

香港志願觀測船舶通訊 Newsletter For Hong Kong Voluntary Observing Ships

香港天文台開發世界官方天氣資訊網站

在二零零零年，世界氣象組織決定開設網站，為全球人士提供可靠的、官方的世界各地天氣資訊。由於香港天文台在管理網站方面具備專長，同時在提供公共天氣服務方面更是經驗豐富，故此獲得世界氣象組織委託負責開發和管理兩個實驗網站：「世界天氣資訊服務」網站將會提供全球各大城市的官方氣候資料和天氣預報；而「惡劣天氣信息中心」網站則專責提供世界各地惡劣天氣資訊。

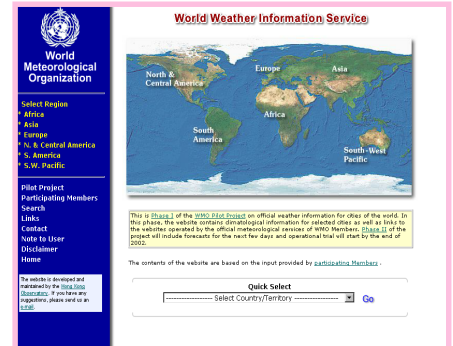
「世界天氣資訊服務」網站分階段投入運作。網站現時提供全球城市氣候資料和各國國家氣象局網站的連結。在下一個階段，網站會包括各氣象局發出的官方天氣預報，預料於二零零二年年底開始試驗性運作。

「惡劣天氣信息中心」網站在初期提供由西北太平洋地區各國國家氣象局發出的區內熱帶氣旋預報和警告。網頁會展示各氣象局就熱帶氣旋所發出的最新報告或警告，讓瀏覽者對這些跨越國界地域的天氣系統有較清楚的了解。

這兩個網站現時已開始試驗性運作，歡迎各位上網瀏覽，網址分別為：

www.worldweather.org (「世界天氣資訊服務」)

typhoon.worldweather.org (「惡劣天氣信息中心」)

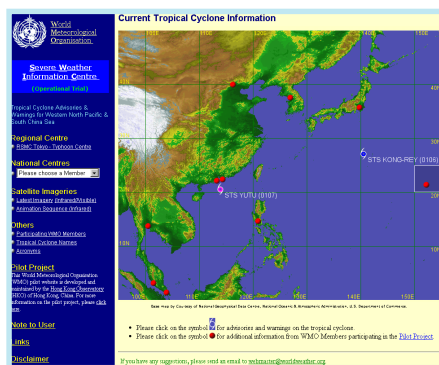


「世界天氣資訊服務」網站
World Weather Information Service website

Websites on Official World Weather Information developed by HKO

The World Meteorological Organization (WMO) decided in the year 2000 to set up websites to provide authentic and official world weather information to the international public. In view of our expertise in website management and our well established experience in providing public weather services, the Hong Kong Observatory was tasked by WMO to develop and maintain two pilot websites on world weather: the World Weather Information Service (WWIS) website provides climatological information and official weather forecasts of cities all over the world while the Severe Weather Information Centre (SWIC) website provides official information and warnings on severe weather round the world.

The WWIS website will be implemented in phases. It currently delivers climatological information of cities and provides links to the websites of individual National Meteorological Services (NMSs). The next phase will include official forecasts issued by the respective NMSs and is expected to start operational trial before the end of 2002.



「惡劣天氣信息中心」網站
Severe Weather Information Centre website

The SWIC website will provide, as a first step, official forecasts and warnings of tropical cyclones in the western North Pacific issued by NMSs in the region. Up-to-date information on tropical cyclones in the form of advisories and warnings from participating countries are displayed, enabling visitors to the site to gain a better appreciation of the potential impact of tropical cyclones that transcend national boundaries.

The two websites have already commenced trial operation. You are welcome to visit the websites. Their URLs are:

www.worldweather.org (for WWIS)

typhoon.worldweather.org (for SWIC)

二零零一年南海區域內熱帶氣旋摘要

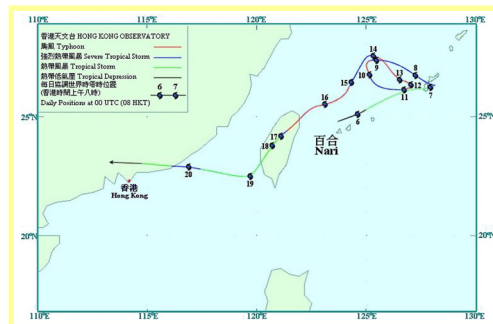
二零零一年共有12個熱帶氣旋影響南海，當中有4個在南海形成，另外8個從西北太平洋進入南海。這12個熱帶氣旋中，有7個達到颱風強度。而颱風百合是二零零一年路徑最特別的一個熱帶氣旋，它的壽命長達15天，期間曾四度增強及減弱。由於引導氣流較弱及受到藤原效應影響，百合初時以逆時針方向在沖繩島附近打轉，其後位於中國的反氣旋向東伸延，促使百合由東北移向西南，橫越台灣後進入南海，它最終在廣東東部登陸並在內陸地區消散。

以下是為南海繁忙航道帶來烈風或以上風力的4個颱風的摘要。有關其他熱帶氣旋的詳細資料可瀏覽香港天文台的網頁 (www.weather.gov.hk/informtc/informcc.htm)。

尤特在二零零一年七月一日於雅蒲島以南約340公里處形成為一熱帶低氣壓後，向北移動，次日增強為一熱帶風暴。隨後，尤特以每小時約38公里的高速向西北推進，在七月三日下午增強成一颱風。尤特在橫過呂宋海峽後進入南海，在七月五日移向廣東沿岸。它在七月六日早上於汕尾附近登陸，並減弱為一強烈熱帶風暴。尤特接著轉向偏西移動，橫過廣東。它在七月七日慢慢減弱為一熱帶低氣壓，翌日早上進入廣西時消散。

玉兔在七月二十三日於馬尼拉東北約600公里處發展成為一個熱帶低氣壓。首先，它向西北偏西移動，並在當晚於呂宋海峽增強為一熱帶風暴。七月二十四日，玉兔採取較西的路徑進入南海及增強為一強烈熱帶風暴，它在該晚迅速增強成為一颱風。玉兔隨後減弱為一強烈熱帶風暴，在七月二十六日早上於湛江附近登陸。它進一步移入內陸，並在該晚減弱為一低壓區。

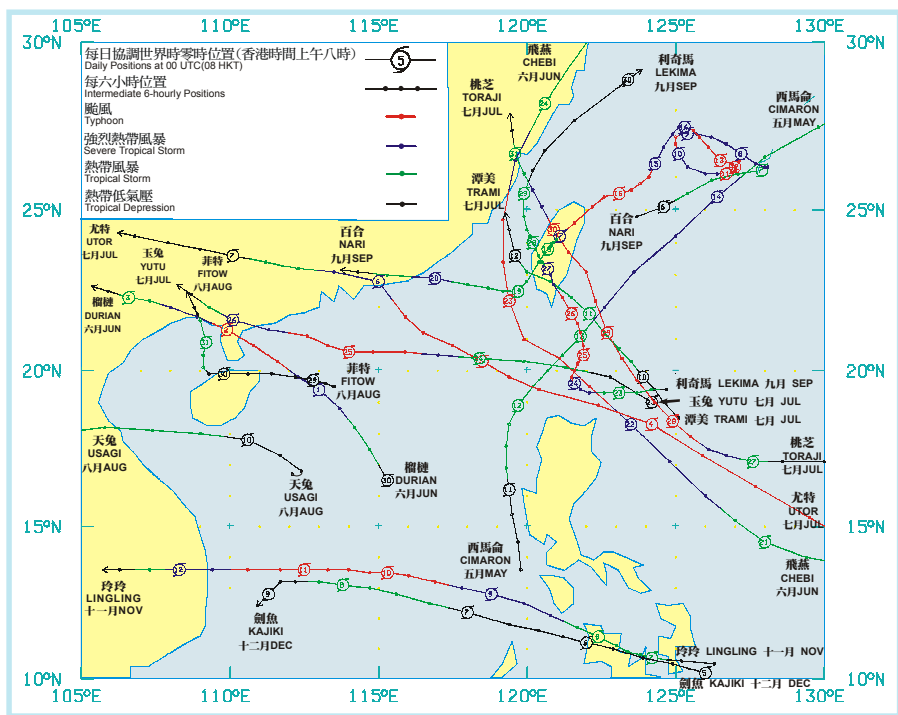
百合在九月六日清晨於台北以東約220公里處形成為一熱帶低氣壓後，向東北移動，並於當天下午增強為一熱帶風暴。九月七日，它橫越沖繩島後速度減慢，並增強為一強烈熱帶風暴。在隨後的一週，百合以逆時針方向在沖繩島附近打轉了三次，期間它的強度反覆變化，並兩度增強為颱風。九月十四日，它開始向西南移動。翌日它第三次增強為颱風，直趨台灣。百合橫掃台灣後，在九月十七日迅速減弱為一熱帶風暴。它在九月十九日進入南海北部，並轉向偏西移動。百合在九月二十日再次增強成為一強烈熱帶風暴，在當日正午於汕頭附近登陸。它在該晚



颱風百合的路徑圖
Track of Nari

逐漸減弱，及後於廣東內陸消散。

玲玲在十一月六日於馬尼拉東南約750公里處形成為一熱帶低氣壓後，向西北偏西移動，橫過菲律賓南部。它在十一月七日增強為一熱帶風暴，並於次日再增強為一強烈熱帶風暴。玲玲在十一月九日進入南海後增強為一颱風並向西移動。十一月十二日清晨，玲玲減弱為一強烈熱帶風暴後在越南中部登陸。隨後它移入內陸並迅速減弱，於晚上在柬埔寨北部變為一個低壓區。



二零零一年影響南海的熱帶氣旋路徑圖
The map showing the tracks of tropical cyclones over the South China Sea in 2001

Summary of Tropical Cyclones over the South China Sea in 2001

A total of 12 tropical cyclones affected the South China Sea in 2001. Four formed in-situ while the other eight originated from the western North Pacific. Seven of these 12 tropical cyclones attained typhoon strength. Typhoon Nari was the tropical cyclone with the most unusual track in 2001. During its long life span of 15 days, Nari strengthened and weakened four times. Under a weak steering flow and the Fujiwhara effect, Nari looped in an anti-clockwise direction near the Ryukyu Islands at first. The eastward extension of an anticyclone over China induced Nari to move from northeast to southwest. It traversed Taiwan and then entered the South China Sea. Nari made landfall over eastern Guangdong and finally dissipated inland.

A brief review of four typhoons which brought gale force winds to the busy shipping lanes in the South China Sea is described below. Detailed information on other tropical cyclones can be found at the Hong Kong Observatory's website (www.weather.gov.hk/informtc/informtc.htm).

Utor formed as a tropical depression (TD) about 340 kilometres (km) south of Yap on 1 July 2001. Moving northwards, it intensified into a tropical storm (TS) the next day. Utor then tracked northwestwards at a high speed of about 38 km/h and became a typhoon on the afternoon of 3 July. After traversing the Luzon Strait, Utor entered the South China Sea and headed toward the coast of Guangdong on 5 July. It made landfall near Shanwei and weakened into a severe tropical storm (STS) on the morning of 6 July. Moving generally westwards across Guangdong, Utor weakened gradually into a TD on 7 July and dissipated the next morning while entering Guangxi.

Yutu developed into a TD about 600 km northeast of Manila on 23 July. Moving west-northwestwards, it intensified into a TS over the Luzon Strait that evening. Yutu then took on a more westward course and deepened into a STS while entering the South China Sea on 24 July. It intensified rapidly into a typhoon that evening. Yutu then weakened into a STS and made landfall near Zhanjiang on the morning of 26 July. Moving further inland, Yutu became an area of low pressure that night.

Nari developed into a TD about 220 km east of Taipei on the early morning of 6 September. It moved northeastwards and deepened into a TS that afternoon. Nari became slow-moving and intensified into a STS on 7 September after traversing Okinawa. Then, it made three anti-clockwise loops near the Ryukyu Islands and attained typhoon intensity on two separate occasions in the following week. Nari started to head southwest on 14 September. It regained typhoon intensity for the third time the next day and tracked towards Taiwan. After sweeping across Taiwan, Nari weakened rapidly into a TS on 17 September. It entered the northern part of South China Sea and moved westwards on 19 September. Nari re-intensified into a STS before landing near Shantou at around noon on 20 September. That night, it weakened gradually and dissipated over inland Guangdong.

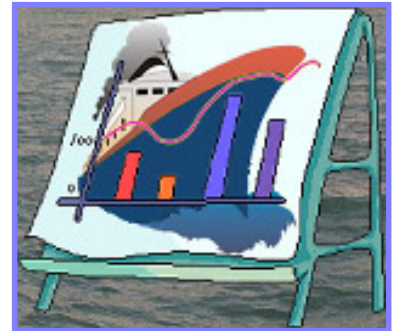
Lingling formed as a TD about 750 km southeast of Manila on 6 November, and tracked west-northwestwards across the southern Philippines. It intensified into a TS on 7 November and deepened further into a STS the next day. After entering the South China Sea on 9 November, Lingling attained typhoon strength and took on a westward track. On the morning of 12 November, Lingling weakened into a STS before making landfall over central Vietnam. Lingling moved inland later that day and weakened rapidly. It became an area of low pressure over northern Cambodia that night.

二零零一年影響南海的熱帶氣旋 List of tropical cyclones affecting the South China Sea in 2001				
熱帶氣旋名稱 Name of tropical cyclone	起初日期 Start date	終止日期 End date	中心附近最高風力 (公里每小時) Maximum sustained wind speed near the centre (km/h)	最低氣壓 (百帕斯卡) Minimum sea-level pressure (hPa)
強烈熱帶風暴西馬侖 Severe Tropical Storm Cimaron	10 / 5	14 / 5	90	985
颱風飛燕 Typhoon Chebi	20 / 6	24 / 6	140	960
颱風榴槿 Typhoon Durian	30 / 6	3 / 7	130	965
颱風尤特 Typhoon Utor	1 / 7	7 / 7	130	965
熱帶風暴潭美 Tropical Storm Trami	9 / 7	12 / 7	75	994
颱風玉兔 Typhoon Yutu	23 / 7	26 / 7	150	960
颱風桃芝 Typhoon Toraji	26 / 7	31 / 7	130	965
熱帶風暴天兔 Tropical Storm Usagi	9 / 8	11 / 8	75	992
熱帶風暴菲特 Tropical Storm Fitow	28 / 8	31 / 8	65	985
颱風百合 Typhoon Nari	5 / 9	20 / 9	150	955
颱風玲玲 Typhoon Lingling	6 / 11	12 / 11	155	950
熱帶風暴劍魚 Tropical Storm Kajiki	5 / 12	9 / 12	65	996

香港志願觀測船隊的新船舶

噸位達17,600噸的貨櫃輪「Harmony Container」和噸位達75,300噸的郵輪「SuperStar Leo」分別於二零零一年八月及二零零一年十二月加入香港志願觀測船隊。香港天文台定期收到他們所發回的船舶天氣報告，這些報告對當值預報員制備船舶天氣預報和警告非常有幫助。我們十分感謝「Harmony Container」的 Subir Mital 船長及「SuperStar Leo」的 Lars Bengtsson 船長對香港志願觀測船舶計劃的支持。

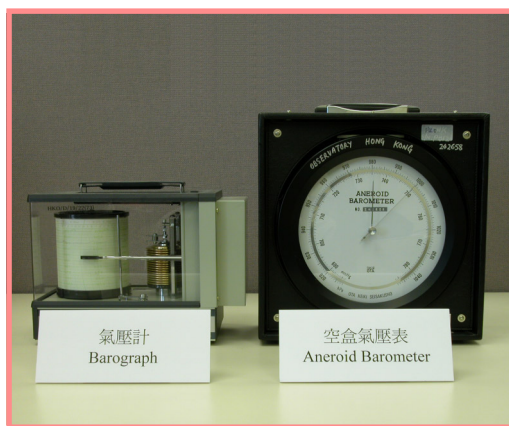
另外，我們亦歡迎其他定期停泊香港的船舶參加香港志願觀測船隊。請聯絡香港天文台的海港氣象主任查詢詳情，或填妥並交回網頁上的參加表格。（網址：www.weather.gov.hk/wservice/tsheet/pms/images/HKVOS_recruit_c.pdf）



Ships joining the fleet of Hong Kong Voluntary Observing Ships (HKVOS)

“Harmony Container”, a container of about 17,600 gross tonnage and “SuperStar Leo”, a cruise ship of about 75,300 gross tonnage joined the fleet of HKVOS in August 2001 and December 2001 respectively. Weather reports from these two ships have been regularly received by the Hong Kong Observatory since their recruitment. These weather reports provide valuable information over the sea areas to help the duty forecasters in preparing weather forecasts and warnings for the shipping community. We highly appreciate the support from Captain Subir Mital of the “Harmony Container” and Captain Lars Bengtsson of the “SuperStar Leo”.

Ships calling at Hong Kong on a routine basis are welcome to join the HKVOS. Please contact our Port Meteorological Officer (PMO) for more information or return the completed recruitment form which is available on the website (www.weather.gov.hk/wservice/tsheet/pms/images/HKVOS_recruit_e.pdf).



香港志願觀測船舶的氣象儀器調查

為了確保船舶天氣報告的質素，香港天文台將會定期邀請各香港志願觀測船舶的船長安排檢查船上的儀器是否運作正常，並將檢查結果通知香港天文台的海港氣象主任，我們則會盡快安排更換失效的儀器。

Review of meteorological instruments on loan to HKVOS

In order to improve the quality of ship weather reports, the Hong Kong Observatory will conduct regular reviews on the condition of meteorological instruments on loan to HKVOS. Shipmasters will be requested to check and inform our PMO whether the meteorological instruments onboard are functioning properly. The Hong Kong Observatory will arrange prompt replacement of malfunctioned instruments.