

## MONTHLY SUPPLEMENT

No. 1—MAY, 1939

TO THE

MARINE OBSERVER—Vol. XVI, No. 134.

## TRANS-ATLANTIC AIR SERVICE.

A further series of flights across the North Atlantic will take place this year between Shannon Airport and Botwood, Newfoundland.

The voluntary assistance given by ships on previous occasions has been of great value and their co-operation is again requested for the forthcoming flights.

An announcement of a projected flight, giving particulars of the route (initial course, if by great circle; or rhumb line course to be made good), the time of departure and the anticipated ground speed of the aircraft will be broadcast from Rugby GBR at 1200 G.M.T. or 2000 G.M.T., depending on the time of departure, for the information of ships likely to be in the vicinity of the aircraft during flight.

A similar message will be sent through Portishead Radio and Valentia Radio to Masters of a few selected ships known to be near the route of the aircraft, who will be asked to furnish their position, course and speed, and also to arrange, if possible, for a watch to be kept on 500 kc/s

(600 m.) during the period they estimate that the aircraft will be in their vicinity. The information so collected will be sent to Shannon Airport and passed to the Captain of the aircraft before departure. Wherever possible the larger ships, normally keeping a 24 hour watch, will be selected but where no such ship is available other ships may have to be selected.

During flight, the aircraft will report progress periodically to Shannon Airport and/or Botwood on medium or short waves. Between these communications, watch will normally be maintained on 500 kc/s.

When the aircraft wishes to ascertain its position it will normally ask a ship to transmit a W/T signal to enable the aircraft to take a bearing.

The co-operation of ships with the aircraft should need arise would be greatly appreciated.

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

**LONDON ...** ... Captain C. E. N. FRANKCOM, Marine Superintendent.  
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**MERSEY ...** ... Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool.  
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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 SEA				MEDITERRANEAN— <i>continued.</i>		
6.4.39	2 miles NNW of Cross Sand Light Vessel.		Broken mast.	10.4.39	43°02'N.	5°25'E.	Lifeboat, white, brown inside.
8.4.39	53°48'N.	0°25'E.	Drifting wreck.		NORTH ATLANTIC		
ENGLISH CHANNEL				1.4.39	35°31'N.	35°23'W.	Black and white spar buoy, 3ft. out of water.
2.4.39	48°07'N.	5°29'W.	Red conical buoy.	4.4.39	40°00'N.	60°14'W.	Black bell buoy.
3.4.39	48°42'N.	5°26'W.	White conical buoy.	4.4.39	27°28'N.	77°11'W.	Object resembling a buoy, 3 ft. out of water.
	MEDITERRANEAN				GULF OF MEXICO.		
5.4.39	35°30'N.	17°54'E.	Large red conical buoy.	1.4.39	28°26'N.	90°43'W.	Cylindrical iron pontoon, 4 ft. diameter by 10 ft. long, timber attached.



# CHART OF THE WESTERN NORTH ATLANTIC.

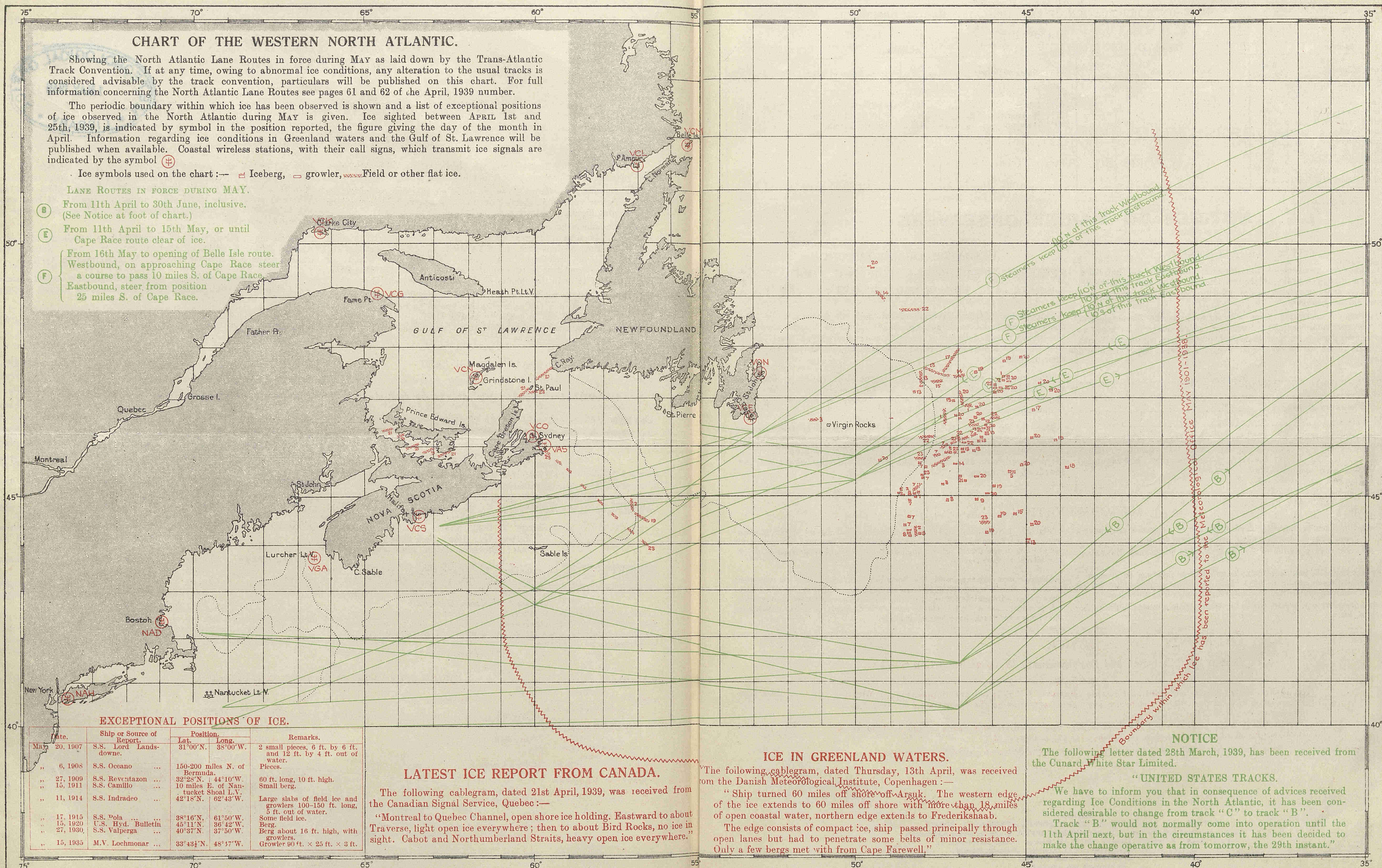
Showing the North Atlantic Lane Routes in force during MAY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 61 and 62 of the April, 1939 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 MAY is given. Ice sighted between APRIL 1st and 25th, 1939, is indicated by symbol in the position reported, the figure giving the day of the month in April. 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, wavy Field or other flat ice.

## LANE ROUTES IN FORCE DURING MAY.

- (B) From 11th April to 30th June, inclusive.  
(See Notice at foot of chart.)
- (E) From 11th April to 15th May, or until  
Cape Race route clear of ice.
- (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.



## EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat. Long.	Remarks.
May 20, 1907	S.S. Lord Landsdowne.	31°00'N. 38°00'W.	2 small pieces, 6 ft. by 6 ft. and 12 ft. by 4 ft. out of water.
" 6, 1908	S.S. Oceano ...	150-200 miles N. of Bermuda.	Pieces.
" 27, 1909	S.S. Reventazon ...	32°28'N. 44°10'W.	60 ft. long, 10 ft. high.
" 15, 1911	S.S. Camillo ...	10 miles E. of Nantucket Shoal L.V.	Small berg.
" 11, 1914	S.S. Indradeo ...	42°18'N. 62°43'W.	Large slabs of field ice and growlers 100-150 ft. long, 5 ft. out of water.
" 17, 1915	S.S. Pola ...	38°16'N. 61°50'W.	Some field ice.
" 15, 1920	U.S. Hyd. Bulletin	45°11'N. 36°42'W.	Berg.
" 27, 1930	S.S. Valperga ...	40°37'N. 37°50'W.	Berg about 16 ft. high, with growlers.
" 15, 1935	M.V. Lochmonar ...	33°43'N. 48°17'W.	Growler 90 ft. x 25 ft. x 3 ft.

## LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 21st April, 1939, was received from the Canadian Signal Service, Quebec:—

"Montreal to Quebec Channel, open shore ice holding. Eastward to about Traverse, light open ice everywhere; then to about Bird Rocks, no ice in sight. Cabot and Northumberland Straits, heavy open ice everywhere."

## ICE IN GREENLAND WATERS.

The following cablegram, dated Thursday, 13th April, was received from the Danish Meteorological Institute, Copenhagen:—

"Ship turned 60 miles off shore off Arguk. The western edge of the ice extends to 60 miles off shore with more than 18 miles of open coastal water, northern edge extends to Frederikshaab.

The edge consists of compact ice, ship passed principally through open lanes but had to penetrate some belts of minor resistance. Only a few bergs met with from Cape Farewell."

## NOTICE

The following letter dated 28th March, 1939, has been received from the Cunard White Star Limited.

## "UNITED STATES TRACKS.

We have to inform you that in consequence of advices received regarding Ice Conditions in the North Atlantic, it has been considered desirable to change from track "C" to track "B".

Track "B" would not normally come into operation until the 11th April next, but in the circumstances it has been decided to make the change operative as from tomorrow, the 29th instant."



# CORRECTIONS

UP TO APRIL 17TH, 1939.

MADE SINCE PUBLICATION OF THE APRIL, 1939 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.
†† Athenia ... ..	S	Nil.		061*† Devon ... ..	M	to 061*† Devon ... ..	M-S
*† Cairnmona ... ..	S			107*† El Argentino M.S. ...	M	to 107*† El Argentino M.S. ...	M-S
*† Corrientes ... ..	S			260*† Inanda ... ..	M-S	to 260*† Inanda ... ..	S
*† Dunaff Head ... ..	S						
*† Kingswood ... ..	S						
*† Kyno ... ..	S						
*† Manchester Regiment	S						
†† Montcalm ... ..	M-S						
*† Port Chalmers M.S. ...	S						

## 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.

### 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.

### NOTICE

### To British "B" Selected and Supplementary Weather Reporting Ships.

#### Bermuda.

When within about 600 miles of Bermuda, British "B" Selected and Supplementary Weather Reporting Ships are particularly desired to pay special attention to the broadcasting of their routine weather messages to CQ at schedule times.

During summer months when the 0000 G.M.T. time of observation comes within daylight hours they are also requested to broadcast this message to CQ at 0030 G.M.T.

Weather messages **should not** be addressed direct to the Meteorological Office, Bermuda.

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