|  |  |  |  |
| --- | --- | --- | --- |
|  | **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) |  |  |  |

|  |  |
| --- | --- |
| **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. |