



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	MILLENNIUM	
Call Sign	9HJF9	
IMO Number		
Ship's email address		
Shipping Route	Cruising NZ coast during 08/09 summer	
VOS Country of Recruitment	USA	(Refer to WMO No. 47)

INSPECTION DETAILS *		
Inspecting PMO	Julie Fletcher	(Name & Location)
Date of inspection	2009-01-22	(yyyy-mm-dd)
Country & Port of visit	Wellington, NZ	
Reason for the visit	Courtesy visit to thank for recent Obs and to determine the reason for and correct the pressure data (too low) coded in their Obs.	

VOS PERFORMANCE	
Recent GTS reporting history	Very good – several Obs per day
Quality of the observations	Monitoring Stats showed consistent bias in pressure of about 3hPa low. Some errors in selection of origin of wet bulb and sea water temp.
Frequency of obs. from logbook	Several per day

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>This ship has been doing regular Obs. The monitoring statistics – see http://www.meteo.shom.fr/vos-monitoring/ Have shown that the pressure reported by this ship has been consistently low for months. The low pressure data was found to be because the officers were reading a barometer that was displaying bridge height pressure and not MSL pressure. The barometer was reset, so pressures from now on should be more reliable. Observers were reminded to open a bridge wing door to overcome the affects of the strong air conditioning before reading the barometer.</p> <p>The entry of the type of wet bulb (code 0 and not 5) and source of sea temp (code 0 for intake and not 4) were discussed.</p> <p>I met with C/O Spiros Margaritis and 2/O who were helpful and keen to maintain a regular Obs programme.</p>
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DETAILS OF INSTRUMENTS ON ARRIVAL

Barometer	Make / Model / Type	Ship's Aneroid Barometer		
	Serial No.			
	Default setting – SLP or MSLP	MSLP	(Station Level [SLP] or Mean Sea Level [MSLP])	
	Condition of the instrument	The ship's barometer had not been corrected to MSL, so bridge height (27m) pressure was being entered in the SEAS and thus was about 3.3hPa too low. (see below). The barometer was adjusted to indicate MSL pressure. There was no NWS calibrated barometer on board.		
Barograph	Make / Model / Type	Small scale barograph		
	Serial No.			
	Default setting – SLP or MSLP	MSLP	(Station Level [SLP] or Mean Sea Level [MSLP])	
	Condition of the instrument	Average - Adjusted to read MSL		
Screen	Attribute	Port		Starboard
	Condition of the screen(s)			
	Condition of the thermometers			
	Condition of the muslin/wick			
Electronic logbook software		Type	SEAS	Version
Equipment Condition	AWS or TurboWin laptop			
	Sea water bucket		Intake temperature used	
	Sea thermometer			
	Whirling psychrometer/thermometers			
	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	1021.6	Nil	1021.6	1021.6	+3.3	1024.9
2	1021.6	Nil	1021.6	1021.6	+3.3	1024.9
3						
		Mean (d)	1021.6		Mean (g)	1024.9
		Error (m)	3.3 Low	= Mean (d) – Mean (g)		
		Correction (n)	Reset to read MSL	Reverse the sign of Error (m)		

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

AU

New drift correction (p)

= Existing drift correction + Correction (n)

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.**

HK, NZ, UK

Do not alter the correction table. If the error exceeds ± 0.3 hPa of the reference pressure then **alert the NMS**.