|  |  |  |  |  |  |  |  |  |  |
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|  | **VOS Report for 2018** | | | **Country =** | | | |  | |
|  | | | | | | | | | |
|  | **a.** | **Programme description:** | | | | | | | |
| **Category** | | **No. of ships at**  **31 Dec 2018** | **Recruitments in 2018** | **De-recruitments**  **In 2018** | | **Comments** | | |
| *Selected* | | 20 | 11 | 9 | |  | | |
| *Selected AWS* | | 2 |  |  | |  | | |
| *VOSClim* | | 12 |  |  | |  | | |
| *VOSClim AWS* | |  |  |  | |  | | |
| *Supplementary* | |  |  |  | |  | | |
| *Supplementary AWS* | |  |  |  | |  | | |
| *Auxiliary* | | 0 | 0 | 3 | |  | | |
| *Auxiliary AWS* | |  |  |  | |  | | |
| *Other* | |  |  |  | |  | | |
| **National VOS Total** | | 34 |  |  | |  | | |
|  |  | |  |  |  | |  | | |
|  | **National VOS Target** | | 34 |  |  | |  | |  |
|  | **National VOSClim Target** | | 8 |  |  | |  | |  |
|  |  | |  |  |  | |  | |  |
|  | **b.** | **Data management:** | | | | | | | |
|  | *Total number of ship observations (BBXX) distributed on the GTS in 2018* | | | | | 21610 | | | |
|  | *Dates when VOS data submitted to the GCCs in 2018* | | | | | Mainly quarterly | | | |

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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** |
| mSTAR | | | 1 | | No | | UPP Cellular | No change |
| iSTAR | | | 1 | | No | | Inmarsat | No change |
|  | | |  | |  | |  |  |
|  | | |  | |  | |  |  |
|  | | |  | |  | |  |  |
|  | | |  | |  | |  |  |
|  |  | | | | | |  | | |
|  | **d.** | **Electronic logbooks: (TurboWin, SEAS, OBSJMA)** | | | | | | | |
| **Software & version** | | **No. of ships at**  **31 Dec 2018** | | Implementation plans | | | | |
| TurboWin 5.0 or higher | | 28 | |  | | | | |
| TurboWin 4.5 | | 3 | |  | | | | |
| Turbo+ | | 1 | |  | | | | |
|  | |  | |  | | | | |
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| **e.** | **Standard Meteorological Equipment: (Types and Settings)** | | |
| **Equipment Type / Element** | | **Manual Instrumentation** | **AWS Instrumentation** |
| Barometer | | Aneroid | Vaisala PTB330 |
| Precision Aneroid |  |
| Vaisala PTB220 and PTB330 |  |
| *Default national setting* | | Station Level | Mean Sea Level |
| Barograph  *Default national setting* | | Marine – Short and Mason |  |
| Station Level |  |
| Thermometers | | Mercury | Vaisala HMP155 |
|  | |  |  |
| Sea Surface Temperature | | Ships Instruments- Intake | Ships Instruments- Intake |
|  | |  |  |
| Wind Speed | | Ships Instruments | Vaisala WAA151 |
|  | |  | Vaisala WMT702 |
| Wind Direction | | Ships Instruments | Vaisala WAV151 |
|  | |  | Vaisala WMT702 |

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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 | | 53 | |  |  |
| VOS recruitment visits | | 12 | |  |  |
| VOS de-recruitment visits | | 2 | |  |  |
| VOS courtesy or foreign visits | | 6 | |  |  |
| *Total visits to VOS* | | 73 | | |  |
| Routine ASAP inspections | | N/A | |  |  |
| ASAP recruitment visits | | N/A | |  |  |
| ASAP de-recruitment visits | | N/A | |  |  |
| ASAP courtesy visits | | N/A | |  |  |
| *Total visits to ASAP* | | N/A | |  |  |
| Routine SOOP visits | | N/A | |  |  |
| SOOP recruitment visits | | N/A | |  |  |
| SOOP de-recruitment visits | | N/A | |  |  |
| SOOP courtesy visits | | N/A | |  |  |
| *Total visits to SOOP* | | N/A | |  |  |
| Visits in support of DBCP (drifting buoys) | | 6 | |  |  |
| Visits in support of Argo (profiling floats) | | N/A | |  |  |
| *Total visits to other programs* | | 6 | |  |  |
| **Total visits by national PMOs** | | 79 | | *Sum of all ship visits (VOS + ASAP + SOOP) + visits to other program (DBCP + Argo)* | |
| **Total number of PMOs (FTE\*)** | | 1 | |  | |
| (\*FTE-Full Time Employee) | |  |  | |  |

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| --- | --- |
| **g.** | **Major challenges and difficulties:** |
| * Difficult to find suitable VOS ships that are on long term charters. * Regular contact with ship is needed to avoid the reduction of the number of reports and the decrease of the quality of data when officers rotate due to leave. | |
|  |  |
| **h.** | **Research / development / testing:** |
| None | |
|  |  |
| **i.** | **Other comments** |
| Many foreign VOS ships coming to New Zealand waters are often not reporting and if they are, the data is unreliable. This is probably due to the lack of training of the officers, substandard equipment on board and the irregular or non-existent communication and visits from their recruited countries VOS PMO.  Regular quality checks and communication from the ships VOS PMO(s) are needed to ensure quality of VOS data is accurate and data frequent.  This issue is a threat to the reliability of the VOS network as a data source. | |