

## MONTHLY SUPPLEMENT No. 1—NOVEMBER, 1934

TO THE

## MARINE OBSERVER—VOL. XI, No. 116.

## 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 360 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** ... 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: Barometrice 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 T. JOHNSTON, Technical College, Cathays  
Park, Cardiff. (Telephone No.: Cardiff 6813).

## 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.					MEDITERRANEAN.		
4.10.34	15°37'N.	57°—'W.	Spar projecting about 4 ft. out of water apparently attached to submerged wreckage.	11.10.34	37°35'N.	2°03'E.	White rusty conical buoy badly dented, marked 3-P.T.T.
5.10.34	46°34'N.	7°—'W.	S.S. <i>Stamwell</i> adrift in sinking condition abandoned, dangerous to navigation.	16.10.34	36°57'N.	12°01'E.	Conical red buoy marked B.R. adrift.
7.10.34	55°49'N.	8°—'W.	Partially submerged wreckage, approx. 30 ft. by 20 ft., dangerous to navigation.	NORTH PACIFIC.			
20.10.34	48°07'N.	5°29'W.	Conical buoy adrift.	3.10.34	41°45'N.	126°35'W.	Log, 60 ft. long, 2 ft. diameter.
23.10.34	45°34'N.	7°55'W.	Stern of wooden vessel covered with marine growth, partly submerged, dangerous.				



# CHART OF THE WESTERN NORTH ATLANTIC.

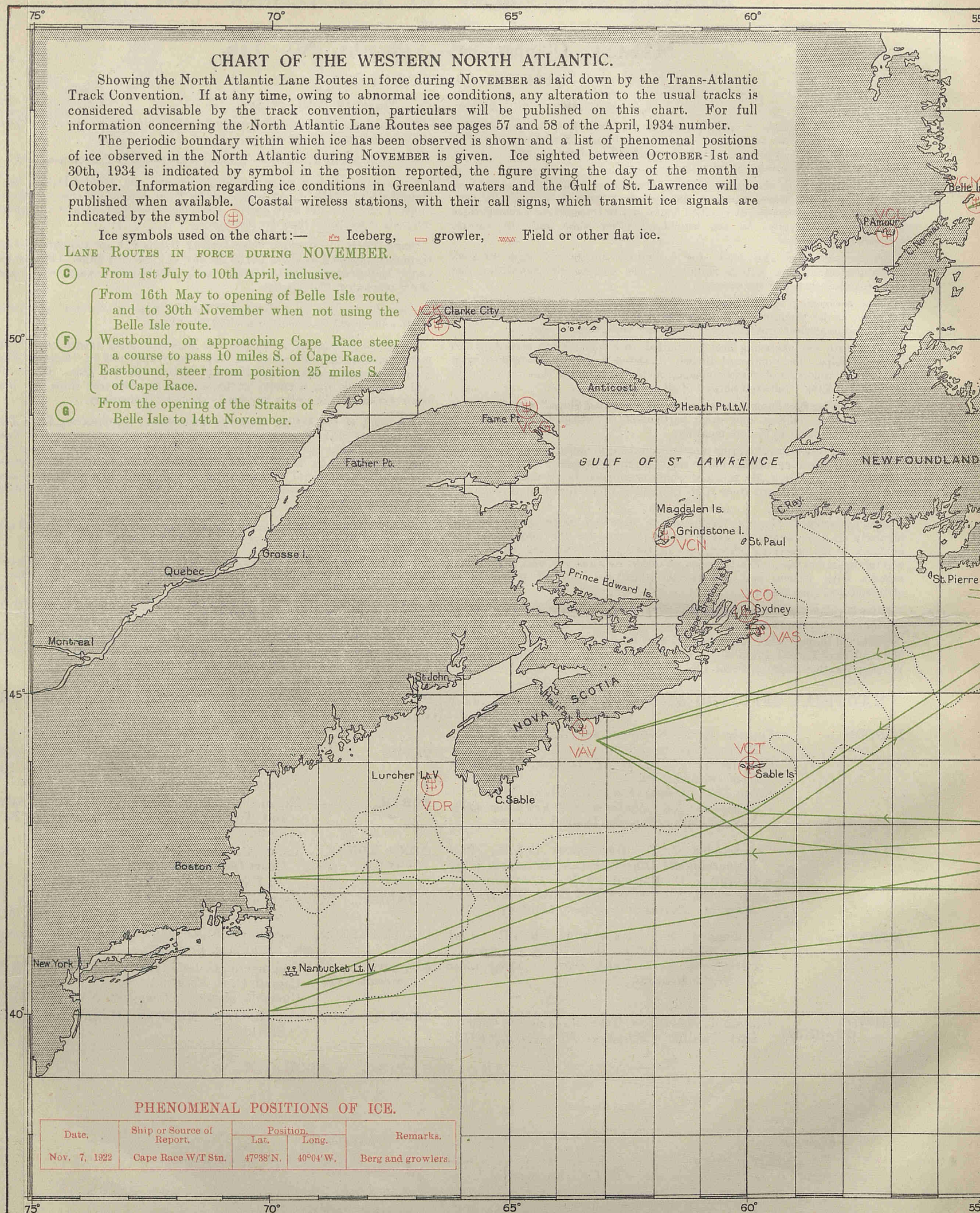
Showing the North Atlantic Lane Routes in force during NOVEMBER as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 57 and 58 of the April, 1934 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 30th, 1934 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.

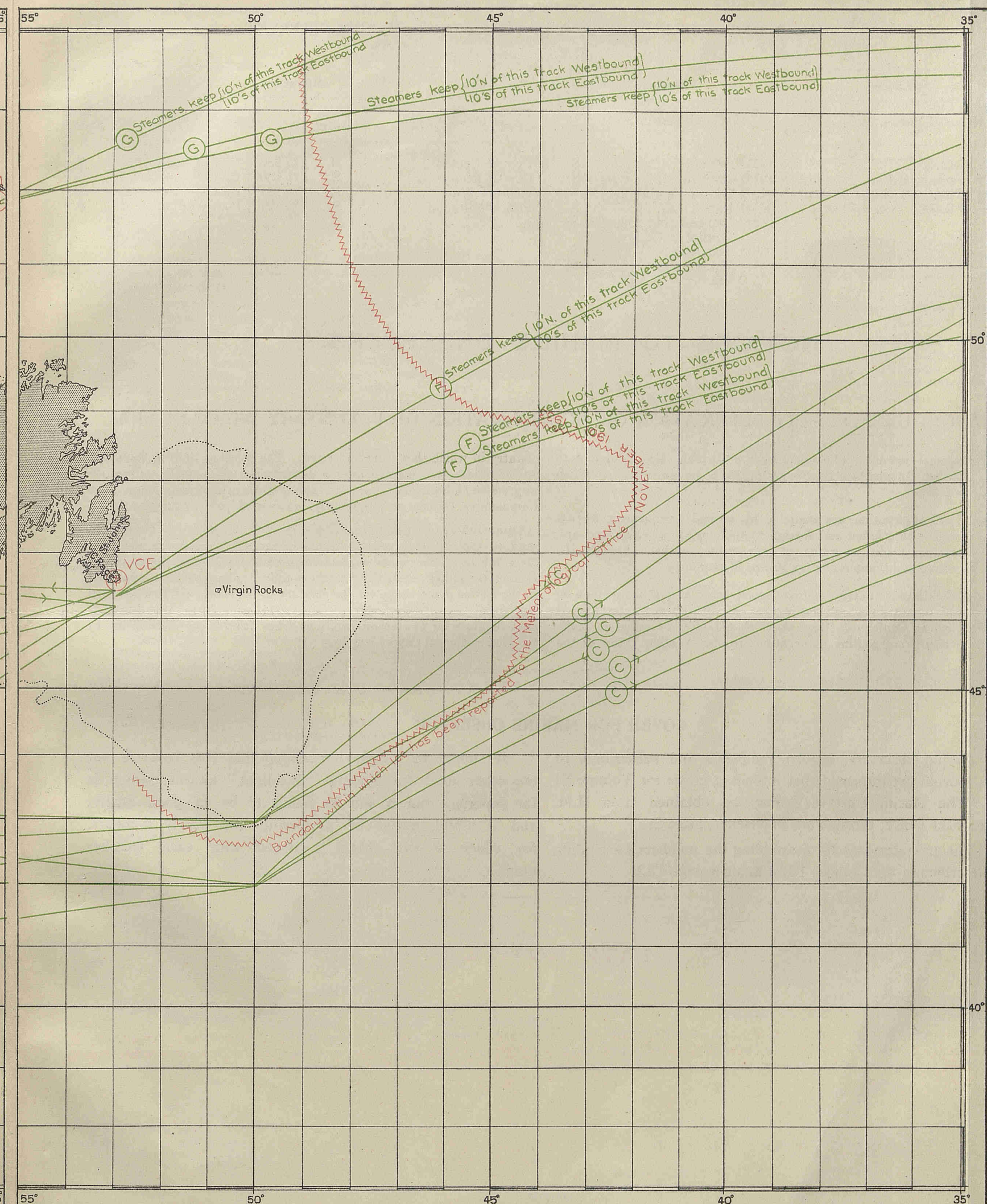
## LANE ROUTES IN FORCE DURING NOVEMBER.

- (C) From 1st July to 10th April, inclusive.
- (F) From 16th May to opening of Belle Isle route, 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 22ND 1934.

MADE SINCE PUBLICATION OF THE OCTOBER, 1934 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.
013†† Asturias ...	S.	129†† Adriatic ...	S.	City of Canton ...	M.	to 282*† City of Canton ...	M.
064*† Durham M.V. ...	M.	127*† Arracan ...	S.	City of Dieppe ...	S.	to 030*† City of Dieppe ...	S.
129†† William Scoresby R.R.S.	MJL.	013*† City of Cambridge	S.	Kemmendine ...	M.	to 281*† Kemmendine ...	M.
		064†† Doric ...	S.	Port Wellington ...	S.	to 127*† Port Wellington ...	S.
		282†† Empress of Australia.	S.				
		030†† Franconia ...	S.				
		281†† Mauretania ...	S.				

## NOTICES TO MARINE OBSERVERS.

### AVOID UNNECESSARY DUPLICATION OR MULTIPLICATION OF VOLUNTARY WORK AT SEA.

The special attention of commanders of British ships is invited to THE MARINE OBSERVER'S HANDBOOK (1930) p. 10, paragraph 5 which reads as follows:—

“All observations are available by mutual arrangement for exchange with colonial and foreign meteorological services, and are, therefore, made according to agreement reached through the International Commission for Marine Meteorology.”

In order that voluntary meteorological work at sea should not be duplicated or multiplied, it was agreed in 1929 by the International Meteorological Conference that ships should only be asked to make written returns of routine observations to the Weather Office of the

country in which they were registered. The Selected Ship System was agreed to internationally in order to secure better organization, uniformity of practice and prevention of unnecessary work being imposed upon the Commander, Officers or Wireless Operators of ships.

Commanders of British observing ships are accordingly requested to send in their written returns regularly through the appropriate Port Meteorological Officers and Agents or direct to the Meteorological Office, London (as indicated on those returns) and to adhere as far as possible to the advice given them, for the conduct of the work, in THE MARINE OBSERVER. The Commanders of British Observing Ships are advised to refer requests for written observations from other state institutions to the Meteorological Office, London.

### COVER FOR MARINE OBSERVER.

Marine observers, regular recipients and subscribers to this Journal are informed that a binding cover for Volume XI 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 1934 number page 133.

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.

## LATE NOTICES

The Commanders and officers of British Selected Ships are asked to make known to the officers of the Merchant Navy, particularly Section 34 of their instructions which is given on page 31 of the January

1934 number, and by means of the notes on pages 128–132 of the October 1934 number, to encourage routine wireless weather reports in British Ships when and where necessary.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses: Adastral House, Kingway, London, W.C.2; 120, George Street, Edinburgh 2; York Street, Manchester 1; 1, St. Andrew's Crescent, Cardiff; 80, Chichester Street, Belfast; or through any Bookseller

1934 Price 6d. Net.