

Location	Call Sign or WMO ID	Z an (m)	DYHRMN (UTC)	u (m/s)	g (m/s)	Dir	u (kt)	g (kt)	zref (m)	coeff z,10	u10 (kt)	g10 (kt)	Ta	Ts	SLP	GF =g/u	CF	u10- 1min (kt)	u10-1min (km/hr)	Comments	
Hurricane Juan winds, Sept 29, 2003																					
$U(10) = U(z) * \ln(10/z0) / \ln(z/z0)$ , $U(10) = U(z) * 8.7403 / \ln(z/.0016)$ (using $z0=.0016$ ) where z is anemometer ht																					
to convert from maximum recorded gust to 1 minute mean, used Guard&Lander1999 $u1/g3 = .82$ (or $g3/u1 = 1.22$ )																					
an alternative value, not used, comes from $g2/u10=1.55$ and $u1/u10=1.15 \rightarrow u1/g2=.74$ (or $g2/u1=1.35$ )																					
Halifax Harbour 6N	44258	5.25	290300	23.5		118	46		10	1.080	49		19.8	17.9			1.15	57	105	W1 1 m/s < W2, bearings?	
Halifax Harbour 6N	44258	4.45	290400	27.5	37.6	170	53	72.9	10	1.102	59	80.4	18.0	17.6			1.37	1.15	67	125	w1 U/S after 2903
																			0		
LaHave Bank 6N	44142	5.25	282300	28.1	34.8	90	55	67.5	10	1.080	59	72.9	21.3	20.0			1.24	1.15	68	125	127° ?
LaHave Bank 6N	44142	5.25	290000			210	36	54.0	10	1.080	39	58.3	20.7	18.9			1.50	1.15	45	83	246° ?
																			0		
McNab's Is.	XMI	19	290290300	25.8	33.5	90	50	65.0	10	0.932	47	60.6					1.30	1.08	50	93	08065 pk gust past hr
McNab's Is.	XMI	19	290324	42.0	49.0	130	81	95.0	10	0.932	76	88.5					1.17	1.08	82	152	max 2 min past hr, adj. to 1 min using 1.08
McNab's Is.	XMI	19	290400	39.7	48.5	150	77	94.0	10	0.932	72	87.6				983.9	1.22	1.08	77	143	
Halifax Int'l	CYHZ	155																			
	WBK		290546			140	46	64.0									1.39				
Shearwater Auto	WAW		290300			100	37	53.0									1.43	1.15	42	79	10 min average
Shearwater Auto	WAW		290400			160	48	66.0									1.38	1.15	55	102	10 min average
Shearwater	CYAW		290312			110	42	62.0									1.48	1.08	45	84	2 min average
Shearwater	CYAW		290334			150	47	67.0									1.43	1.08	51	94	2 min average
Shearwater	CYAW		290349			150	54	70.0									1.30	1.08	58	108	2 min average
Shearwater	CYAW		290400			160	51	66.0								987.5	1.29	1.08	55	102	2 min average
Eirik Raude	C6QE7	87.5	290300	46.9			91		10	0.801	73								79	146	logged (kt) 2 min?

Eirik Raude, semi-submersible drill ship, 44°19.0N 063°17.2W	C6QE7	87.5		51.0			<b>99</b>		10	0.801	79						<b>79</b>	147	observer: anem pinned, 99+ for extended periods (30-60 s?) btn 0300, 0500, top of derrick	
Eirik Raude	C6QE7	87.5	290500	30.9			60		10	0.801	48						<b>52</b>	96	logged (kt)	
Earl Grey	CG3029	20	290300		51.0		<b>99.0</b>		10	0.927	59	<b>91.7</b>					0.82	<b>75</b>	139	Bedford Basin
Earl Grey	CG3029	20			64.4		<b>125.0</b>		10	0.927	75	<b>115.8</b>					0.82	<b>95</b>	176	pk ws logged in Hfx Narrows. 0330 to 0500 UTC SAR
ship Fairview Container Pier		35					<b>95.0</b>		10	0.875		83.1					0.82	<b>68</b>	126	unkn ship, unkn avg pd, anem ht typical for container ships
Leif Erikson	VOCJ	29	290000		100	20			10	0.891	18							<b>21</b>	38	in dry dock, 44.7 63.6
Leif Erikson	VOCJ	29	290300		130	49			10	0.891	44							<b>50</b>	93	
Leif Erikson	VOCJ	29	290400		160	48			10	0.891	43							<b>49</b>	91	
Leif Erikson	VOCJ	29	290600		210	15			10	0.891	13							<b>15</b>	28	
Rowan Gorilla V	WCY5331	136	290000		120	<b>45</b>			10	0.770	35						1.15	<b>40</b>	74	43.8/60.3
Ryan Leet		28	290100				<b>81.3</b>		10	0.895		72.7					0.82	<b>60</b>	110	Pier 9 in Halifax, Secunda ship
M/V Venture Sea		23	290100				<b>99.0</b>		10	0.913		90.4					0.82	<b>74</b>	137	Mobil dock in Woodside, <b>99 kt highest instrument can record</b> , Secunda ship