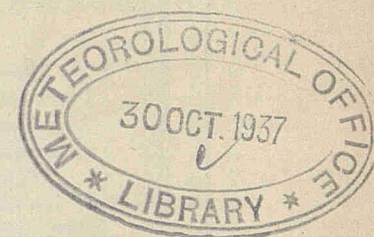


MONTHLY SUPPLEMENT

No. 1—NOVEMBER, 1937

TO THE

MARINE OBSERVER—VOL. XIV, No. 128.



CURRENT OBSERVATION.

It is very desirable that good current data should be recorded. Spaces are provided for current experienced throughout the day and for current determined at shorter intervals in Meteorological Logs, while Form 911 provides for either or both.

Generally the difference between the *Dead Reckoning Position* at noon, reckoned from previous noon, and the *Observed Position* has been accepted as attributable to a single current for the whole 24 hours.

It is necessary to make careful distinction between *Dead Reckoning Position* and *Estimated Position*, the former being the position as reckoned from the last fix by courses steered and distances run, corrected for all known errors and disturbances *except* current. When a fix cannot be obtained, an estimation for current (when one is known generally to exist) is sometimes applied to the D.R.; the result may then be conveniently termed the *Estimated Position*.

If this estimated position is given in the Meteorological Log or Form 911, it should be clearly stated, otherwise it may be misleading.

Currents of varying velocity and direction may be experienced along the track made in 24 hours; therefore, when reliable fixes such as by Stellar observations at twilight are obtained, the current should be determined for the intervals, and all should be checked with the noon to noon result. Each of these currents determined at shorter intervals than 24 hours should be entered in the Meteorological Log in the appropriate column, and the time and latitude and longitude of each observation position should be given in the latitude and longitude columns. The times given on Form 911 indicate the interval. The period of short interval currents should usually not be less than say, six hours. The best interval is probably from twilight to twilight.

It is desirable that whenever possible two methods of ascertaining the distance run through the water should be used, with one means of measuring the speed the inclination is to credit the ship. When possible it is recommended that both patent log and revolutions should be used.

For working out the set and drift of current the position *from* as well as the position *to* must always be *fixes*. Some observers have used an *estimated* position *from*, which makes the set and drift false. The same remarks apply to course allowances for set; the latter are naturally necessary to make an *estimated* course.

It is not only records of strong or abnormal currents that are desired. Records of the state of the current, no set, small sets, moderate sets and great sets at all times when the information can be obtained with reliability are necessary for completing current charts for all oceans and providing the information desired in the sailing directions.

Selected Ships.

In making their routine wireless weather reports to all ships (C.Q.) Selected ships may give material aid to navigation by including the set and drift of current found when considered reliable. This practice of broadcasting the set and drift of current found between Stellar fixes at sunset and dawn twilight in the next routine W/T weather report also helps in our investigation of the currents in all parts of the world and may be the means of improving knowledge of the causes, variations and peculiarities of currents.

When the set and drift is included the code message may be conveniently shortened thus:

C.Q. WEATHER 13167 55106 00000 16979 Current
From 15N. 52E. To 16N. 54E.
58° one knot. Dalgoma.

Example taken from Selected Ships' Register Form 138 of M.V. *Dalgoma* for March 5th, 1933, supplementary groups of code figures being omitted.

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Nearest station, Temple, District Railway.

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SYDNEY, New South Wales. Captain N. G. ROSKRUGE.
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TYNE ... Captain F. B. WEST, Customs House Chambers,
Quayside, Newcastle upon Tyne, 1. (Telephone
No.: Newcastle 23203).

DERELICTS AND FLOATING WRECKAGE.

| Date. | Position. | | Description. | Date. | Position. | | Description. |
|-----------------|-----------|------------|----------------|---|------------------|--|---|
| | Latitude. | Longitude. | | | Latitude. | Longitude. | |
| NORTH ATLANTIC. | | | | Conical buoy, no light visible. Abandoned lighter. Large iron buoy, probably a light buoy broken adrift. Whistle buoy. Red conical buoy, upside down, mark in water apparently "D". | ENGLISH CHANNEL. | | |
| 5.10.37 | 45°14'N. | 55°53'W. | 4.10.37 | | 50°14'N. | 3°10'W. | Drifting buoy. |
| 7.10.37 | 18°16'N. | 17°14'W. | 7.10.37 | | 50°29'N. | 0°19'E. | Derelict lighter <i>Seven</i> . |
| 7.10.37 | 31°31'N. | 49°52'W. | 9.10.37 | | 50°31'N. | 1°08'W. | Floating log 5 feet long, 3 feet diameter. |
| 11.10.37 | 34°33'N. | 36°15'W. | 20.10.37 | | 49°11'N. | 4°28'W. | Red buoy. <i>No. 2</i> on top mark, adrift. |
| 16.10.37 | 52°50'N. | 11°05'W. | MEDITERRANEAN. | | | | |
| | | | 2.10.37 | 31°29'N. | 32°09'E. | Spar floating vertically, showing 20 feet above water. | |
| | | | 11.10.37 | 41°22'N. | 3°04'E. | Bulky object, narrow and long, like a big wreck. | |

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 64 and 65 of the April, 1937 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 NOVEMBER is given. Ice sighted between OCTOBER 1st and 26th, 1937 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 (⊕).

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

LANE ROUTES IN FORCE DURING NOVEMBER.

(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.

EXCEPTIONAL POSITIONS OF ICE.

| Date. | Ship or Source of Report. | Position. | | Remarks. |
|--------------|---------------------------|-----------|----------|--|
| | | Lat. | Long. | |
| Nov. 7, 1922 | Cape Race W/T Stn. | 47°38'N. | 40°04'W. | Berg and growlers |
| " 8, 1936 | S.S. Delyros | 32°44'N. | 49°58'W. | Piece of ice about 60 ft. long, 5 ft. above water. |

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CORRECTIONS

UP TO OCTOBER 19TH, 1937.

MADE SINCE PUBLICATION OF THE OCTOBER, 1937 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. |
| ††Arundel Castle ... | S. | 203†† Empress of Australia | S. | *† Kyno | S. | to 203*† Kyno | S. |
| *†Discovery II R.R.S. ... | M.L. | 075*† Esperence Bay ... | M. | *† Port Jackson M.S. ... | S. | to 124*† Port Jackson M.S. | S. |
| *†San Cirilo | M. | 124*† Fordsdale... .. | S. | *† Ruahine | S. | to 231*† Ruahine | S. |
| | | 047*† Taranaki M.S. ... | S. | *† Stockport | S. | to 047*† Stockport | S. |
| | | 231†† Vandyck | S. | †† William Scoresby R.R.S. | M.L. | to 075†† William Scoresby R.R.S. | M.L. |

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 40, January, 1937 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.

COVER FOR MARINE OBSERVER.

Marine observers, regular recipients and subscribers to this Journal are informed that a binding cover for Volume XIV of "The Marine Observer" may be obtained from H.M. Stationery Office, through any bookseller, price 2s.

The arrangements for assembling the numbers for binding is described in the October, 1937 number page 130.

It should be clearly understood that this cover is not the cover used for binding "Excellent" awards, which is far superior: but it will be found to be of good quality and a useful means of preserving the yearly numbers, for which a title page is issued with each October number.

ICE REPORTS (FORM 912).

Ice Report Forms are supplied with the MARINE OBSERVER or Supplement each month to all regular observing ships employed in the Trans North Atlantic and Southern Ocean trades. They may also be obtained by any British Ship on application to the Port Meteorological Officers or Agents, addresses of whom are given on the front page of this Supplement.

Commanders of ships in these trades are asked to have this form

completed and returned without delay at the end of each passage. A nil return is desired should no ice be sighted.

Selected Ships on the Trade Routes of the Southern Ocean are requested to add to their routine Wireless Weather reports information of floating ice seen or reported within the last 24 hours so that this information may be disseminated to the utmost advantage of all concerned.

LONDON

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