

# MONTHLY SUPPLEMENT No. 2—SEPTEMBER, 1936

TO THE

## MARINE OBSERVER—Vol. XIII, No. 123.

### 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 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.

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.

This supplementary service to that of Selected Ships is particularly desirable in the regions and seasons of tropical revolving storms.

A pamphlet entitled "Decode for use with the International Code for Wireless Weather Messages from Ships", M.O. 329, Third Edition, price 6d. can be obtained from H.M. Stationery Office. This gives a description of the world wide system of voluntary Selected Ships routine wireless weather telegraphy, the Tables for decoding reports received from Selected Ships, and notes for the guidance of the masters of British ships.

"A Handbook of Weather, Currents and Ice for Seamen" has recently been published by H.M. Stationery Office, and may be obtained from the Stationery Office or through any bookseller, price 4s. This provides information of the elements named, the Laws of Storms, and gives guidance for weather forecasting at sea. It also gives some information of Ocean Pilotage and is intended as a guide for making use of the services specified in Article 35 of the Convention for Safety of Life at Sea.

#### 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).

BRISTOL CHANNEL Captain EDWARD HALL, 21, Dowlais Buildings,  
West Bute Street, Cardiff. (Telephone No.:  
Cardiff 1268).

#### Agents (contd.).

CLYDE ... Captain W. HENDERSON, 80, Buchanan Street,  
Glasgow, C.I. (Telephone No. Central 3775).

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 M. V. KEOGH, 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 House.

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

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

#### DERELICTS AND FLOATING WRECKAGE.

Position.			Description.	Position.			Description.
Date.	Latitude.	Longitude.		Date.	Latitude.	Longitude.	
ENGLISH CHANNEL.				North Atlantic—continued.			
8.8.36	49°38'N.	3° 7'W.	Upturned badly stove-in ship's lifeboat, painted white.	11.8.36	44°40'N.	33°10'W.	Heavy log, dangerous to navigation.
12.8.36	48°43'N.	5°10'W.	Roughly constructed raft, 10 ft. square, dangerous to navigation.	12.8.36	52°08'N.	17°17'W.	Large spar nearly awash, 40 ft. long, tapered at both ends and covered with barnacles, dangerous to navigation.
15.8.36	49°29'N.	6°44'W.	Log about 15 ft. long, 2 ft. diam., covered heavy marine growth.				
NORTH ATLANTIC.							
10.8.36	57°52½'N.	7°50½'W.	Large tree on end about 10 ft. above water, dangerous to navigation.	12.8.36	33°13'N.	76°23'W.	Broken spar projecting about 1 ft. out of water, apparently attached to submerged wreckage.



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 SEPTEMBER is given. Ice sighted between AUGUST 1st and 25th, 1936 is indicated by symbol in the position reported, the figure giving the day of the month in August. 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.

(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.

(G) From the opening of the Straits of Belle  
Isle to 14th November.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
Sept. 2, 1883	Bque. Olivette ...	35°40'N.	30°00'W.	Lump of ice.
" —, 1895	S.S. Guai of Taranto	36°35'N.	71°36'W.	2 bergs 30 ft. high. 300–400 ft. long, and much field ice over 2 miles area.
" 19, 1906	S.S. Lord Lansdowne	54°20'N.	22°00'W.	Small berg 20 ft. by 6 ft.
" 10, 1908	S.S. Deutschland ...	45°28'N.	27°18'W.	2 small bergs and 1 large.
" 6, 1920	U.S. Hyd. Bulletin	47°10'N.	38°04'W.	Bergs.
" 2, 1922	S.S. Halligier ...	50°00'N.	40°05'W.	Berg.
" 15, 1922	S.S. Empress of Britain	52°52'N.	40°12'W.	Large berg.
" 3, 1923	S.S. Djambi ...	40°10'N.	31°36'W.	Piece of ice, about 30-ft. long 14 ft. out of water.

INFORMATION RECEIVED BY CABLEGRAM FROM DANISH METEOROLOGICAL  
INSTITUTE, COPENHAGEN.

Monday, 17th August.—“Free of ice in Julianehaab Bay. Free of ice 10 miles off Cape Farewell. Icebergs met with in Longitude  $41^{\circ}$ W.”



# CORRECTIONS

UP TO AUGUST 17TH, 1936.

MADE SINCE PUBLICATION OF THE JULY, 1936 MARINE OBSERVER  
AND SUPPLEMENT No. 1, AUGUST, 1936.

## 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.
*† British Grenadier ...	M.	181*† Barrabool ...	M.	†† Erin ...	S.	to 119†† Erin ...	S.
†† Oronsay ...	S.	*† British Pluck M.V.	M.L.	*† Manchester Producer	S.	to 281*† Manchester Producer.	S.
*† Tinhow ...	M.	281*† Kemmendine ...	M.	*† Nova Scotia ...	S.	to 181*† Nova Scotia ...	S.
		119*† Trojan Star ...	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 NOTICE

The October Number will be published on September 30th, 1936

LONDON

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To be purchased directly from H.M. STATIONERY OFFICE at the following addresses: Adastral House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2; York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff; 80 Chichester Street, Belfast; or through any Bookseller

1936. Price 6d. Net.

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