

FOR OFFICIAL USE
MONTHLY SUPPLEMENT

No. 1—MAY, 1938

TO THE

MARINE OBSERVER—VOL. XV, No. 130.

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 regularly 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 350 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.

The Organization of Voluntary Meteorological Observation at sea is described in Chapter VII of THE MARINE OBSERVER'S HANDBOOK, sixth edition.

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 the wireless operators. The Captains of observing ships are also supplied on request with charts, and atlases, according to trade, if available, as meteorological equipment.

To ensure the accuracy of data collected for the purpose of research and for weather forecasting, ashore and afloat, and to provide a pattern which may be copied with advantage to all concerned for general use in merchant ships, sufficient tested instruments are lent by the Meteorological Office to the Captains of observing ships.

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 of 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 instruments in Meteorological log ships half-yearly, and in other observing ships quarterly, when possible; and they will replace as necessary any gear lent by the Meteorological Office. These officers will also check the accuracy of barometers, etc., 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.

The masters of all British ships fitted with wireless telegraphy are asked to assist in this service in aid of navigation by making routine wireless weather reports in accordance with the Selected Ship scheme where and when there are not Selected Ships carrying out the service.

With a view to stimulating this supplementary service of making weather reports in the Selected Ship service when and where there are not Selected Ships, a supplementary list of British Weather Reporting Ships is being made.

Only British ships suitably fitted with wireless telegraphy, and who have been visited by the Merchant Navy Agents to the Meteorological Office, and whose masters have then undertaken to perform this service, are included in this list, which is not published, but which is sent for information to stations working a roll call.

The masters of all British ships are advised to procure the pamphlet M.O.329, DECODE FOR USE WITH THE INTERNATIONAL CODE FOR WIRELESS WEATHER MESSAGES FROM SHIPS, published and sold by H.M. Stationery Office, through any bookseller, price 6d.

M.O. 379, a HANDBOOK OF WEATHER, CURRENTS, AND ICE FOR SEAMEN, gives guidance in weather forecasting, also published by H.M. Stationery Office, price 4s. 0d.

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

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Nautical Assistant.
Room 205, Victory House, Kingsway, W.C.2.
(Telephone No.: Holborn 3434 Extension 421.)
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THAMES... ... Commander C. H. WILLIAMS, R.N.R., Port
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George V Dock (south side), London, E.16.
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Cardiff 1268.)

Agents—(contd.).

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Glasgow, C.1. (Telephone No.: Central 3775.)

FORTH Captain G. MORE, Chief Dock Master's Office,
Leith. (Telephone No.: Leith 35481.)

HONG KONG, Lieut. Commander K. W. KIRBY, R.N., Chart
China. Depot, H.M. Dockyard.
(Telephone No.: 108 Dockyard.)

HUMBER ... W. H. CARR, Esq., Master Mariner, Ferensway
Chambers, Ferensway, Hull. (Telephone No.:
Hull 16063.)

SOUTHAMPTON Captain Sir BENJAMIN CHAVE, K.B.E. Room 35.
Royal Mail House.

SYDNEY, Captain N. G. ROSKRUGE.
New South Captain G. B. MERCER.
Wales. Customs House. (Telephone No.: B6421.)

TYNE Captain F. B. WEST, Customs House Chambers,
Quayside, Newcastle upon Tyne, 1. (Telephone
No.: Newcastle 23203.)

DERELICTS AND FLOATING WRECKAGE.

Position.			Description.	Position.			Description.
Date.	Latitude.	Longitude.		Date.	Latitude.	Longitude.	
NORTH SEA			Derelict life boat.	MEDITERRANEAN.			Round black object. Large conical buoy, marks red and white horizontal stripes. Large red conical buoy.
8.4.38	53°40'N.	5°25'E.		7.4.38	40°49'N.	4°11'E.	
NORTH ATLANTIC.			Two big timbers, dangerous. Partly submerged wreckage, dangerous. Black and white light and whistle buoy, whistle functioning, light extinguished, moored in this position.	7.4.38	36°05'N.	4°25'W.	Large red conical buoy.
3.4.38	45°26'N.	7°44'W.		10.1.38	37°39'N.	10°23'E.	
4.4.38	48°52'N.	13°05'W.	Red spherical buoy flying white flag, buoy marked <i>Cayman Island Regatta</i> .	GULF OF MEXICO			Drifting survey buoy. Black can buoy numbered "78".
5.4.38	41°51'N.	64°12'W.		3.4.38	27°15'N.	89°49'W.	
6.4.38	32°13'N.	77°51'W.	Wreck of Greek steamer <i>Mount Kyllene</i> , after end of vessel above water.	4.4.38	23°59'N.	81°22'W.	Conical red whistle buoy.
14.4.38	44°10'N.	28°07'W.		NORTH PACIFIC			
18.4.38	47°41'N.	6°14'W.	Red topped conical buoy.	2.4.38	36°26'N.	122°20'W.	

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 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 MAY is given. Ice sighted between APRIL 1st and 26th, 1938, 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 Important Notice at foot of chart.)

(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.

EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.	Remarks.
		Lat. Long.	
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°48'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°47'W.	Growler 90 ft. x 25 ft. x 3 ft.

LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 22nd April, 1938, was received from the Canadian Signal Service, Quebec:—
"Montreal to Heath Point including Saguenay River, no ice in sight; Magdalen Island to Cabot Strait including Northumberland Strait, light open ice elsewhere"

IMPORTANT




The following letter dated 26th March, 1938, 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 "C" to "B" track.

B track would not normally come into operation until the 11th April next, but in the circumstances it has been decided to make the change operative forthwith."

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 26th, 1938, 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 (H).

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

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" 6, 1908	S.S. Oceano ...	150-200 miles N. of Bermuda.		Pieces.
" 27, 1909	S.S. Reventazon ...	32°28'N.	44°10'W.	80 ft. long, 10 ft. high.
" 15, 1911	S.S. Camilio ...	10 miles S. of Nantucket Shoal Light.		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 ...	36°18'N.	61°50'W.	Some field ice.
" 15, 1920	U.S. Hyd. Bulletin	45°11'N.	36°42'W.	Berg.
" 27, 1930	S.S. Valpurga ...	40°37'N.	37°50'W.	Berg about 16 ft. high, with growlers.
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CORRECTIONS

UP TO APRIL 14TH, 1938.

MADE SINCE PUBLICATION OF THE APRIL, 1938 MARINE OBSERVER.

FLEET LIST.

Additions.			Deletions.			Alterations.		
Name of Vessel.	Met. Equipt.		Name of Vessel.	Met. Equipt.		Name of Vessel.	Met. Equipt.	
069 †† Montcalm	S		069 †† Berengaria	S		149 †† Montclare	M-S	
*† Talhybius	M.L.		210 *† Niagara... ..	M.L.		†† Strathallan	M-S	
†† Voltaire	S					to 149 †† Montclare		S
						to 210 †† Strathallan		M-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.

INTERIM NOTICE.

The following alteration should be made to the List of Wireless Stations Detailed to Receive Coded Weather Reports from "B Selected Ships", published in the April, 1938 number Vol. XV, No. 130, p. 66.

NORTH ATLANTIC

Column No. 2, for Belle Isle*	Substitute Point Amour*
„ No. 3, for Lat. 51° 52' 54" N.	Substitute Lat. 51° 27' 28" N
Long. 55° 21' 41" W.	Long. 56° 51' 31" W
„ No. 4, for VCM	Substitute VCL

LONDON

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 80 Chichester Street, Belfast;
 or through any bookseller

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