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MONTHLY SUPPLEMENT

No. 1—AUGUST, 1938

TO THE

MARINE OBSERVER—VOL. XV, No. 131.

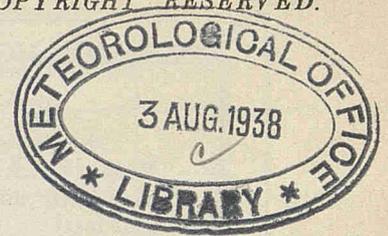
NOTICES TO MARINE OBSERVERS.

HOW WEATHER REPORTS SHOULD BE ADDRESSED.

Captains of British Ships are asked to please cause particular attention to be given to the Lists of Stations detailed to Receive Reports from "A" and "B" Selected Ships in the current number of the Marine Observer.

In the case of "B" Selected Ships and Supplementary Weather Reporting Ships, when within range of these stations, it is particularly desirable that their weather reports should be made to these stations by call sign, and addressed to the Meteorological centre as indicated in the List, so that the shore services as well as ships at sea may receive these reports, as far as possible, by one transmission. When beyond the range of these stations, or if it is indicated at any time that routine reports are not required ashore, they should be made to C.Q.

Special attention is invited to Section (35), page 31, January, 1938 Marine Observer, Additional Local Reports. These Optional Additional Times are being extended as and where necessary in the Supplements of the Marine Observer, as are the Lists of Stations. These Lists are repeated in Vol. II of the Admiralty List of Wireless Signals and in Admiralty Notices to Mariners for general information.



POSTAL ARRANGEMENTS.

The quarterly numbers of the MARINE OBSERVER are published on the last Wednesdays of December, March, June and September, while the monthly supplements are published on the last Wednesday of the intervening months.

If captains of observing ships will forward to the Meteorological Office the particulars required hereunder, endeavour will be made as far as mails permit to post the latest number or supplement with appropriate forms for observational work for use on their homeward passage.

S.S..... Captain.....
Port of Call.....
Date of Homeward Departure.....
Postal Address.....

When this information is not given The MARINE OBSERVER or Supplement will be addressed to the Commanding Officer, s.s....., c/o the owners, and captains are requested to make their own arrangements for forwarding.

DESPATCH OF INFORMATION

REQUIRED IMMEDIATELY FOR THE CONDUCT OF THE WORK AT SEA.

Shipowners, Marine Superintendents and all concerned in the despatch of mails to Ships abroad are asked to kindly facilitate the despatch and delivery of postal matter received at their offices from the Meteorological Office and Air Ministry Publication Depot to their Ships abroad.

This matter addressed to the Commanders of Ships contains information which is required for the Conduct of Marine Meteorological Work at Sea and is most effective if received by the Commanders at the earliest possible date.

Much of the information referred to is published in the MARINE OBSERVER and Supplements, and is of a seasonal nature. This journal also contains advice to Regular Observing Ships which enables them to perform voluntary service by Wireless Communication for the benefit of all shipping.

ICE OBSERVATION.

Drifting ice, derelicts, and other floating dangers to navigation are reported by all the means of communication at the disposal of the master.

See Appendix III, pages 106 to 108 of the MARINE OBSERVER'S HANDBOOK, Sixth Edition.

It is also desirable that more detailed information than can be given in a TTT wireless message should be available to the Meteorological Office for the purpose of research, and for the Admiralty Charts and Sailing Directions.

Marine observers will greatly assist by noting the conditions of ice, either drifting or fast.

For this purpose Form 912 is supplied direct to all regular observing ships using regions where ice may be encountered and this Form may be supplied to the Captain of any British ship on application to the Port Meteorological Officers and Merchant Navy Agents.

Regular observing ships using the Trans-North Atlantic tracks are requested to send in these Forms, not only when ice is encountered, but also when they have passed through the ice region during the ice season without encountering ice, in which case a "nil" report; since it is desirable as far as possible to determine when tracks have been clear of ice.

ADDENDUM

To the July, 1938 Marine Observer, "Wireless Weather Signals", page 116, to follow Mauritius:—

PERSIAN GULF

II Weather Shipping Bulletin.

Basra W/T Station, approximate position Latitude 30°32'39"N., Longitude 47°47'04"E.

Call sign, YIB.

Wavelength, 600 metres.

Time of transmission, 1600 G.M.T.

A 24 hours Forecast of Weather, Wind, Visibility and state of sea for the Persian Gulf. The Gulf is divided into two areas, Eastern and Western lying east and west of Longitude 55°E. respectively. The forecasts are made from observations of 1300 G.M.T.

CHART OF THE WESTERN NORTH ATLANTIC.

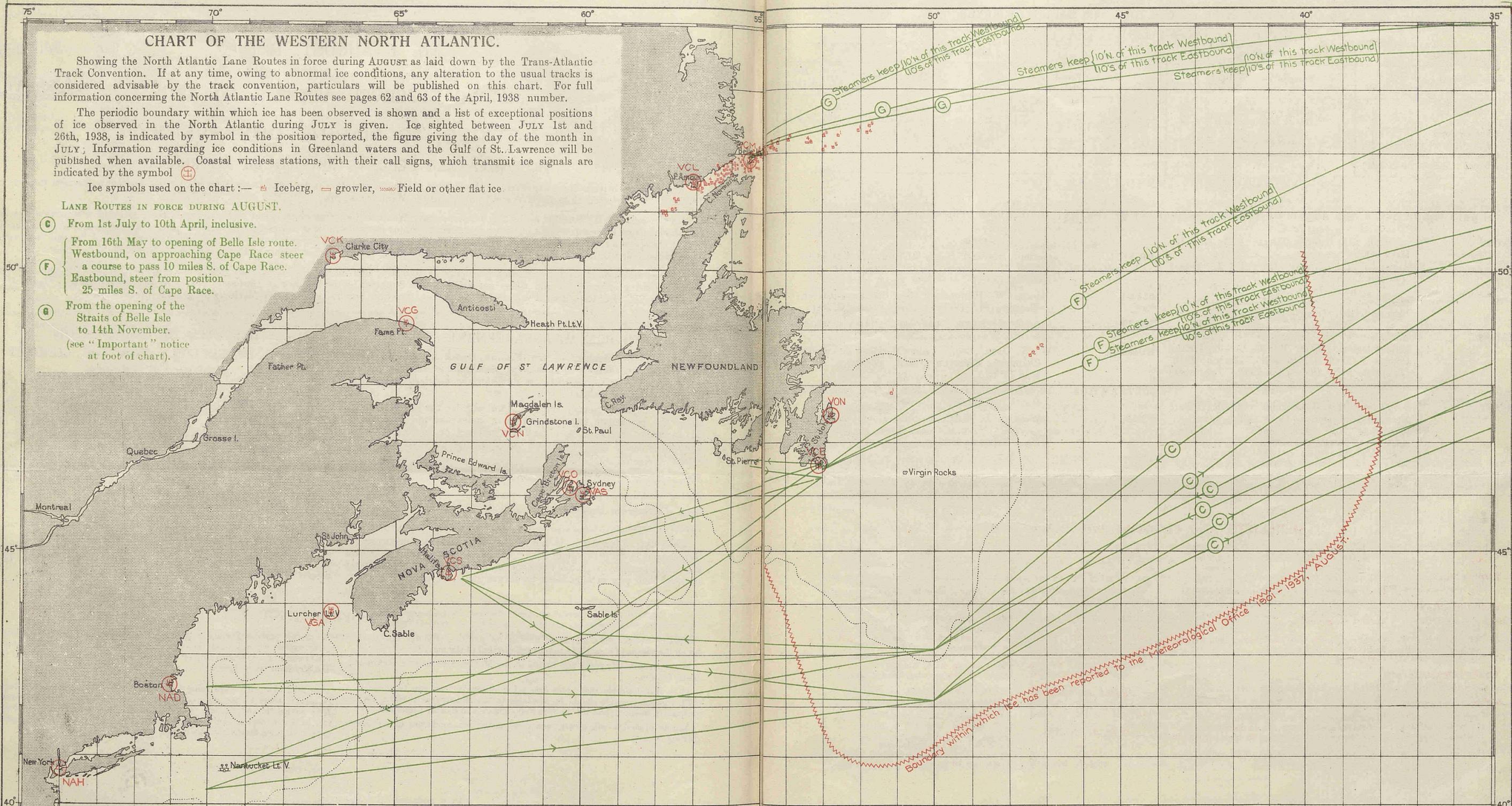
Showing the North Atlantic Lane Routes in force during AUGUST as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 62 and 63 of the April, 1938 number.

The periodic boundary within which ice has been observed is shown and a list of exceptional positions of ice observed in the North Atlantic during JULY is given. Ice sighted between JULY 1st and 26th, 1938, is indicated by symbol in the position reported, the figure giving the day of the month in JULY. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol ⊕

Ice symbols used on the chart: — Iceberg, — growler, — Field or other flat ice.

LANE ROUTES IN FORCE DURING AUGUST.

- (C)** From 1st July to 10th April, inclusive.
- (F)** From 16th May to opening of Belle Isle route. Westbound, on approaching Cape Race steer a course to pass 10 miles S. of Cape Race. Eastbound, steer from position 25 miles S. of Cape Race.
- (G)** From the opening of the Straits of Belle Isle to 14th November. (see "Important" notice at foot of chart).



EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
Aug. 12, 1903	S.S. Saxon Prince ...	37°52' N.	71°30' W.	Piece 3 ft. high, 40 ft. long.
" 7, 1908	S.S. Caronia ...	50°31' N.	18°55' W.	2 pieces 10 ft. square and 15 ft. square.
" 2, 1909	S.S. Shimosa ...	37°16' N.	42°06' W.	Piece 18 ft. by 5 ft., 2 ft. out of water.
" 14, 1912	S.S. Ulstermore ...	43°55' N.	39°16' W.	Piece.
" 27, 1912	S.S. Lux ...	42°30' N.	15°26' W.	50 ft. sq., 4 ft. out of water.
" 10, 1915	S.S. St. Louis ...	41°02' N.	48°00' W.	Berg.
" 10, 1915	S.S. St. Leonards ...	41°09' N.	56°43' W.	Berg.
" 21, 1915	S.S. Strathgarry ...	40°46' N.	63°20' W.	Growler.
" 1915	Do.	39°00' N.	46°20' W.	Piece 20 ft. long, 4 ft. high.
" 29, 1920	U.S. Hyd. Bulletin	40°30' N.	47°52' W.	Berg.

ICE IN GREENLAND WATERS.

Information received by cablegram from Danish Meteorological Institute, Copenhagen.

"16th July. Free of ice 40 miles off Cape Farewell. Bergs in latitude 59°N. Ice in Davis Strait northwards to Ivigtut"

IMPORTANT

The following is an extract from a letter received from the Cunard White Star Limited, dated 4th July, 1938.

United States Tracks

"Will you please note that in consequence of further advices received from New York with reference to the above, it has been decided to change to Track 'C'. This change will be operative for all sailings Westbound and Eastbound on and after to-day's date."

CORRECTIONS

UP TO JULY 18TH, 1938.

MADE SINCE PUBLICATION OF THE JULY, 1938 MARINE OBSERVER

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
*† Deucalion, M.S. ...	S	*† Arctic Ranger, S.T. ...	S	*† Clement	S	to 214 *† Clement	S
*† Explorer	M	*† British Diplomat, M.S. (tank).	M	*† San Cirilo	M	to *† San Cirilo... ..	M-S
*† Geddington Court ...	S	214 *† Counsellor	M				
*† Kingston Cyanite, S.T.	S	*† St. Cathan, S.T. ...	S				
*† Temple Moat	S						
*† Tyndareus	ML						

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE, AIR MINISTRY.

LONDON Captain L. A. BROOKE SMITH, R.D., R.N.R., Marine Superintendent.
 Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
 Room 205, Victory House, Kingsway, W.C.2.
 (Telephone No.: Holborn 3434 Extension 421.)
 Nearest station, Temple, District Railway.

THAMES... ... Commander C. H. WILLIAMS, R.N.R., Port Meteorological Officer, P.L.A. Building, King George V Dock (south side), London, E.16.
 (Telephone No.: Albert Dock 2659. Telegraphic Address: Barometric Aldock, London.)

MERSEY Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool.
 (Telephone No.: Bank 8959. Telegraphic Address: Meteorite, Liverpool.)

Agents.

BRISTOL CHANNEL. Captain EDWARD HALL, 21, Dowlais Buildings, West Bute Street, Cardiff. (Telephone No.: Cardiff 1268.)

CLYDE Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.1. (Telephone No.: Central 3775.)

FORTH Captain G. MORE, Chief Dock Master's Office, Leith. (Telephone No.: Leith 35481.)

HUMBER W. H. CARR, Esq., Master Mariner, Ferensway Chambers, Ferensway, Hull. (Telephone No.: Hull 16063.)

SOUTHAMPTON Captain Sir BENJAMIN CHAVE, K.B.E. Room 35, Royal Mail House.

TYNE Captain F. B. WEST, Customs House Chambers, Quayside, Newcastle upon Tyne; 1. (Telephone No.: Newcastle 23203.)

DERELICTS AND FLOATING WRECKAGE.

Position.			Description.	Position.			Description.
Date.	Latitude.	Longitude.		Date.	Latitude.	Longitude.	
NORTH SEA				NORTH ATLANTIC—(cont).			
17.7.38	54°51'N.	1°05'W.	Partly submerged tree, danger to navigation.	5.7.38	38°22'N.	38°38'W.	Several large timbers fastened together.
ENGLISH CHANNEL.				5.7.38	36°00'N.	45°45'W.	Cylindrical buoy.
2.7.38	6 mls. SSW of Beachy Head.		Derelict, dangerous.	5.7.38	38°10'N.	39°00'W.	Can buoy.
14.7.38	49°15'N.	2°21'W.	Overtaken heavy boat, black bottom, white sides.	7.7.38	34°31'N.	74°41'W.	Tree trunk 20 ft. long.
19.7.38	48°05'N.	5°31'W.	Red painted light buoy,	8.7.38	27°58'N.	70°40'W.	Red nun buoy with white top.
19.7.38	48°57'N.	4°34'W.	Conical buoy.	10.7.38	46°28'N.	8°01'W.	Waterlogged baulk of timber 20 ft. × 4 ft. × 4 ft.
MEDITERRANEAN SEA.				12.7.38	50°12'N.	11°24'W.	Large iron buoy with staff.
14.7.38	40°00'N.	5°00'E.	Drifting buoy.	16.7.38	58°53'N.	17°49'W.	Black spar projecting 6 ft. out of water.
NORTH ATLANTIC.				17.7.38	47°35'N.	21°07'W.	Wreck, bottom up, 40 ft. long.
1.7.38	36°34'N.	74°34'W.	Large timber and several small pieces.	19.7.38	45°44'N.	22°25'W.	Large rusty conical buoy, lying on its side.
2.7.38	37°24'N.	69°14'W.	Wooden mast, 45 ft. long, 3 ft. in diameter.	GULF OF MEXICO			
4.7.38	35°46'N.	63°02'W.	White spar, with black anchor on upper part and three flags.	5.7.38	23°34'N.	80°10'W.	Raft of timbers 20 ft. sq.
4.7.38	28°04'N.	51°07'W.	Large rusty can buoy, floating upright 6 ft. out of water.	19.7.38	9°34'N.	80°48'W.	Large tree.
				NORTH PACIFIC			
				2.7.38	37°50'N.	123°17'W.	Log 30 ft. long, 3 ft. in diameter.
				5.7.38	47°22'N.	124°53'W.	Log 20 ft. long 2 ft. in diameter.
				11.7.38	40°36'N.	124°57'W.	Several logs 40 ft. long, 2 ft. in diameter.

LONDON

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