

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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Shields.

Agents (contd.).

Agents.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
ENGLISH CHANNEL.				NORTH ATLANTIC.			
8.4.33	49° N.	4°10' W.	Small square buoy with a stick 3 feet high carrying a small square black flag and a yellow.	2.4.33	41°10' N.	69°10' W.	Spar about 30 feet long, 2 feet diameter.
16.4.33	50°13' N.	1°20' W.	Red conical buoy adrift.	3.4.33	36°15' N.	75°12' W.	Derelict about 110 feet long, gutted by fire, bow projecting, remainder burnt to water's edge.
IRISH SEA.				4.4.33	53°50' N.	11°45' W.	Large unlighted buoy adrift, C on superstructure, dangerous to navigation.
15.4.33	52°52' N.	4°24' W.	Floating spar, upright like schooner's lower mast, showing about 6 feet above surface, dangerous to navigation.	7.4.33	48°38' N.	5°10' W.	Red conical mooring buoy with number 3 in white.
				10.4.33	46°03' N.	7°34' W.	Heavy spar and gangway, dangerous to navigation.

CHART OF THE WESTERN NORTH ATLANTIC.

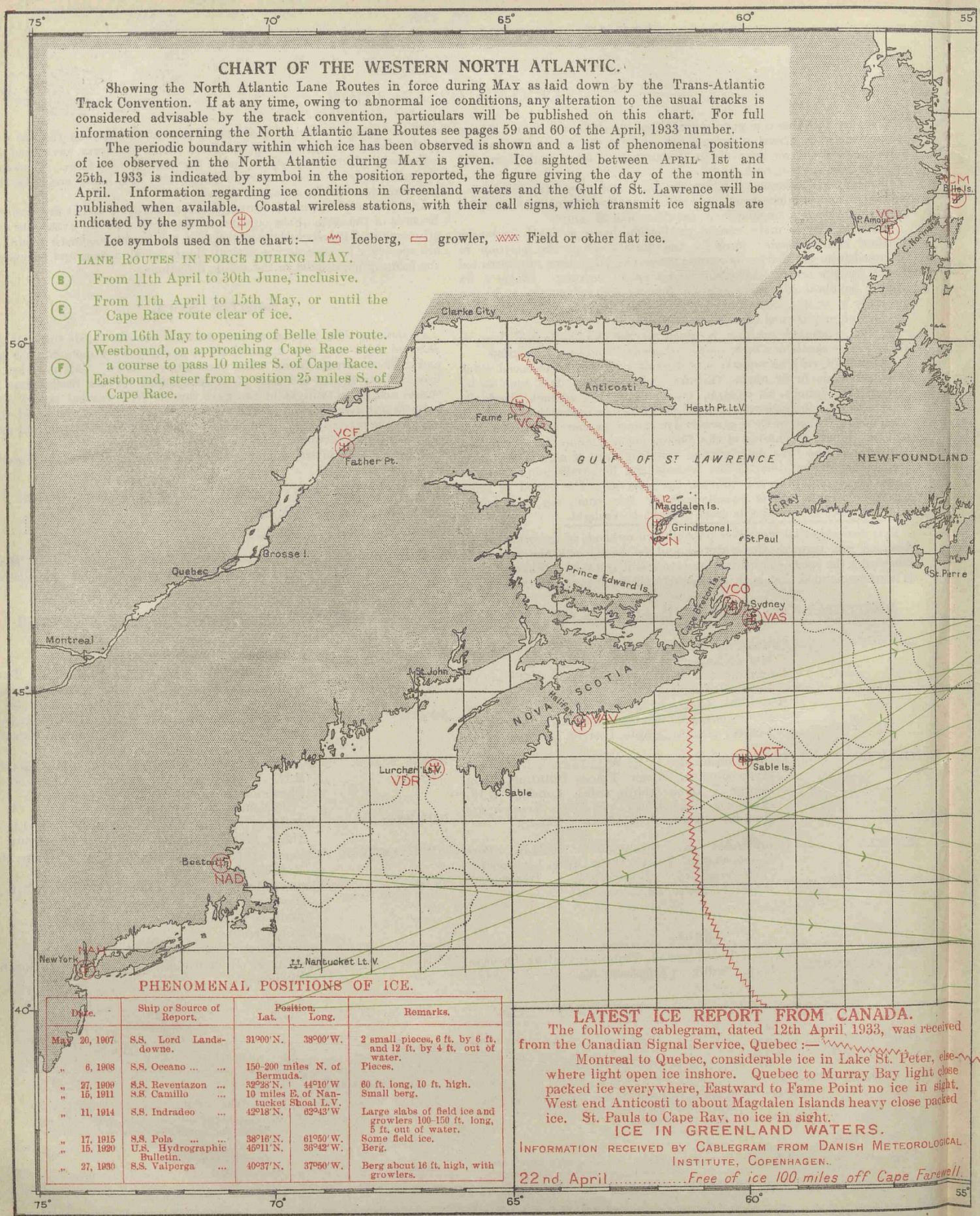
Showing the North Atlantic Lane Routes in force during MAY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 59 and 60 of the April, 1933 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 MAY is given. Ice sighted between APRIL 1st and 25th, 1933 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,  Field or other flat ice.

LANE ROUTES IN FORCE DURING MAY.

- (B) From 11th April to 30th June, inclusive.
- (E) From 11th April to 15th May, or until the 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.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.	Remarks.
		Lat. Long.	
May 20, 1907	S.S. Lord Land-downe.	31°09' N. 38°09' 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 ...	39°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. 63°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. Hydrographic Bulletin.	46°11' N. 36°42' W.	Berg.
" 27, 1930	S.S. Valperga ...	40°37' N. 37°50' W.	Berg about 16 ft. high, with growlers.

LATEST ICE REPORT FROM CANADA.

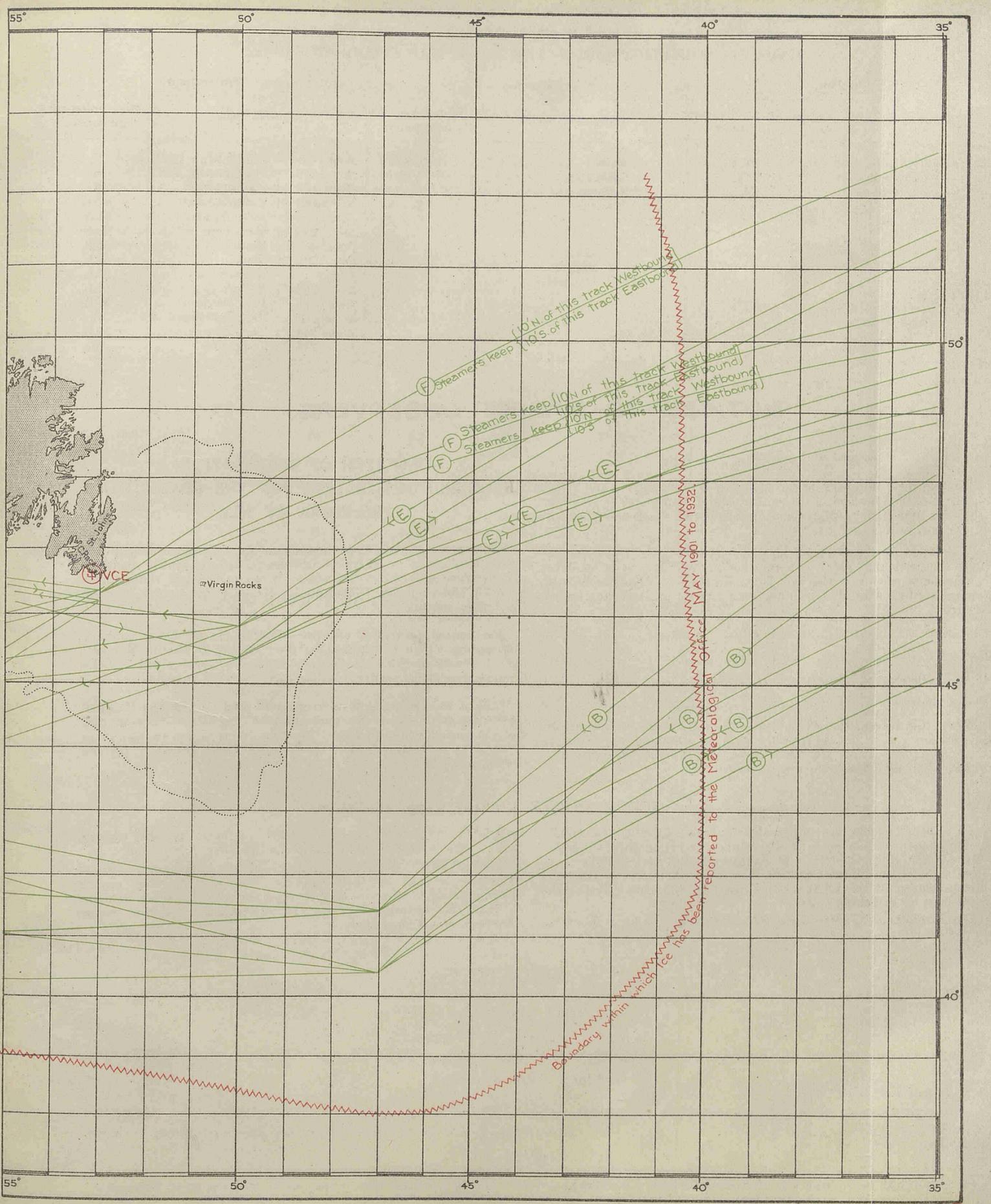
The following cablegram, dated 12th April 1933, was received from the Canadian Signal Service, Quebec:—

Montreal to Quebec, considerable ice in Lake St. Peter, elsewhere light open ice inshore. Quebec to Murray Bay light close packed ice everywhere, Eastward to Fame Point no ice in sight. West end Anticosti to about Magdalen Islands heavy close packed ice. St. Pauls to Cape Rav. no ice in sight.

ICE IN GREENLAND WATERS.

INFORMATION RECEIVED BY CABLEGRAM FROM DANISH METEOROLOGICAL INSTITUTE, COPENHAGEN.

22nd April.....Free of ice 100 miles off Cape Farewell.



CORRECTIONS TO THE FLEET LIST

UP TO APRIL 13TH, 1933.

MADE SINCE PUBLICATION OF THE APRIL, 1933 MARINE OBSERVER.

Additions.

Deletions.

Alterations.

Name of Vessel.	Meteorological equipment.	Name of Vessel.	Meteorological equipment	Name of Vessel.	Meteorological equipment.
061 †† Atlantis	M.-S.	016 †† Darro	M.-S.	<i>from</i> Comliebank, M.V.	S.
City of Barcelona	M.	061 *† Saxon Star	S.	<i>to</i> 016 *† Comliebank, M.V.	S.
City of Perth	M.L.	291 *† Scholar	M.	<i>from</i> 188 †† Kaisar-i-hind ...	M.
Deseado	M.-S.	288 *† Traveller	M.	<i>to</i> 188 †† Kaisar-i-hind ...	M.-S.
Tacoma Star	S.			<i>from</i> Mashobra ...	M.-S.
				<i>to</i> 299 †† Mashobra ...	M.-S.
				<i>from</i> Nankin ...	M.L.
				<i>to</i> 291 *† Nankin ...	M.L.
				<i>from</i> Nellore ...	M.L.
				<i>to</i> 288 *† Nellore ...	M.L.
				<i>from</i> Port Denison ...	M.L.
				<i>to</i> Port Denison ...	S.
				<i>from</i> 244 *† Tongariro ...	M.L.
				<i>to</i> 244 *† Tongariro ...	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.

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 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.

LATE NOTICES

GREAT BRITAIN.

Wireless Telephony (R/T) Issues.

"Weather Shipping" Bulletin

Temporary Arrangements.

During the Covent Garden Opera Season May 1st., for seven or eight weeks, it has been found necessary to change the time of broadcasting the parts of the "Weather Shipping" Bulletin repeated through Daventry from 2300 G.M.T. to 2330 G.M.T. This occurs on five or six evenings during the above period when the third act of an opera is being broadcast.

LONDON

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