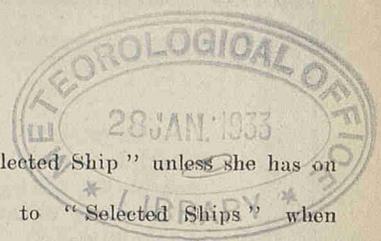


TO THE MARINE OBSERVER—VOL. X, No. 109.

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., Marine Superintendent. Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant. 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 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 (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 G. B. R. RUDYERD-HELPMAN, R.N., Superintendent, Admiralty Chart and Chronometer Depot, H.M. Dockyard. (Telephone No.: 108 Dockyard). HUMBER ... Captain A. M. BROWN, Ellerman Wilson Line Office, Hull. (Telephone No.: Central 2180). 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., Deputy Director of Navigation. Captain R. G. BLAYNEY. Customs House. (Telephone No.: B6421). TYNE ... Captain J. J. MCEWAN, Marine School, South Shields.

Agents.

- BRISTOL CHANNEL Captain T. JOHNSTON, Technical College, Cathays Park, Cardiff. (Telephone No.: Cardiff 6813).

DERELICTS AND FLOATING WRECKAGE.

Table with columns: Date, Position (Latitude, Longitude), Description. Rows include ENGLISH CHANNEL and NORTH ATLANTIC with details of derelicts like lifeboats and steel tanks.

# CHART OF THE WESTERN NORTH ATLANTIC.

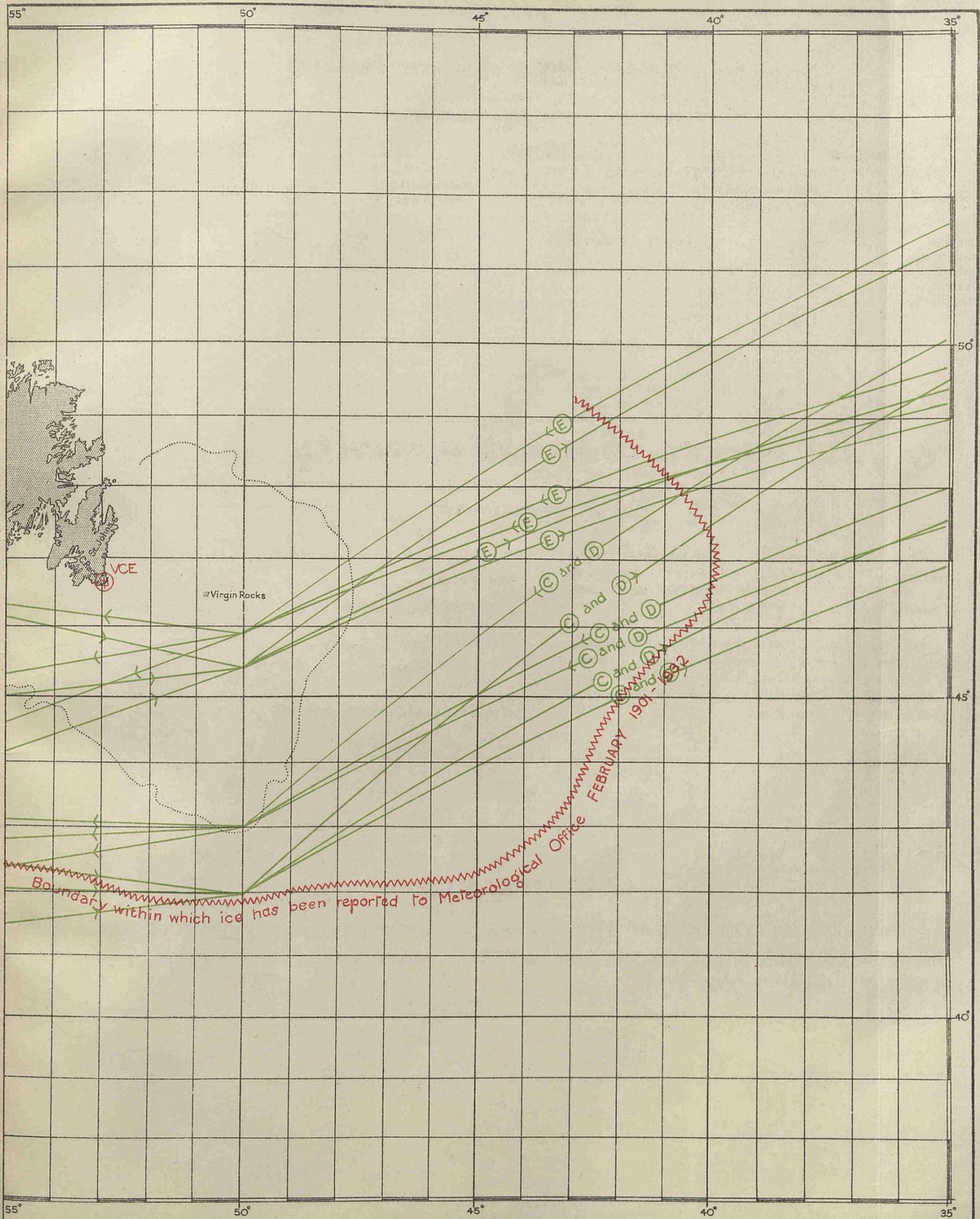
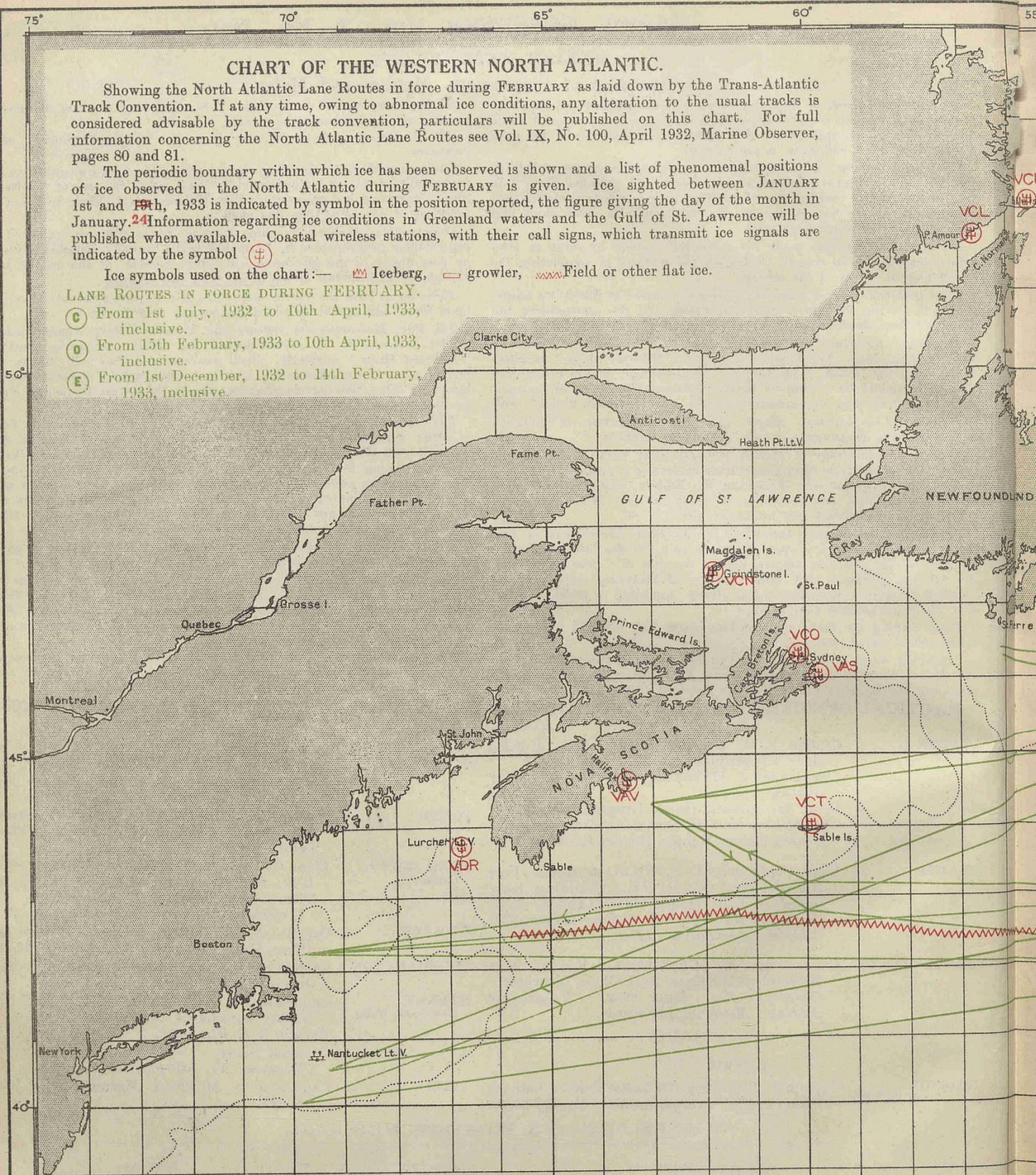
Showing the North Atlantic Lane Routes in force during FEBRUARY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see Vol. IX, No. 100, April 1932, Marine Observer, pages 80 and 81.

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 FEBRUARY is given. Ice sighted between JANUARY 1st and 14th, 1933 is indicated by symbol (E) in the position reported, the figure giving the day of the month in January. 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 FEBRUARY.

- (C) From 1st July, 1932 to 10th April, 1933, inclusive.
- (D) From 15th February, 1933 to 10th April, 1933, inclusive.
- (E) From 1st December, 1932 to 14th February, 1933, inclusive.



## PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
Feb. 3, 1922	S.S. Weehawken ...	41°42'N.	58°59'W.	Ice (sustained bow damage).

CORRECTIONS TO THE FLEET LIST MADE SINCE PUBLICATION  
OF THE  
JANUARY, 1933 MARINE OBSERVER.

Additions.

Deletions.

Alterations.

Name of Vessel.			Meteorological equipment.	Name of Vessel.			Meteorological equipment	Name of Vessel.			Meteorological equipment.
City of Exeter	...	...	S	065 †† Asturias M.V....	...	S	from Akaroa	...	...	M.L.	
Clan Macdougall	...	...	S				to 065 †† Akaroa	...	...	M.L.	
Clan Macneil	...	...	S								
Comliebank	...	...	S								
Esperance Bay	...	...	M								

## NOTICES TO MARINE OBSERVERS.

### 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.

## LATE NOTICES

PARTICULAR ATTENTION IS INVITED TO THE NOTICE ENTITLED "SELECTED SHIPS" PUBLISHED ON THIS SHEET IN THE JANUARY, 1933, MARINE OBSERVER AND TO THE LISTS THEREIN REFERRED TO.

LONDON

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 York Street, Manchester; 1, St. Andrew's Crescent, Cardiff; 15, Donegall Square West, Belfast; or through any Bookseller

1933 Price 9d. Net.