

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.

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TYNE ... Captain J. J. MCEWAN, Marine School, South
Shields.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
NORTH SEA. 12.2.34	58°29'N.	0°15'W.	Drifting broken lifeboat lying deep in water, painted brown, no identification marks seen.	North Atlantic—contd. 8.2.34	35°28'N.	49°52'W.	Large red conical buoy.
NORTH ATLANTIC. 5.2.34	55°07'N.	15°53'W.	Red bell buoy.	MEDITERRANEAN. 8.2.34	34°09'N.	33°46'E.	Waterlogged two-masted schooner <i>FEIZEL RAHMAN</i> Flying British red ensign on mainmast head, dangerous to navigation.
5.2.34	39°00'N.	71°15'W.	Large spar.	INDIAN OCEAN. 1.2.34	19°01'N.	90°31'E.	Tree trunk, dangerous to navigation.
8.2.34	47°35'N.	32°03'W.	Spar about 2 ft. in diameter, floating upright and apparently attached to submerged wreckage.				



CHART OF THE WESTERN NORTH ATLANTIC.

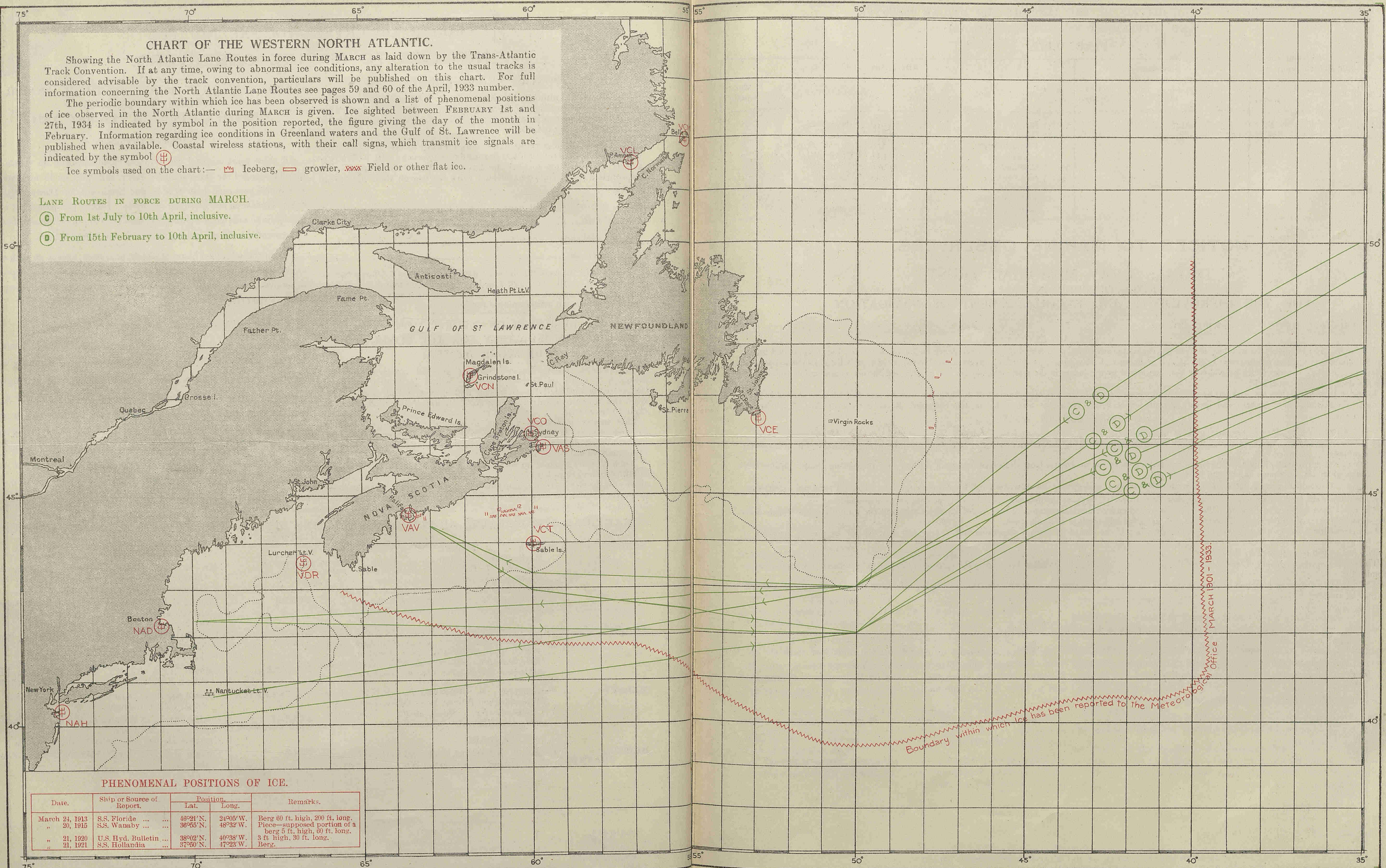
Showing the North Atlantic Lane Routes in force during MARCH as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full 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 MARCH is given. Ice sighted between FEBRUARY 1st and 27th, 1934 is indicated by symbol in the position reported, the figure giving the day of the month in February. 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, xxx Field or other flat ice.

LANE ROUTES IN FORCE DURING MARCH.

- (C) From 1st July to 10th April, inclusive.
- (D) From 15th February to 10th April, inclusive.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
March 24, 1913	S.S. Floride ...	48°21' N.	24°05' W.	Berg 60 ft. high, 200 ft. long.
" 20, 1915	S.S. Wanaby ...	38°55' N.	48°32' W.	Piece—supposed portion of a berg 5 ft. high, 60 ft. long.
" 21, 1920	U.S. Hyd. Bulletin ...	38°02' N.	40°38' W.	3 ft. high, 30 ft. long.
" 21, 1921	S.S. Hollandia ...	37°50' N.	47°23' W.	Berg.

CORRECTIONS

UP TO FEBRUARY 19TH 1934.

MADE SINCE PUBLICATION OF THE JANUARY, 1934 MARINE OBSERVER

AND SUPPLEMENT No. 1. FEBRUARY 1934

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.
Adriatic ...	S.	158 *† Elpenor ...	S.	070†† Bayano ...	S.	to 070 *† Bayano ...	S.
Alcantara ...	S.	063 *† Rancher ...	M.	086†† Camito ...	S.	to 086 *† Camito ...	S.
				City of Cairo ...	M.	to 158 *† City of Cairo ...	M.
				Clydebank ...	S.	to 041 *† Clydebank ...	S.
				006†† Coronado ...	S.	to 006 *† Coronado ...	S.
				253*† Hertford ...	S.	to 253 *† Hertford ...	M.L.
				041*† Karamea ...	S.	to Karamea ...	M.L.
				Port Dunedin ...	M.L.	to Port Dunedin ...	S.
				Queen City ...	S.	to 063 *† Queen City ...	S.

NOTICES TO MARINE OBSERVERS.

THOMAS GRAY MEMORIAL TRUST

PRIZES OFFERED IN 1934

FOR THE IMPROVEMENT AND ENCOURAGEMENT OF NAVIGATION.

The Council now offer the following Prizes:

I.—PRIZE FOR AN INVENTION.

A Prize of £100 to any person who may bring to their notice an invention, publication, diagram, etc., which, in the opinion of the Judges appointed by the Council, is considered to be an advancement in the Science or Practice of Navigation, proposed or invented by himself in the period 1st January, 1929, to 31st December, 1934. Entries which have already been considered by the Judges in the years 1929-33 are not eligible for further consideration unless they have since been materially modified.

In the event of more than one such improvement being approved, the Council reserve the right of dividing the amount into two or more prizes at their discretion. Competitors must forward their proofs of claim on or before December 31st, 1934, to the Secretary, Royal Society of Arts, John Street, Adelphi, W.C.2.

II.—PRIZE FOR AN ESSAY.

A Prize of £100 for an essay on the following subject:

1. The carriage of heavy ore cargoes. Do such cargoes call for special treatment in ship construction, or alternatively should a special freeboard be assigned?
2. Discuss deck and side openings and the dangers which may arise from defective means of closing and protecting them. Make any suggestions for increasing safety and protection.

Candidates are expected to deal with both sections, and special consideration will be given to opinions based on personal experience.

Competitors must send in their essays not later than December 31st, 1934, to the Secretary, Royal Society of Arts, at the above address.

The essays must be typed in English. They must be sent in under a motto, accompanied by a sealed envelope enclosing the author's name, which must on no account be written on the essay. A breach of this regulation will result in disqualification.

Both competitions are open to persons of any nationality, but, in the case of the Essay Competition only, competitors must be past or present members of the seafaring profession.

The Judges will be appointed by the Council.

The Council reserve the right of withholding a Prize or of awarding a smaller Prize or Prizes, if in the opinion of the Judges no suitable invention or essay is submitted.

The Council also reserve an option on the copyright of the successful essay or essays, but do not claim any rights in respect of any invention to which a prize may be awarded.

JANUARY, 1934.

G. K. MENZIES,
Secretary.

LATE NOTICE.

Particular attention of commanders of Selected Ships is invited to the revised description of the World Wide System of Voluntary Selected Ships Routine Wireless Weather Reports, including brief instructions for the guidance of observing officers and wireless operators in the January 1934 number of THE MARINE OBSERVER.

Special attention is invited to the lists of Wireless Stations accompanying this description, brought up to date in each number of THE MARINE OBSERVER.

These lists include all and every station detailed to receive reports from British Selected Ships and reports should be made to no other, except in exceptional circumstances.

All wireless authorities responsible for the control of these stations were circularized through the respective Meteorological Services on December 27th last, when the January 1934 MARINE OBSERVER was sent to them for the information and guidance of those concerned ashore.

All concerned having full information of the working arrangements and details, it is desirable that the procedure agreed upon should be carried out whenever circumstances permit.

Changes of stations, etc., will be notified as necessary through the medium of these Supplements and THE MARINE OBSERVER, whenever possible before they are made.

LONDON

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