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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **VOS Report for 2018** | | | **Country =** | | | | **Argentina** | |
|  | | | | | | | | | |
|  | **a.** | **Programme description:** | | | | | | | |
| **Category** | | **No. of ships at**  **31 Dec 2018** | **Recruitments in 2018** | **De-recruitments**  **In 2018** | | **Comments** | | |
| *Selected* | |  |  |  | |  | | |
| *Selected AWS* | |  |  |  | |  | | |
| *VOSClim* | |  |  |  | |  | | |
| *VOSClim AWS* | |  |  |  | |  | | |
| *Supplementary* | |  |  |  | |  | | |
| *Supplementary AWS* | |  |  |  | |  | | |
| *Auxiliary* | | 11 | 9 |  | |  | | |
| *Auxiliary AWS* | |  |  |  | |  | | |
| *Other* | |  |  |  | |  | | |
| **National VOS Total** | | 11 |  |  | |  | | |
|  |  | |  |  |  | |  | | |
|  | **National VOS Target** | |  |  |  | |  | |  |
|  | **National VOSClim Target** | |  |  |  | |  | |  |
|  |  | |  |  |  | |  | |  |
|  | **b.** | **Data management:** | | | | | | | |
|  | *Total number of ship observations (BBXX) distributed on the GTS in 2018* | | | | | 2 | | | |
|  | *Dates when VOS data submitted to the GCCs in 2018* | | | | |  | | | |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | c. | **Shipboard Automatic Weather System** | | | | | | | |
| **Type** | | | **No. of ships at 31 Dec 2018** | | **Manual Input**  **Yes / No** | | **Method of Comms** | **Year1 Plans** |
| Campbell Scientific | | | 2 | | Yes | | Inmarsat | Every 6 hours, the ship sends the meteorological information to the National Weather Service Argentina (SMN) |
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|  | **d.** | **Electronic logbooks: (TurboWin, SEAS, OBSJMA)** | | | | | | | |
| **Software & version** | | **No. of ships at**  **31 Dec 2018** | | Implementation plans | | | | |
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| **e.** | **Standard Meteorological Equipment: (Types and Settings)** | | |
| **Equipment Type / Element** | | **Manual Instrumentation** | **AWS Instrumentation** |
| Barometer | | Aneroid,SIAP | *CS100*  *Setra. Model 278* |
|  | capacitive sensor |
|  | On the navigation bridge |
| *Default national setting* | |  | *Station Level* |
| Barograph | | Weekly and daily rotation barograph | HC2S3 |
|  |  |
| *Default national setting* | |  |  |
| Thermometers | | mercury | 05108-L |
|  | |  |  |
| Sea Surface Temperature | |  | 05108-L |
|  | |  |  |
| Wind Speed | | Handheld digital anemometer | *Pyranometer LP02* |
|  | |  |  |
| Wind Direction | | Handheld digital anemometer |  |
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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 | |  | |  |  |
| VOS recruitment visits | | x | | x | Meteorological inspectors visited the *Rompehielo Almirante Irizar* and the *Canal de Beagle* |
| VOS de-recruitment visits | |  | |  |  |
| VOS courtesy or foreign visits | |  | |  |  |
| *Total visits to VOS* | | 2 | | | 2 |
| 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** | | 2 | | *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:** |
| **In the end of 2018, the National Weather Service from Argentina (SMN) had recruited 9 ships from the Naval Hydrography Service (SHN). Inspectors visited 2 vessels that were in the port Buenos Aires but there were other ships in the port of Ushuaia. Because of the distance and the non-budget for both institutions, the inspections were not possible in these cases.**  **Currently, Argentina has an economic crisis that affect the work in the SMN. We don´t have the personal and the budget to do the inspections in areas very far from Buenos Aires. To resolve it, the personal for the SMN and the SHN help in the metadata collections via mail. For example, they send photos from the instruments and the data calibration.**  **We are working in to improve the metadata collection and guarantee efficient dialogue with the ship’s crew.** | |
|  |  |
| **h.** | **Research / development / testing:** |
|  | |
|  |  |
| **i.** | **Other comments** |
| The 9 vessels from SHN have AWS but the ship’s crew use conventional instruments to do the SHIP messages. The transmission is by radio. | |