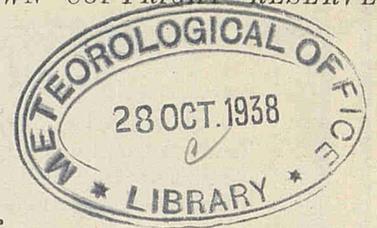


MONTHLY SUPPLEMENT
No. 1—NOVEMBER, 1938

TO THE
MARINE OBSERVER—VOL. XV, No. 132.



NOTICES TO MARINE OBSERVERS.

VISITING OF OBSERVING SHIPS.

As far as possible the Port Meteorological Officers and Merchant Navy Agents visit observing ships at ports in their districts at intervals of about three months.

The purpose of these visits is to assist the Captain in the carrying out by his ship of the voluntary obligations which he has undertaken, with the assistance of his officers and wireless operators, as a unit of the British Voluntary Observing Fleet.

Besides the routine duties of examining meteorological instruments on board, and giving advice as to details of observation and methods of weather forecasting, and so forth, for all of which it may be sufficient for them to see the observing officers with the cognisance of the Captain, it is often most desirable that they should see the Captain himself. Particularly in the case for consultation with a view to improvements of general organization, and the great problems of the future concerning

ocean pilotage, navigation, wireless telegraphy, and all matters in which marine meteorology should properly fit in the general work of the merchant navy and the ship's own economy.

The visiting officers often lose much valuable time in their attendance upon observing ships. It will be of great assistance if the Captain will instruct his observing officers to notify the Port Meteorological Officer or Merchant Navy Agent by telephone or post card, as soon as possible after the arrival of the ship, of the day and time during their stay in port when he will be on board and be able to receive the visiting officer.

If, at the same time, information is given to the Port Meteorological Officer or Merchant Navy Agent of instruments out of order requiring to be replaced, or other matters to which his attention is desired, it will greatly assist in the work.

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

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No.: Newcastle 23203.)

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
ENGLISH CHANNEL				MEDITERRANEAN SEA			
6.10.38	6 miles north of C. Barfleur.		Black buoy, with spherical topmark.	14.10.38	41° -'N.	3° -'E.	Tree trunk, dangerous to navigation.
7.10.38	48°14'N.	5°35'W.	Red conical buoy.	NORTH ATLANTIC			
12.10.38	49°16'N.	4°03'W.	Four conical buoys marked No. 11 in white adrift. Dangerous to navigation.	1.10.38	45°41'N.	7°27'W.	Lifeboat and dinghy adrift, dangerous to navigation.
14.10.38	49°20'N.	3°59'W.	Two red conical buoys.	1.10.38	39°30'N.	74°02'W.	Tree trunk, 20 ft. long 3 ft. diameter.
15.10.38	49°53'N.	2°25'W.	Red conical buoy.	2.10.38	40°40'N.	64°45'W.	Burning wreckage of Schooner <i>Pioneer</i> .
15.10.38	49°22'N.	3°23'W.	Black conical buoy.	2.10.38	26°40'N.	80°01'W.	Tree trunk 2 ft. diameter projecting 4 ft. out of water.
NORTH SEA				4.10.38	39°22'N.	74°14'W.	Pontoon or small scow awash.
5.10.38	55°47'N.	6°54'E.	Wreck of fishing vessel, dangerous to navigation.	5.10.38	38°43'N.	73°30'W.	Large wooden structure awash marked <i>DKE</i>
7.10.38	6 miles N.W. of Bovbjerg.		Floating wreck, dangerous to navigation.	5.10.38	38°58'N.	74°40'W.	Wreckage of vessel marked <i>10-E-167</i> .
9.10.38	300 yards ENE of North Carr light vessel.		Overtaken yacht, dangerous to navigation.	NORTH PACIFIC			
10.10.38	56°27'N.	2°42'W.	Floating log.	2.10.38	37°39'N.	122°50'W.	Heavy log about 15 ft long 5 ft. diameter.
				2.10.38	30°38'N.	124°13'W.	Spar about 50 ft. long 3 ft. diameter.
				3.10.38	39°40'N.	124°10'W.	Seven large logs each about 50 ft. long 3 ft. diameter.

CHART OF THE WESTERN NORTH ATLANTIC.

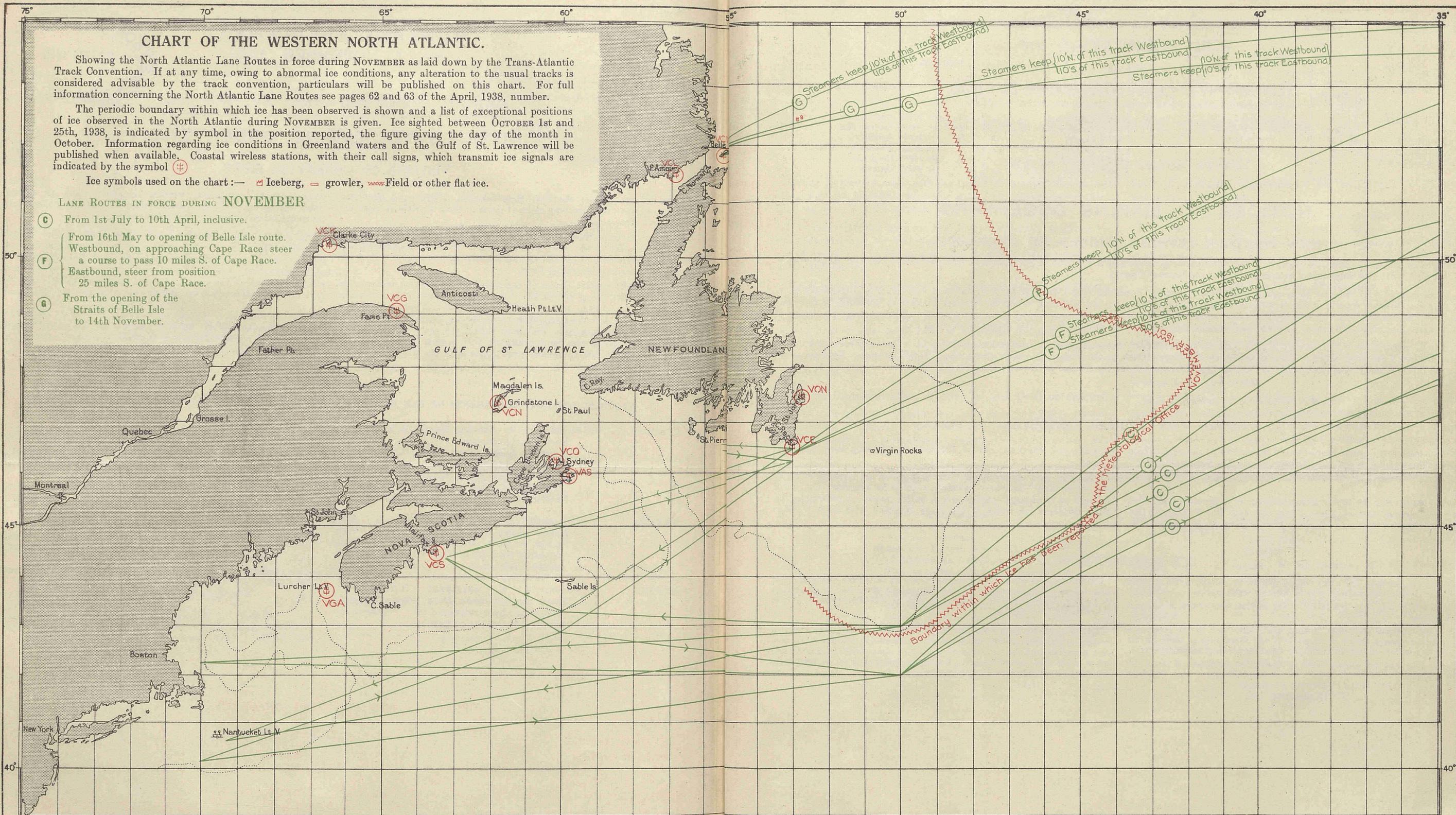
Showing the North Atlantic Lane Routes in force during NOVEMBER as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 62 and 63 of the April, 1938, 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 25th, 1938, 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 \oplus .

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.
- (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.

ICE IN GREENLAND WATERS.

Information received by cablegram from Danish Meteorological Institute, Copenhagen.

"Saturday, 15th October. Ice edge 75 miles off Cape Farewell, consisting of open ice with bergs inside, bergs met with in latitude 58°N."

CORRECTIONS

UP TO OCTOBER 17TH, 1938.

MADE SINCE PUBLICATION OF THE OCTOBER, 1938 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.
*† Arctic Ranger S.T. ...	S	*† Culebra	S	198*† Contractor	M	to 198*† Contractor	M.S.
†† Canton	M.S.			064*† Durham M.S.	M	to 064*† Durham M.S.	M.S.
† Rockflower S.T. ...	S			260† Inanda	M	to 260*† Inanda	M.S.
† Taranaki M.S. ...	S			094† Llandoverly Castle ...	S	to 094*† Llandoverly Castle ...	S
†† Warwick Castle M.S. ...	S			146*† Mandasor	M	to 146*† Mandasor	M.S.
				085†† Orontes	M.S.	to 085†† Orontes	S

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 31, January, 1938 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 XV of "The Marine Observer" may be obtained from H.M. Stationery Office, through any bookseller, price 2s.

When assembling the numbers for binding, it is recommended that the Cover, Advertisement pages, Fleet List and North Atlantic Ice Chart be removed from each number; thus leaving pages numbered in

sequence with the Lithographic Illustrations following each quarterly section.

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 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.

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