



SHIP OBSERVATIONS TEAM – VOS SCHEME

REPORT OF INSPECTION TO FOREIGN VOS

(Please complete relevant sections and email this report to the VOS Focal Point in the Country of Recruitment)

VOSP001

SHIP DETAILS *		* Required
Name of Ship	MAERSK DUFFIELD	
Call Sign	A8RL2	
IMO Number	9227340	
Ship's email address	master.sros@offenship.de	
Shipping Route	NZ – Tanjung Pelepas (Malaysia)	
VOS Country of Recruitment	GERMANY	(Refer to WMO No. 47)

INSPECTION DETAILS *		
Inspecting PMO	Julie Fletcher	(Name & Location)
Date of inspection	15/03/10	(yyyy-mm-dd)
Country & Port of visit	Auckland, NZ	
Reason for the visit	Courtesy visit while in Auckland visiting NZ VOS. I noted that the ship had sent no Obs since Dec 2009, so the purpose of the visit was to encourage them to resume reporting, and to assist them as required.	

VOS PERFORMANCE	
Recent GTS reporting history	No Obs received since Dec 2009
Quality of the observations	
Frequency of obs. from logbook	

INSTRUMENTS OR STATIONERY ISSUED OR RECOVERED			
Full details of instruments recovered (make / model / serial no. / reason)			
Full details of instruments issued (make / model / serial no.)			
Details of any stationery issued			
Details of paper logbooks recovered (mail to the responsible VOS FP)	Period of the observations recovered (yyyy-mm-dd-hh)		
	First obs.		Last obs.
Downloaded electronic logbook data (email to the responsible VOS FP)	Period of the observations recovered (yyyy-mm-dd-hh)		
	First obs.		Last obs.

General Comments & Other Actions	<p>I met with C/O Nikolaus Suermann who was embarrassed that they had not been sending any Obs. It seems the Obs programme had lapsed and because no-one had chased them up, they felt that maybe the Obs were not important. I reassured him that the Obs were in fact needed, especially as they voyage across a very data sparse route from southern NZ, across the Australian Bight to Singapore. The ship had all the necessary instruments, and TurboWin software, and needed no training on Obs. I advised that Obs could be sent at hours other than the standard reporting hours, if this was more convenient to them, so long as the corresponding UTC hour was coded in their Obs.</p>
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DETAILS OF INSTRUMENTS ON ARRIVAL

Barometer	Make / Model / Type	Fuess Aneroid			
	Serial No.	K3762			
	Default setting – SLP or MSLP	SLP	(Station Level [SLP] or Mean Sea Level [MSLP])		
	Condition of the instrument	Good Order – MSL output reliable			
Barograph	Make / Model / Type	Fuess			
	Serial No.	K6537			
	Default setting – SLP or MSLP	SLP	(Station Level [SLP] or Mean Sea Level [MSLP])		
	Condition of the instrument	Good - the ship gave me the completed charts			
Screen	Attribute	Port	Starboard		
	Condition of the screen(s)				
	Condition of the thermometers				
	Condition of the muslin/wick				
Electronic logbook software		Type	TurboWin	Version	4.0
Equipment Condition	AWS or TurboWin laptop	Installed on Ship PC			
	Sea water bucket				
	Sea thermometer				
	Whirling psychrometer/thermometers	Psychrometer in use			
	Anemometer				

BAROMETER COMPARISON

(Ensure the corrected pressure on both barometers are set to the same level)

TEST	SHIP'S BAROMETER			PMO INSPECTION BAROMETER		
	Pressure as read (a)	Corrections Temp + Drift + Height (b)	Corrected Pressure (a) + (b)	Pressure as read (e)	Corrections Temp + Drift + Height (f)	Corrected Pressure (e) + (f)
1	1018.0		1018.0	1014.3	+3.7	1018.0
2						
3						
		Mean (d)	1018.0		Mean (g)	1018.0
		Error (m)		= Mean (d) – Mean (g)		
		Correction (n)	NIL	Reverse the sign of Error (m)		

Special Instructions for Precision Aneroid Barometers used by AU, HK, NZ & UK

AU	<table border="1"> <tr> <td>New drift correction (p)</td> <td></td> <td>= Existing drift correction + Correction (n)</td> </tr> </table> <p>If the value of (p) equals or exceeds ± 0.3 hPa, alter the drift correction sticker to the new value of (p). If either (n) or (p) equals or exceeds ± 0.5 hPa, alter the drift correction sticker to the new value of (p) and alert the NMS.</p>	New drift correction (p)		= Existing drift correction + Correction (n)
New drift correction (p)		= Existing drift correction + Correction (n)		
HK, NZ, UK	Do not alter the correction table. If the error exceeds ± 0.3 hPa of the reference pressure then alert the NMS .			