|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **VOS Report for 2017** | | | **Country =** | | | | **EUMETNET** | |
|  | | | | | | | | | |
|  | **a.** | **Programme description:** | | | | | | | |
| **Category** | | **No. of ships at**  **31 Dec 2017** | **Recruitments in 2017** | **De-recruitments**  **In 2017** | | **Comments** | | |
| *Selected* | |  |  |  | |  | | |
| *Selected AWS* | | 6 | 0 | 2 | | Montreal Express, Toronto Express upgraded by two German Eucaws | | |
| *VOSClim* | |  |  |  | |  | | |
| *VOSClim AWS* | | 1 | 0 | 1 | | Cap Finistère upgraded by a Eucaws and transferred to French national fleet | | |
| *Supplementary* | |  |  |  | |  | | |
| *Supplementary AWS* | | 7 | 0 | 6 | | Baros stations | | |
| *Auxiliary* | |  |  |  | |  | | |
| *Auxiliary AWS* | |  |  |  | |  | | |
| *Other* | |  |  |  | |  | | |
| **National VOS Total** | | 14 |  |  | |  | | |
|  |  | |  |  |  | |  | | |
|  | **National VOS Target** | |  |  |  | |  | |  |
|  | **National VOSClim Target** | |  |  |  | |  | |  |
|  |  | |  |  |  | |  | |  |
|  | **b.** | **Data management:** | | | | | | | |
|  | *Total number of ship observations (BBXX) distributed on the GTS in 2017* | | | | | 81 917 | | | |
|  | *Dates when VOS data submitted to the GCCs in 2017* | | | | |  | | | |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | c. | **Shipboard Automatic Weather System** | | | | | | | |
| **Type** | | | **No. of ships at 31 Dec 2017** | | **Manual Input**  **Yes / No** | | **Method of Comms** | **Year1 Plans** |
| BATOS | | | 7 | | Yes | | INMARSAT/IRIDIUM | 0 |
| BAROS | | | 6 | | No | | IRIDIUM | 0 |
| Deck Drifters | | | 1 | | No | | IRIDIUM | 0 |
|  | | |  | |  | |  |  |
|  | | |  | |  | |  |  |
|  | | |  | |  | |  |  |
|  |  | | | | | |  | | |
|  | **d.** | **Electronic logbooks: (TurboWin, SEAS, OBSJMA)** | | | | | | | |
| **Software & version** | | **No. of ships at**  **31 Dec 2017** | | Implementation plans | | | | |
|  | |  | |  | | | | |
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| --- | --- | --- | --- |
| **e.** | **Standard Meteorological Equipment: (Types and Settings)** | | |
| **Equipment Type / Element** | | **Manual Instrumentation** | **AWS Instrumentation** |
| Barometer | |  | PTB220 /PTU200 |
|  | PTB210 |
|  |  |
| *Default national setting* | | *Station Level* | *Station Level* |
| Barograph | |  |  |
|  |  |
| *Default national setting* | | *Station Level or Mean Sea Level* | *Station Level or Mean Sea Level* |
| Thermometers | |  | PT100 from humidity sensor (HMP45D, HMP110) |
|  | |  |  |
| Sea Surface Temperature | |  | PT100 |
|  | |  |  |
| Wind Speed | |  | WINDSONIC GILL |
|  | |  |  |
| Wind Direction | |  | WINDSONIC GILL |
|  | |  |  |
|  | |  |  |
|  | |  |  |

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| --- | --- | --- | --- | --- | --- |
| **f.** | **PMO ship visit activities: (if a visit is for dual purposes, include all purposes)** | | | | |
| **Activity** | | **Manual Ship** | | **AWS**  **Ship** | **Comment** |
| Routine VOS inspections | |  | | 15 |  |
| VOS recruitment visits | |  | | 0 |  |
| VOS de-recruitment visits | |  | | 11 |  |
| VOS courtesy or foreign visits | |  | |  |  |
| *Total visits to VOS* | | 26 | | |  |
| Routine ASAP inspections | |  | |  |  |
| ASAP recruitment visits | |  | |  |  |
| ASAP de-recruitment visits | |  | |  |  |
| ASAP courtesy visits | |  | |  |  |
| *Total visits to ASAP* | |  | |  |  |
| Routine SOOP visits | |  | |  |  |
| SOOP recruitment visits | |  | |  |  |
| SOOP de-recruitment visits | |  | |  |  |
| SOOP courtesy visits | |  | |  |  |
| *Total visits to SOOP* | |  | |  |  |
| Visits in support of DBCP (drifting buoys) | |  | |  |  |
| Visits in support of Argo (profiling floats) | |  | |  |  |
| *Total visits to other programs* | |  | |  |  |
| **Total visits by national PMOs** | | 26 | | *Sum of all ship visits (VOS + ASAP + SOOP) + visits to other program (DBCP + Argo)* | |
| **Total number of PMOs(FTE\*)** | |  | |  | |
| (\*FTE-Full Time Employee) | |  |  | |  |

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| --- | --- |
| **g.** | **Major challenges and difficulties:** |
| Transfer of EUMETNET fleet to national fleets is planned in 2019, but it is proving difficult to find local and national relays to support replacements in some areas. | |
|  |  |
| **h.** | **Research / development / testing:** |
| Developments for the new common AWS (EUCAWS) have ended. Unit series were purchased by several members. Further units purchased centrally will join the national fleets of EUMENET members. | |
|  |  |
| **i.** | **Other comments** |
| Activities described in section f. were carried out by European national PMOs and Technicians as support for E-SURFMAR. EUMETNET has no PMO in staff.  Drifting buoys involuntarily picked up at sea and continuing to correctly work, are converted into deck drifters before being recovered or re-deployed.  Fleet size is decreasing and activity will be discontinued after 2019, with new investments made instead to strengthen national fleets of EUMETNET members. | |