

M.O. 3 Lending Library
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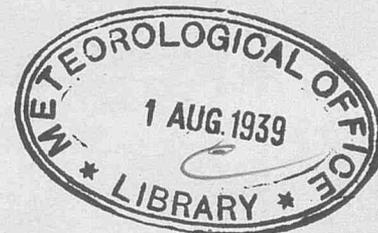
MONTHLY SUPPLEMENT

No. 1—AUGUST, 1939

TO THE

MARINE OBSERVER—VOL. XVI, No. 135.

NOTICES TO MARINE OBSERVERS.



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.

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 this case a "nil" report should be made; since it is desirable as far as possible to determine when tracks have been clear of ice.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during August 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.

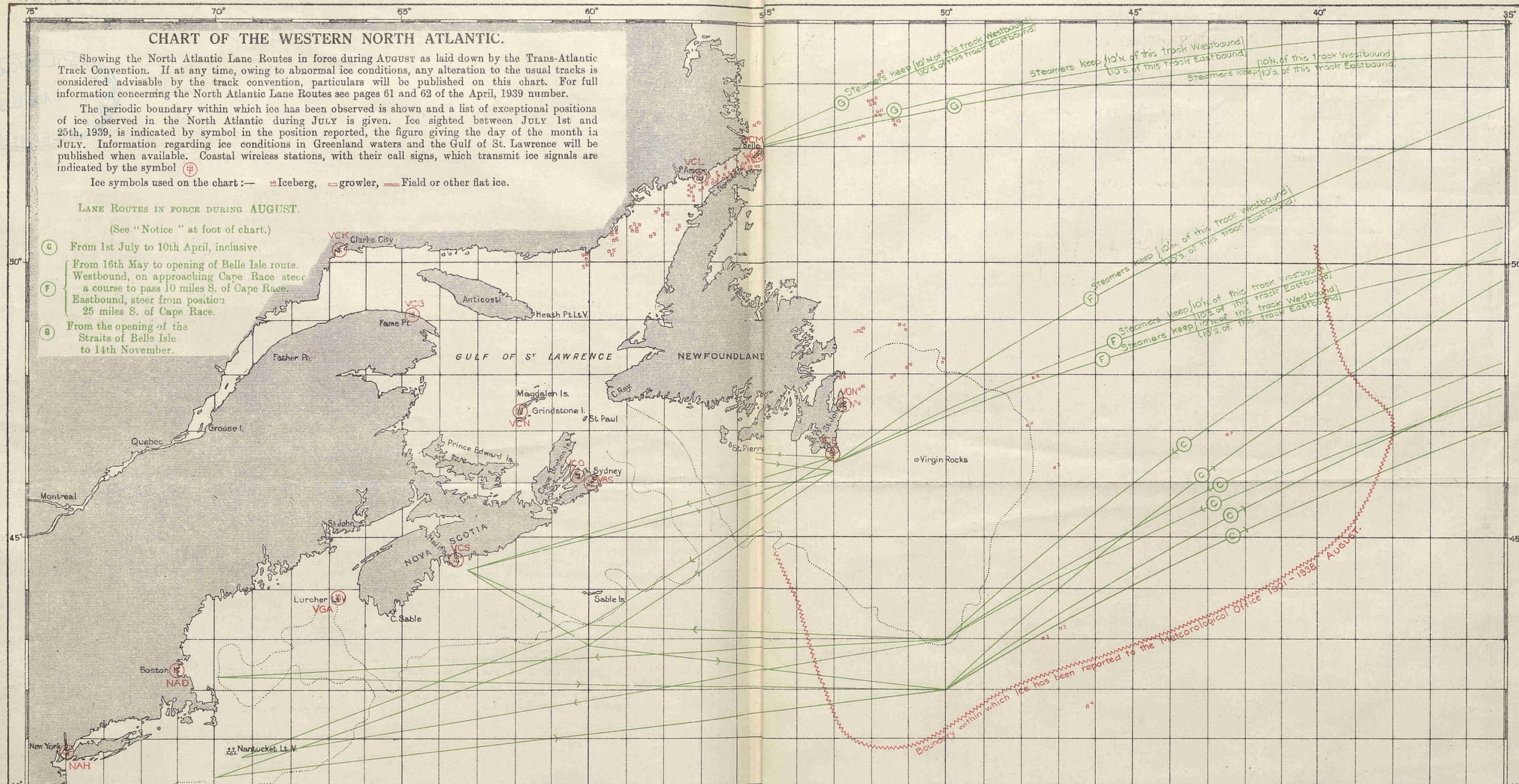
The periodic boundary within which ice has been observed is shown and a list of exceptional positions of ice observed in the North Atlantic during JULY is given. Ice sighted between JULY 1st and 25th, 1939, is indicated by symbol in the position reported, the figure giving the day of the month in JULY. 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 AUGUST.

(See "Notice" at foot of chart.)

- (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.
- (B) 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.	
Aug. 12, 1908	S.S. Saxon Prince ...	37°52'N.	71°30'W.	Piece 3 ft. high, 40 ft. long.
" 7, 1908	S.S. Caronia ...	50°31'N.	18°55'W.	2 pieces 10 ft. square and 15 ft. square.
" 2, 1909	S.S. Shimosa ...	37°16'N.	42°06'W.	Piece 18 ft. by 5 ft., 2 ft. out of water.
" 14, 1912	S.S. Ulstermore ...	43°55'N.	39°16'W.	Piece.
" 27, 1912	S.S. Lux ...	42°30'N.	15°26'W.	50 ft. sq., 4 ft. out of water.
" 10, 1915	S.S. St. Louis ...	41°02'N.	48°00'W.	Berg.
" 16, 1915	S.S. St. Leonards ...	41°09'N.	58°43'W.	Berg.
" 21, 1915	S.S. Strathgarry ...	48°46'N.	68°20'W.	Growler.
" 1915	Do ...	39°00'N.	46°20'W.	Piece 20 ft. long, 4 ft. high.
" 29, 1920	U.S. Hyd. Bulletin ...	40°30'N.	47°52'W.	Berg.

ICE IN GREENLAND WATERS.
 Information received by cablegram from Danish Meteorological Institute, Copenhagen.
 "9th July. Free of ice 20 miles off Cape Farewell. Icebergs met with in 42°W."

NOTICE
 The following is an extract from a letter received from the Cunard White Star Limited, dated 11th July, 1939.

United States Tracks
 "Will you please note that in view of reports received from Ice Patrol, it has been considered advisable to change from Track "C" to Track "B", and this latter Track has been made operative for all vessels sailing Westbound or Eastbound as from to-day's date, remaining in force until further notice."

CORRECTIONS

UP TO JULY 18TH, 1939.

MADE SINCE PUBLICATION OF THE JULY, 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.
*† Beacon Grange M.S. ...	M		*† Benmohr ...	ML		065†† Akaroa ...	S	to 065†† Akaroa ...	M-S
†† Llanstephan Castle ...	S		*† St. Cathan, S.T. ...	S		133†† Avelona Star ...	M-S	to 133†† Avelona Star ...	M-S
† Manchester Brigade ...	S		244† Yoma ...	M		*† Lochavon M.S. ...	M	to *† Lochavon m.s. ...	M-S
† Pilar de Larrinaga ...	S					024† Matra ...	M	to 024*† Matra ...	M-S
*† St. Attalus S.T. ...	S					†† Mauretania ...	S	to 244†† Mauretania ...	S
						221†† Tynefield m.s. (Tank)...	S	to 221*† Tynefield m.s. (Tank)	S

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DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
ENGLISH CHANNEL							
8.7.39	49°30'N.	4°00'W.	Three red conical buoys.	3.7.39	40°23'N.	2°54'E.	Wreckage.
18.7.39	49°31'N.	3°22'W.	Large conical buoy, marked No. 5	MEDITERRANEAN SEA			
IRISH SEA							
5.7.39	52°28'N.	5°12'W.	Large cylindrical object.	NORTH ATLANTIC			
				1.7.39	43°00'N.	42°30'W.	Whistle buoy, operating.
				1.7.39	53°04'N.	36°10'W.	Red conical buoy A.44 with torn blue and white flag.
				2.7.39	38°54'N.	74°29'W.	Log, 30ft. long, 2ft. diameter.
				5.7.39	42°22'N.	56°49'W.	Log, 25ft. long, 2ft. diameter.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE
 To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:
 York House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2;
 26 York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff;
 80 Chichester Street, Belfast;
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1939

Price 6d. net

S.O. Code No. 40-38-8-39