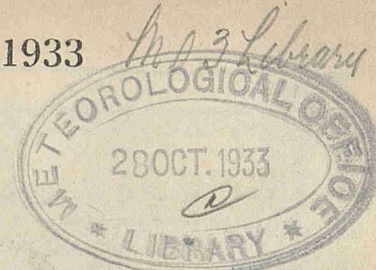


FOR OFFICIAL USE
MONTHLY SUPPLEMENT No. 1—NOVEMBER, 1933
TO THE
MARINE OBSERVER—VOL. X, No. 112.



MARINE METEOROLOGY.

Co-operation of Shipowners, Masters and Mates.

Captains and Officers of ships registered in Great Britain and Northern Ireland, who wish to co-operate regularly with the Meteorological Office should apply to the appropriate Port Meteorological Officer or Agent, a list of whom, with addresses, is given below.

In accordance with the International Convention for Safety of Life at Sea, the Meteorological Office arranges for certain "Selected Ships" to take meteorological observations at specified hours, and to transmit such observations by wireless telegraphy, for the benefit of other ships and the various meteorological services.

Arrangements are also made for a limited number of ships to keep meteorological logs in certain trades for the purpose of completing the meteorological survey of the oceans.

Ships performing these voluntary duties are known as Observing Ships; the whole as the Voluntary Observing Fleet; and the commanders and officers of these ships as the Corps of Voluntary Marine Observers.

At present the observing fleet is limited to a number not exceeding 366 observing ships. The number of British "Selected Ships" is determined upon the British proportion of world tonnage, on the assumption that there should be a total of 1,000 "Selected Ships" of all nations.

The observing fleet list indicating which are "Selected Ships," with the names of commanders, officers, and other particulars, is published in THE MARINE OBSERVER and kept up to date monthly.

A general description of marine meteorological work, including the particulars desired from intending marine observers, is given in Chapter I of THE MARINE OBSERVER'S HANDBOOK, 5th Edition, which is supplied to all observing ships, and may also be obtained from H.M. Stationery Office, direct, or through any bookseller, price 2s. 6d.

THE QUARTERLY MARINE OBSERVER or MONTHLY SUPPLEMENT is sent regularly to the captain of every observing ship, for the information and guidance of his observing officers, and in the case of "Selected Ships," the wireless operators also. The Captains of observing ships are also supplied on request with charts, and atlases, according to trade, if available, as meteorological equipment.

Ships keeping the Meteorological Log, Form 915, are lent a complete set of official tested instruments.

"Selected Ships," other than meteorological log keeping ships, keep the Ships' Meteorological Record, Form 911. All "Selected Ships" also keep the Ships' Wireless Weather Register, Form 138.

No observing ship is detailed as a "Selected Ship" unless she has on board a reliable mercurial barometer.

Official tested instruments are lent to "Selected Ships" when necessary.

The commanders of observing ships keeping the meteorological log are requested to return it (accompanied by Form 138 in the case of "Selected Ships") through the appropriate Port Meteorological Officer or Agent at intervals of not more than five months.

Commanders of observing ships keeping Forms 911 are requested to return them (accompanied by Form 138 in the case of "Selected Ships") by post direct to the Meteorological Office, London, at the end of each voyage, or at intervals of not more than two months.

These forms have the address and "On His Majesty's Service" printed upon them, and should be folded for posting accordingly.

The Port Meteorological Officers and Merchant Navy Agents inspect official instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace defective gear. These officers will also check the accuracy of barometers in observing ships, but marine observers should themselves frequently check by comparison.

The work of the British observing fleet, that of the observing fleets of other nations party to the Convention for Safety of Life at Sea, together with Weather Shipping Bulletins and Gale and Hurricane Warnings conforming to the International Convention for Safety of Life at Sea, provide the necessary information for shipping. Thus a world wide service for all shipping, at the minimum cost to national funds, is provided. Shipowners are asked to facilitate this voluntary work which is done by the commanders and officers of their ships.

Shipowners will greatly assist by facilitating the forwarding of postal matter from the Air Ministry addressed to the Captains of ships.

All ships fitted with W/T are advised to procure the DECODE for use with the International Code for Wireless Weather Messages from Ships, M.O. Pubn. 329, which can be obtained from H.M. Stationery Office, price 3d. This gives a description of the system of communication of "Selected Ships," as well as the DECODE.

For guidance in the practical use of wireless weather intelligence, WIRELESS AND WEATHER AN AID TO NAVIGATION may be obtained from H.M. Stationery Office, through any bookseller, price 5s.

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.,
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Room 324, Adastral House, Kingsway, W.C.2.
(Telephone No.: Holborn 3434 Extension 421).
Nearest station Temple, District Railway.

THAMES ... Lieut. 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
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MERSEY ... Commander M. CRESSWELL, R.N.R., Port
Meteorological Officer, Dock Office, Liverpool.
(Telephone No.: Bank 8959. Telegraphic
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Agents.

BRISTOL CHANNEL Captain T. JOHNSTON, Technical College, Cathays
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Agents (contd.).

CLYDE ... Mr. ROBERT CLEARY, Master Mariner, The
Clutha Stevedoring Co., Ltd., Princes Dock,
Glasgow. (Telephone No.: 513 Ibrox).

FORTH ... Captain C. G. BONNER, V.C., D.S.C., Leith Salvage
and Towage Co., Ltd., 2, Commercial Street,
Leith.

HONG KONG, China. Lieut. Commander E. H. C. BRANSON, R.N.,
Chart Depot, H.M. Dockyard.
(Telephone No.: 108 Dockyard).

HUMBER ... Captain A. M. BROWN, Ellerman Wilson Line
Office, Hull. (Telephone No.: Central 16180).

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

SYDNEY, New South Wales. Commander G. D. WILLIAMS, D.S.O., R.D., R.N.R.
Captain G. B. MERCER.
Customs House. (Telephone No.: B6421).

TYNE ... Captain J. J. MCEWAN, Marine School, South
Shields.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
NORTH ATLANTIC.							
1.10.33	37°07'N.	74°50'W.	Cylindrical buoy with a flat top, reddish in colour, projecting about 8 feet out of water.	9.10.33	41°32'N.	66°58'W.	Three masted vessel, twin screw, wooden hull painted black, with three spars floating just ahead of wreckage. Schn. <i>MATA</i> abandoned on fire.
5.10.33	34°14'N.	50°06'W.	Large flat topped black buoy.	11.10.33	48°34'N.	25°42'W.	
MEDITERRANEAN.							
6.10.33	36°58'N.	75°58'W.	Two large tree trunks about 60 feet long and 2 feet diameter.	5.10.33	36°17'N.	14°33'E.	Large piece of wreckage, dangerous to navigation.

CHART OF THE WESTERN NORTH ATLANTIC.

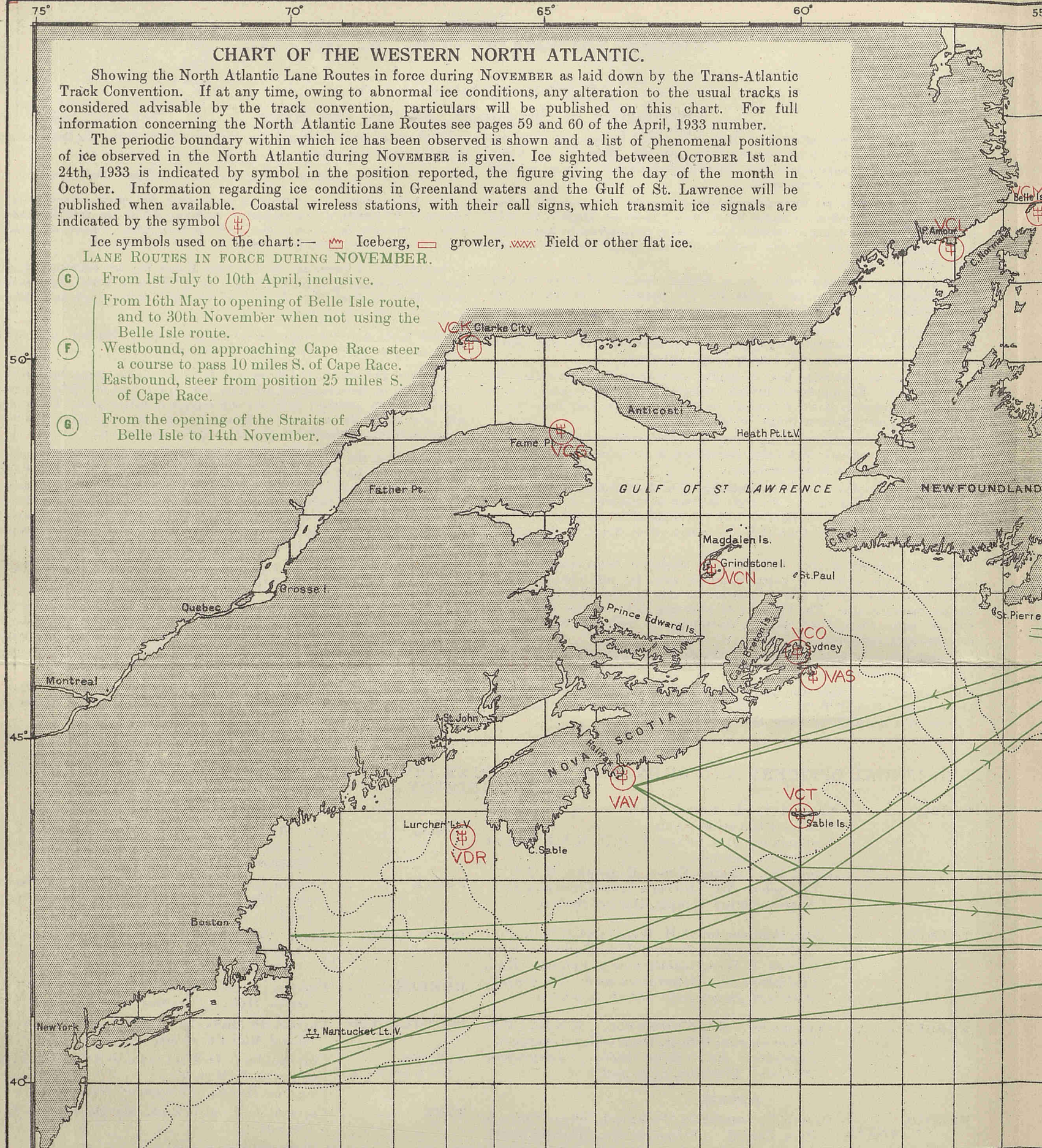
Showing the North Atlantic Lane Routes in force during NOVEMBER as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 59 and 60 of the April, 1933 number.

The periodic boundary within which ice has been observed is shown and a list of phenomenal positions of ice observed in the North Atlantic during NOVEMBER is given. Ice sighted between OCTOBER 1st and 24th, 1933 is indicated by symbol in the position reported, the figure giving the day of the month in October. 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 (H).

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

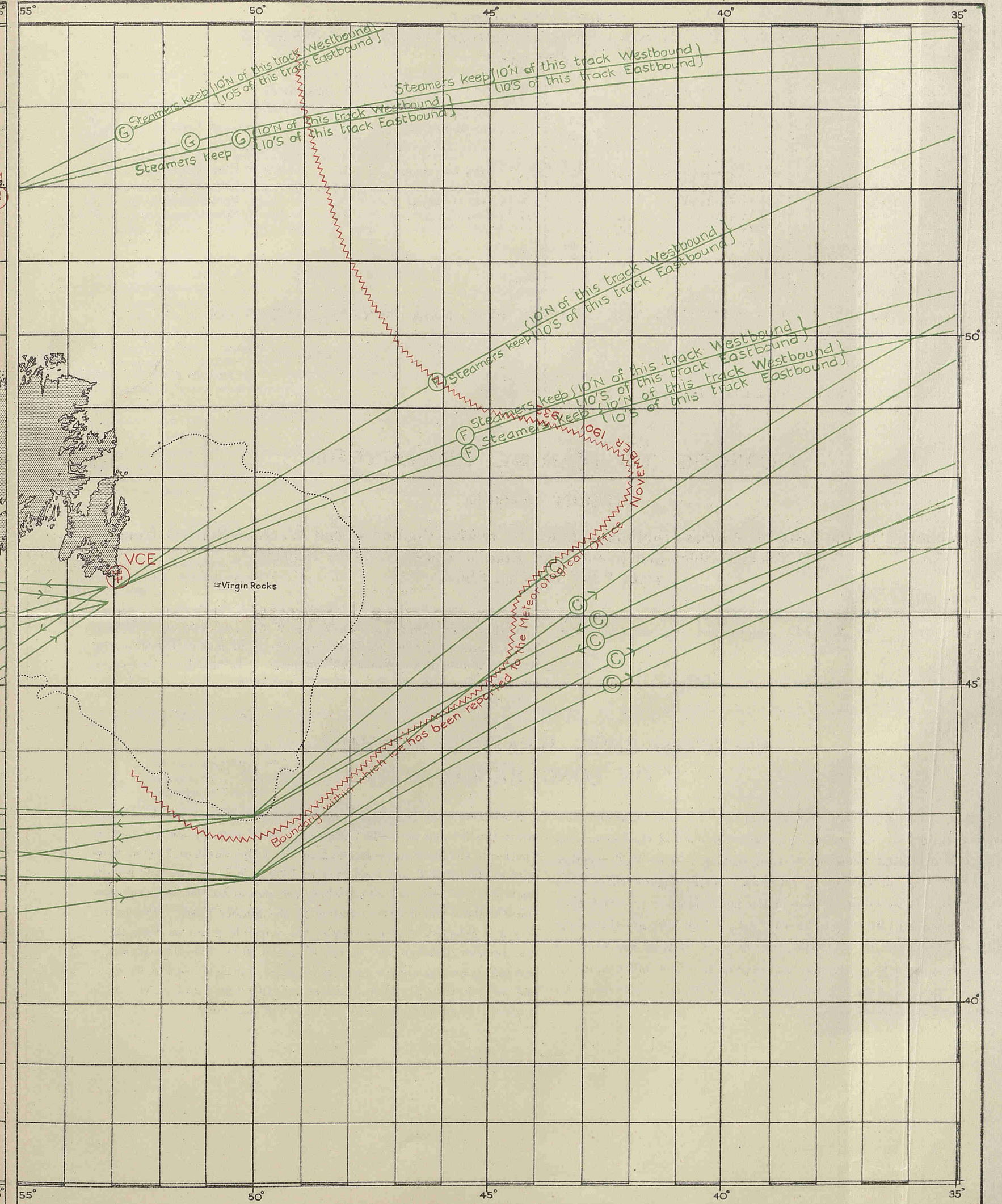
LANE ROUTES IN FORCE DURING NOVEMBER.

- (C) From 1st July to 10th April, inclusive.
From 16th May to opening of Belle Isle route, and to 30th November when not using the Belle Isle route.
- (F) 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.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
Nov. 7, 1932	Cape Race W/T Stn.	47°38'N.	40°04'W.	Berg and growlers.



CORRECTIONS

UP TO OCTOBER 16TH 1933.

MADE SINCE PUBLICATION OF THE SEPTEMBER, 1933 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.
074 †† City of Paris ...	S.	059 †† Belgenland ...	S.	Clan Urquhart ...	M.	to 279 *† Clan Urquhart ...	M.
251 *† R.R.S. Discovery II	M.L.	074 *† Fordsdale ...	M.	City of Tokio ...	M.L.	to City of Tokio ...	S.
134 *† Esperance Bay ...	M.	134 †† Lapland ...	S.	176 *† Port Gisborne ...	S.	to Port Gisborne ...	M.L.
064 *† Manela ...	M.	064 †† Laurentic ...	S.	277 *† Spero ...	M.L.	to Spero ...	M.L.
277 *† Pakeha ...	S.	251 *† Matakana ...	S.				
203 *† Royal Star ...	M.	279 †† Melita ...	M-S.				
059 †† Strathnaver ...	M-S.	203 †† Minnewaska ...	M-S.				
176 *† Vancouver City ...	S.						

SHIPS WATER SAMPLING THE ARABIAN SEA, JOHN MURRAY EXPEDITION.

Additions.	Deletions.
Britannia, Clan Mackay, Oxfordshire, Staffordshire.	—

NOTICES TO MARINE OBSERVERS.

INTERIM NOTICE.

Amendment to the Lists of Wireless Stations detailed to receive Routine Coded Weather Reports from
 “ A ” Selected Ships and to intercept Routine Coded Weather Reports
 from “ B ” Selected Ships.

Volume X. No. 112 (October 1933). Page 142.

South Pacific. New Zealand. Information required, Limit of Groups.

For “ weather only up to seven groups”, substitute “ Weather only, four universal groups ”.

Page 144.

South Pacific. Stations:—Auckland, Wellington, Awarua, Chatham Island, Raratonga, Apia. Telegraphic address of meteorological centre desiring information—Weather Wellington. Information desired.—

For “ Weather only up to 7 groups”, substitute “ Weather only, four universal groups ”.

SELECTED SHIPS WEATHER REPORTS ON LONG RANGE.

The special attention of Commanders of “ A ” Selected Ships and their W.T. operators is invited to the importance attached in the instructions (pages 28-31 January number) to their making routine W.T. weather reports to C.Q. on 2100 m. at schedule times in regions where there is no station indicated in the list in the latest number to which they should address their reports by call sign. Not only are these long range reports useful to other ships but in some parts of the world in settled weath when they may not appear to be of much value to shipping they are of the greatest value to the Meteorological services for providing information needed by aircraft.

For example the W/T station at Heliopolis in Egypt G.E.H. though not in this list and not to be addressed by call sign by ships reporting weather in the Mediterranean and Red Sea, keeps watch on 2100 m. from 0618 to 0630 G.M.T. and from 1218 to 1230 G.M.T. intercepting reports made by “ A ” Selected Ships which are passed to the Meteorological Office at Cairo which serves aviation in the Middle East. This matter of A & B Selected Ships maintaining the schedule given on page 29 of the January number and in the pamphlet M.O. 329—The Decode—becomes more desirable as progress is made, for more and more ships and shore services are looking out at schedule times and on the wave lengths 2100 and 600 m. in different parts of the World.

LATE NOTICES.