSJMA)

Software & version	No. of ships at 31 Dec 2010	Implementation plans
TurboWin 2.12	1	All TurboWin on NZ VOS is installed on ships' PCs.
TurboWin 3.6	3	
TurboWin 4.0	3	
TurboWin 4.5	17	Plan to get all remaining ships using E-Logbook software by end of 2011

g. Major challenges and difficulties:

1. **The global recession of 2008 and 2009 seriously affected world shipping, resulting in many shipping company mergers and collapses, with many vessels being laid up without cargoes, whilst others constantly changed services and trade routes. 2010 was a less volatile year for shipping as some stability returned to the market.**

2. **The constant change of ship's charters and routes in recent years has made it difficult to find suitable ships to recruit to the VOS programme. Some ships were willing to join VOS, but were transferred to routes away from NZ before this could happen. The recruitment of other possible ships is on hold because their companies have advised that the future of the ship is under review.**

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 2010.**

5. **Only a few NZ VOS ships continue to use paper logbooks because they have no bridge PC suitable for TurboWin. 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. **An increasing number of NZ VOS are using email. This needs careful 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 NZ 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 RA-V standards. The first digital barometer, a Vaisala PTB330 was installed on a ship in November 2009, and two more units have been installed during 2010. The plan is to gradually replace the precision aneroid barometer and the marine barograph with a digital barometer which displays pressure and pressure tendency data. Some NZ VOS have been supplied with plastic marine screens, replacing the wooden marine screens.

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:

The global PMO network has been helpful in retrieving instruments from ships which have left the NZ VOS, as well as providing to supplies to ships on request.
The QC monitoring tools provided by MeteoFrance, and the monthly monitoring statistics provided by the UKMO are invaluable.