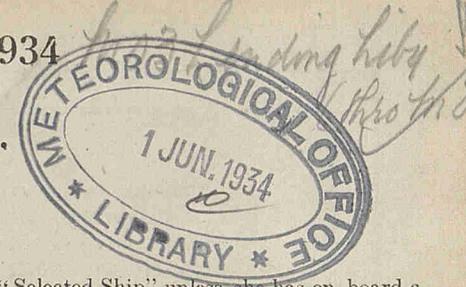


MARINE METEOROLOGY.

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 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 360 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.

A general description of marine meteorological work, including the particulars desired from intending marine observers, is given in Chapter I of THE MARINE OBSERVER'S HANDBOOK, 5th Edition, which is supplied to all observing ships, and may also be obtained from H.M. Stationery Office, direct, or through any bookseller, price 2s. 6d.

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

Ships keeping the Meteorological Log, Form 915, are lent a complete set of official tested instruments.

"Selected Ships," other than meteorological log keeping ships, keep the Ships' Meteorological Record, Form 911. All "Selected Ships" also keep the Ships' Wireless Weather Register, Form 138.

No observing ship is detailed as a "Selected Ship" unless she has on board a reliable mercurial barometer.

Official tested instruments are lent to "Selected Ships" when necessary.

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 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 official instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace defective gear. These officers will also check the accuracy of barometers 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.

All ships fitted with W/T are advised to procure the DECODE for use with the International Code for Wireless Weather Messages from Ships, M.O. Pubn. 329, which can be obtained from H.M. Stationery Office, price 3d. This gives a description of the system of communication of "Selected Ships," as well as the DECODE.

For guidance in the practical use of wireless weather intelligence, WIRELESS AND WEATHER AN AID TO NAVIGATION may be obtained from H.M. Stationery Office, through any bookseller, price 5s.

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

- LONDON ... Captain L. A. BROOKE SMITH, R.D., R.N.R., Marine Superintendent.
Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
Room 324, Adastral House, Kingsway, W.C.2.
(Telephone No.: Holborn 3434 Extension 421).
Nearest station Temple, District Railway.
- THAMES ... Commander C. H. WILLIAMS, R.N.R., Port Meteorological Officer, P.L.A. Building, King George V Dock (south side), London, E.16.
(Telephone No.: Albert Dock 2659. Telegraphic Address: Barometric Aldock, London).
- MERSEY ... Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool.
(Telephone No.: Bank 8959. Telegraphic Address: Meteorite, Liverpool).

Agents (contd.).

- CLYDE ... Mr. ROBERT CLEARY, Master Mariner, The Clutha Stevedoring Co., Ltd., Princes Dock, Glasgow. (Telephone No.: 513 Ibrox).
- FORTH ... Captain C. G. BONNER, V.C., D.S.C., Leith Salvage and Towage Co., Ltd., 2, Commercial Street, Leith.
- HONG KONG, China. Lieut. Commander E. H. C. BRANSON, R.N., Chart Depot, H.M. Dockyard.
(Telephone No.: 108 Dockyard).
- HUMBER ... Captain A. M. BROWN, Ellerman Wilson Line Office, Hull. (Telephone No.: Central 16180).
- SOUTHAMPTON Captain Sir BENJAMIN CHAVE, K.B.E. Room 35 Royal Mail Buildings.
- SYDNEY, New South Wales. Commander G. D. WILLIAMS, D.S.O., R.D., R.N.R. Captain G. B. MERCER.
Customs House. (Telephone No.: B6421).
- TYNE ... Captain J. J. MCEWAN, Marine School, South Shields.

Agents.

- BRISTOL CHANNEL Captain T. JOHNSTON, Technical College, Cathays Park, Cardiff. (Telephone No.: Cardiff 6813).

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.				
	Latitude.	Longitude.			Latitude.	Longitude.					
MEDITERRANEAN.											
5.5.34	37°30'N.	10°03'E.	Black conical buoy adrift, diamond top mark surmounted by white flag; dangerous to navigation.	North Atlantic—contd.							
NORTH SEA.								8.5.34	28°—'N.	79°45'W.	Large tree trunk covered with barnacles.
12.5.34	52°02'N.	2°23'E.	Mast three feet over water.	8.5.34	37°43'N.	75°08'W.	Large square timber.				
NORTH ATLANTIC.								10.5.34	51°14'N.	10°16'W.	Empty lifeboat marked B. 1216 H. 20. Mont Des Cats, Boulogne.
2.5.34	40°30'N.	51°35'W.	Black buoy marked A. 1. covered with barnacles.	10.5.34	38°—'N.	74°25'W.	Buoy surmounted by staff and cage flying a flag with horizontal stripes of blue, white and blue.				
5.5.34	31°45'N.	80°21'W.	White raft with two oars.	12.5.34	45°29'N.	58°22'W.	Large red whistle buoy.				
6.5.34	34°59'N.	75°18'W.	Black nun buoy.	GULF OF MEXICO.							
7.5.34	18 miles East of Jupiter Inlet Light, Fla.		Log about 25 feet long and 4 feet in diameter.	2.5.34	28°49'N.	91°39'W.	Log about 20 feet long and 3 feet in diameter.				

CHART OF THE WESTERN NORTH ATLANTIC.

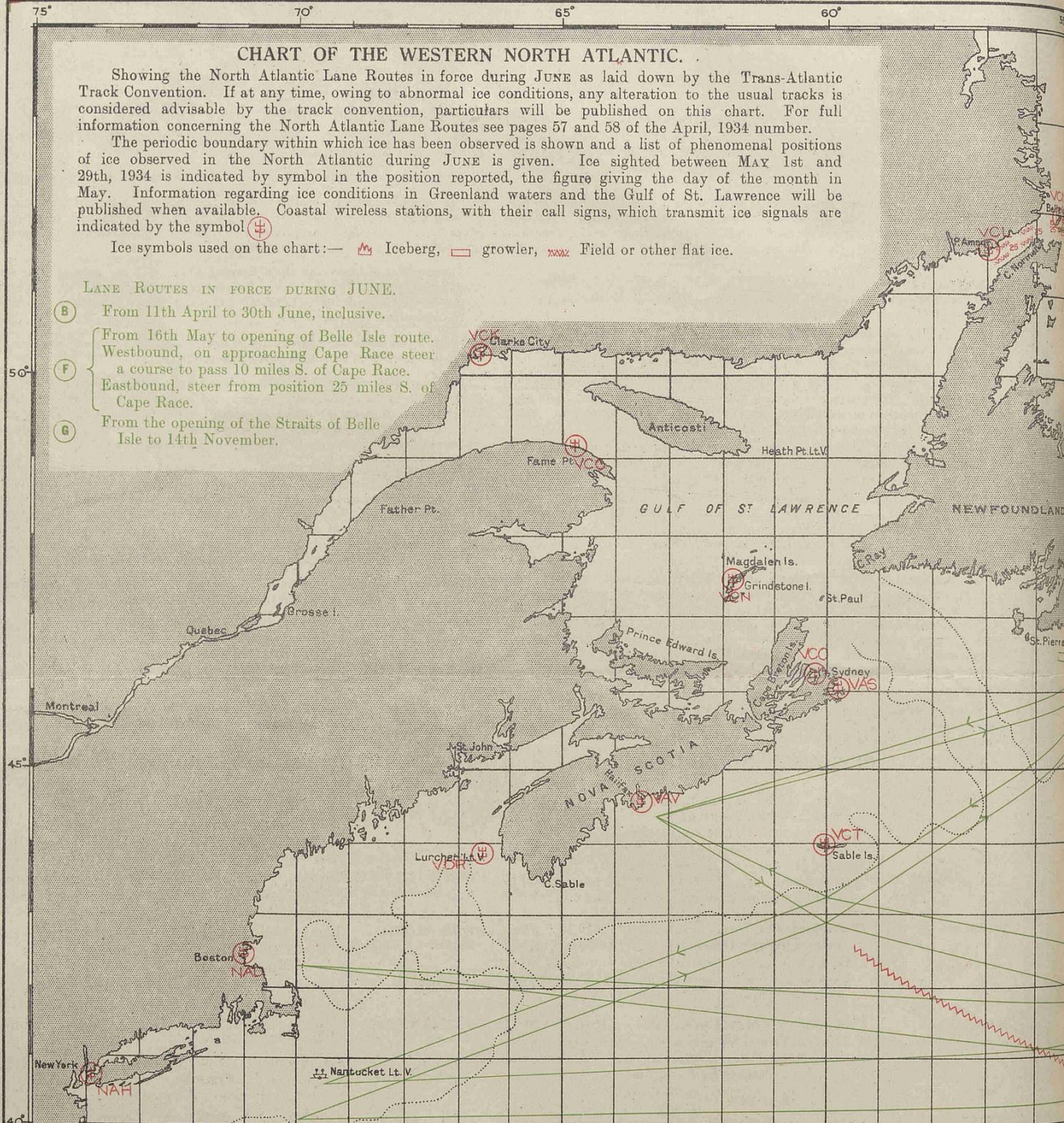
Showing the North Atlantic Lane Routes in force during JUNE as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 57 and 58 of the April, 1934 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 JUNE is given. Ice sighted between MAY 1st and 29th, 1934 is indicated by symbol in the position reported, the figure giving the day of the month in May. 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: \blacktriangle Iceberg, \square growler, \times Field or other flat ice.

LANE ROUTES IN FORCE DURING JUNE.

- (B) From 11th April to 30th June, inclusive.
- (F) From 16th May to opening of Belle 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.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat. Long.	Remarks.
June 25, 1886	Brig Blanch ...	48°40' N. 15°22' W.	Large berg.
" 5, 1907	S.S. Kingswell ...	32°37' N. 64°25' W.	Several bergs.
" 7, 1907	Bque. Silverstream...	80 miles W. of Fastnet.	Berg.
" 11, 1912	S.S. Valetta ...	37°30' N. 74°21' W.	3 pieces of ice.
" 7, 1913	S.S. Holby ...	38°28' N. 64°50' W.	Berg, 10 ft. high.
" 27, 1915	S.S. Stella ...	36°28' N. 67°45' W.	Small piece.
" 30, 1921	U.S. Navy Dept. ...	33°20' N. 49°18' W.	Berg, 10 ft. high.
" 15, 1924	S.S. West Irmo ...	38°03' N. 63°20' W.	Growler.
" 25, 1926	S.S. Baxtergate ...	30°20' N. 62°32' W.	Large piece, about 30 ft. long and 15 ft. wide, showing about 3 ft. above water.

LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 25th May, 1934, was received from the Canadian Signal Service, Quebec:—

"Belle Isle Strait, heavy open ice everywhere; eight icebergs off Belle Isle to-day. Other points, no ice in sight."

ICE IN GREENLAND WATERS.

INFORMATION RECEIVED BY CABLEGRAM FROM DANISH METEOROLOGICAL INSTITUTE, COPENHAGEN.

May 24th "Free of ice 20 miles off Cape Farewell, bergs met with in longitude 42°W. Julianehaab Bay, free of ice."

CORRECTIONS

UP TO MAY 18TH 1934.

MADE SINCE PUBLICATION OF THE APRIL, 1934 MARINE OBSERVER,
AND SUPPLEMENT No. 1, MAY, 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.
Alaunia	S.	062 †† Asturias	S.	Doric	S.	to 064 †† Doric	S.
Manchester Brigade ...	ML.	064 *† Manela	M.	Lancastria	S.	to 062 †† Lancastria	S.
Manchester Commerce	ML.	163 *† Protesilaus	ML.	Mahana	ML.	to Mahana	S.
Maron	ML.			Port Alma	ML.	to Port Alma	S.
Samaria	S.			Vandyck	S.	to 163 †† Vandyck	S.
Tuscan Star	ML.						

SHIPS WATER SAMPLING THE ARABIAN SEA, JOHN MURRAY EXPEDITION.

Additions.	Deletions.
Clan Macbean, Clan Ranald.	Clan Ogilvy, Clan Skene.

NOTICES TO MARINE OBSERVERS.

AVOID UNNECESSARY DUPLICATION OR MULTIPLICATION OF VOLUNTARY WORK AT SEA.

The special attention of commanders of British ships is invited to THE MARINE OBSERVER'S HANDBOOK (1930) p. 10, paragraph 5 which reads as follows:—

“All observations are available by mutual arrangement for exchange with colonial and foreign meteorological services, and are, therefore, made according to agreement reached through the International Commission for Marine Meteorology.”

In order that voluntary meteorological work at sea should not be duplicated or multiplied, it was agreed in 1929 by the International Meteorological Conference that ships should only be asked to make written returns of routine observations to the Weather Office of the

country in which they were registered. The Selected Ship System was agreed to internationally in order to secure better organization, uniformity of practice and prevention of unnecessary work being imposed upon the Commander, Officers or Wireless Operators of ships.

Commanders of British observing ships are accordingly requested to send in their written returns regularly through the appropriate Port Meteorological Officers and Agents or direct to the Meteorological Office, London (as indicated on those returns) and to adhere as far as possible to the advice given them, for the conduct of the work, in THE MARINE OBSERVER. The Commanders of British Observing Ships are advised to refer requests for written observations from other state institutions to the Meteorological Office, London.

INTERIM NOTICE.

Amendment to the list of Wireless Stations detailed to intercept Routine Coded Weather Reports from “B” Selected Ships.

Volume XI, No. 114, (April, 1934) Page 73.

Delete—

Talcahuano	Lat. 36° 41' 27"S. Long. 73° 06' 19"W.	CCT	Meteo, Santiago.	Weather only, including supplementary groups.
Llanquihue	Lat. 41° 08' 00"S. Long. 73° 02' 00"W.	CCW		
Juan Fernandez.	Lat. 33° 38' 09"S. Long. 78° 47' 50"W.	CCJ		
Magallanes	Lat. 53° 10' 00"S. Long. 70° 54' 00"W.	CCN		

Also delete above stations, with their reporting areas, from the Chart of the World following page 82.

ERRATUM.

Volume XI, No. 114, (April, 1934) page 57—

North Atlantic Lane Routes.

United States.

Track “A” (Extra Southern).

Westbound.

For 43°30' North, substitute 40°30' North.

LATE NOTICES

The July Number of the Marine Observer will be published on June 27th 1934.

LONDON

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1934 Price 6d. Net.