NOAA Teacher at Sea
Linda Armwood
Onboard NOAA Ship FAIRWEATHER
April 25 – May 5, 2005

Mission: Hydrography
Day 9: Wednesday, May 3, 2006

Weather Data from Bridge

Visibility: 8 nautical miles (nm)
Wind direction: 120°
Wind speed: 10 kt
Sea wave height: >1 ft.
Sea water temp: 10.7
Sea level pressure: 1022.5 mb
Present weather: Overcast
Temperature: °C~ 9.5 dry/8.5wet

Science and Technology Log
The weather data is collected daily by the NOAA Ship FAIRWEATHER. These observations can be used by ship personnel to help interpret the forecast and any changes in weather that may have occurred along the route. This recorded data is sent monthly to the NOAA Seattle, WA station for archival purposes. The observations of data that is collected on the NOAA Ship FAIRWEATHER at 4:00 a.m., 10:00 a.m., 4:00 p.m. and 10:00 p.m. are sent to NOAA's National Weather Service (NWS.) The NWS employs meteorologists who can use these observations from the sea to evaluate local weather conditions, to locate and determine the strength of weather systems, and prepare surface weather charts. In addition, meteorologists are able to use these observations to forecast over land areas to include long-range forecasts of climate, temperature, and precipitation; to monitor climatic change and ocean currents; and to conduct studies of the constant interaction of air and sea.

Personal Log
The Alaska shape files, charts and sail plans will be an extra bonus for students to share in my journey!

Question of the Day
Geospatial Semester and Environmental Science Students
Make an inference of which continent is affected by the North Pacific Ocean weather systems.

A Profile of Able Seaman (in training) Emily Evans
Able Seaman Evans is a native of Rochester, NY and is the sole female crew member in the Deck Department of the NOAA Ship FAIRWEATHER. As an Able Seaman in training, she is committed to completing assigned duties and tasks, including manning the

helm of the NOAA Ship FAIRWEATHER. She graduated from Wellesley College, MA with a Bachelor of Science degree in Physics in 2000.

Her initial interest in working on the NOAA Ship FAIRWEATHER stems from her desire to advance in her career of marine science. She has a 100-ton license with five years of sailboat driving.

She is fiercely independent in working towards setting her goals. A short-term goal for Emily is to get more sea time so that she can get license advancement. An additional short-term goal for her is to become NOAA system qualified.

Mrs. Armwood