

## MONTHLY SUPPLEMENT

No. 2—SEPTEMBER, 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.

### LIST OF WIRELESS STATIONS DETAILED TO RECEIVE CODED WEATHER REPORTS FROM SELECTED SHIPS.

The following alterations and additions should be made to the Lists of Wireless Stations Detailed to Receive Routine Coded Weather Reports from "A" and "B" Selected Ships in the July, 1939 number of THE MARINE OBSERVER.

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Replace the information for Chatham, Amagansett, Thomaston, Jupiter and Lake Worth by the following:—

Col. No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.
	Chatham, Mass. Amagansett (Montauk) Thomaston Jupiter Lake Worth	Lat. 41° 43' N. Long. 70° 47' W. Lat. 41° 00' N. Long. 72° 03' W. Lat. 44° 01' N. Long. 69° 13' W. Lat. 26° 56' N. Long. 80° 06' W. Lat. 26° 38' N. Long. 80° 03' W.	WCC WSL WAG WMR WOE		142.9 kc/s. (2,098 metres).	North Atlantic West of Longitude 40° W.	Observer, New York	Weather only. Four universal groups and No. 3 supplementary groups.	All British "A" Selected Ships " within area when bound to or from United States Ports or Ports to the southward are requested to address their observations taken at all four observation times, to Observer, New York.

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Insert the following after "Cape Race"

Col. No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.
	Chatham, Mass. Amagansett (Montauk) Thomaston Jupiter Lake Worth	Lat. 41° 43' N. Long. 70° 47' W. Lat. 41° 00' N. Long. 72° 03' W. Lat. 44° 01' N. Long. 69° 13' W. Lat. 26° 56' N. Long. 80° 06' W. Lat. 26° 38' N. Long. 80° 03' W.	WCC WSL WAG WMR WOE		Observer, New York	Weather in four universal groups and No. 3 supplementary groups.
						All British "B" Selected Ships " within area when bound to or from United States ports or ports to the southward are requested to address their observations through these Stations to Observer, New York, at schedule times.

Bermuda.—The Bermuda Meteorological Office listens in to intercept all possible wireless weather messages made by Selected and Supplementary Reporting Ships. When in the North Atlantic west of Long. 40° W. British weather reporting ships should address their messages to the appropriate Canadian or U.S.A. W/T Station, at schedule times, but when unable to raise one of these stations, should address their reports to CQ, particularly when within about 600 miles of Bermuda. Weather messages should not be transmitted direct to Bermuda W/T station.



# CHART OF THE WESTERN NORTH ATLANTIC.

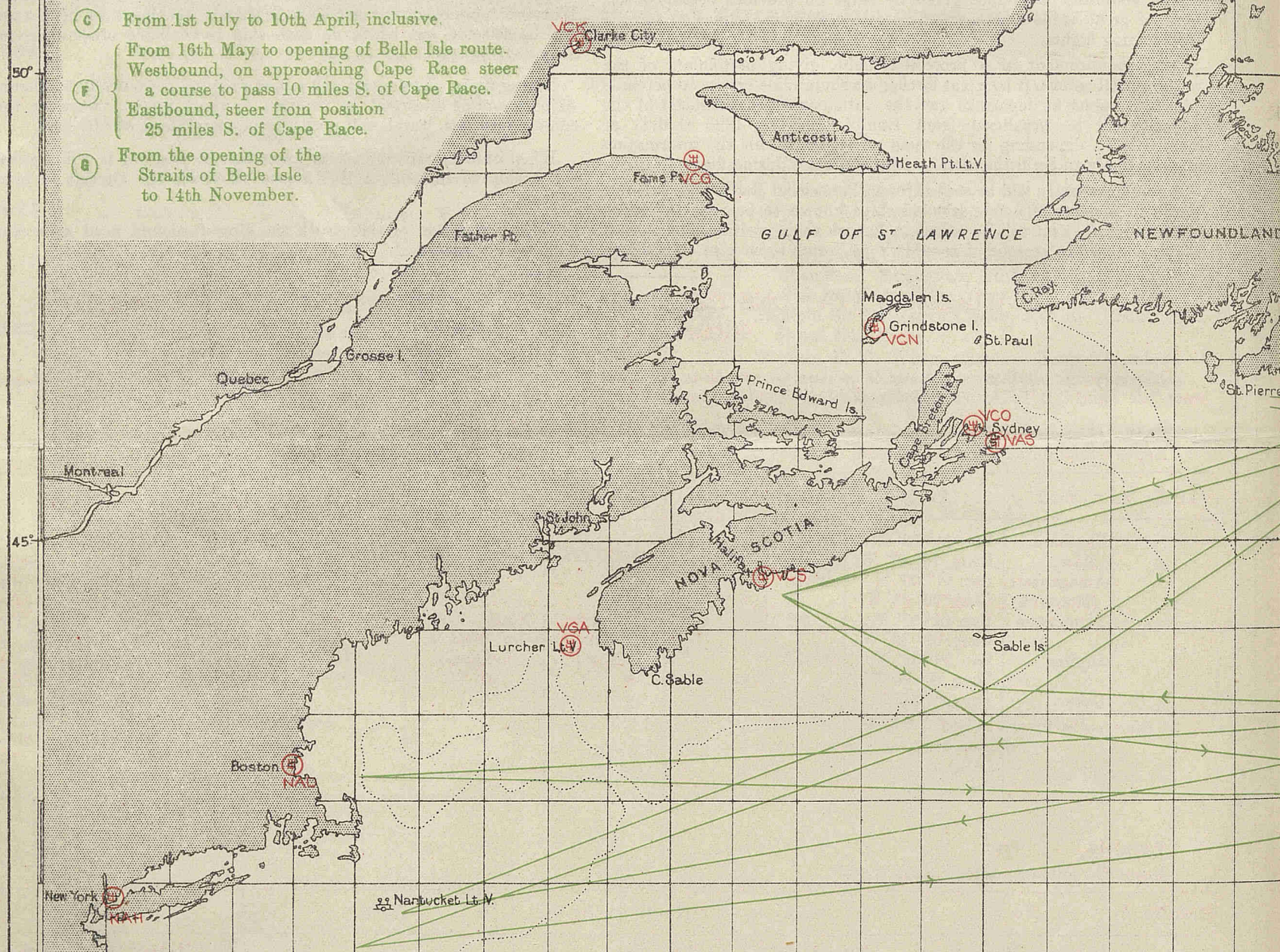
Showing the North Atlantic Lane Routes in force during SEPTEMBER as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For 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 SEPTEMBER is given. Ice sighted between AUGUST 1st and 28th, 1939, 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 (⊕).

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

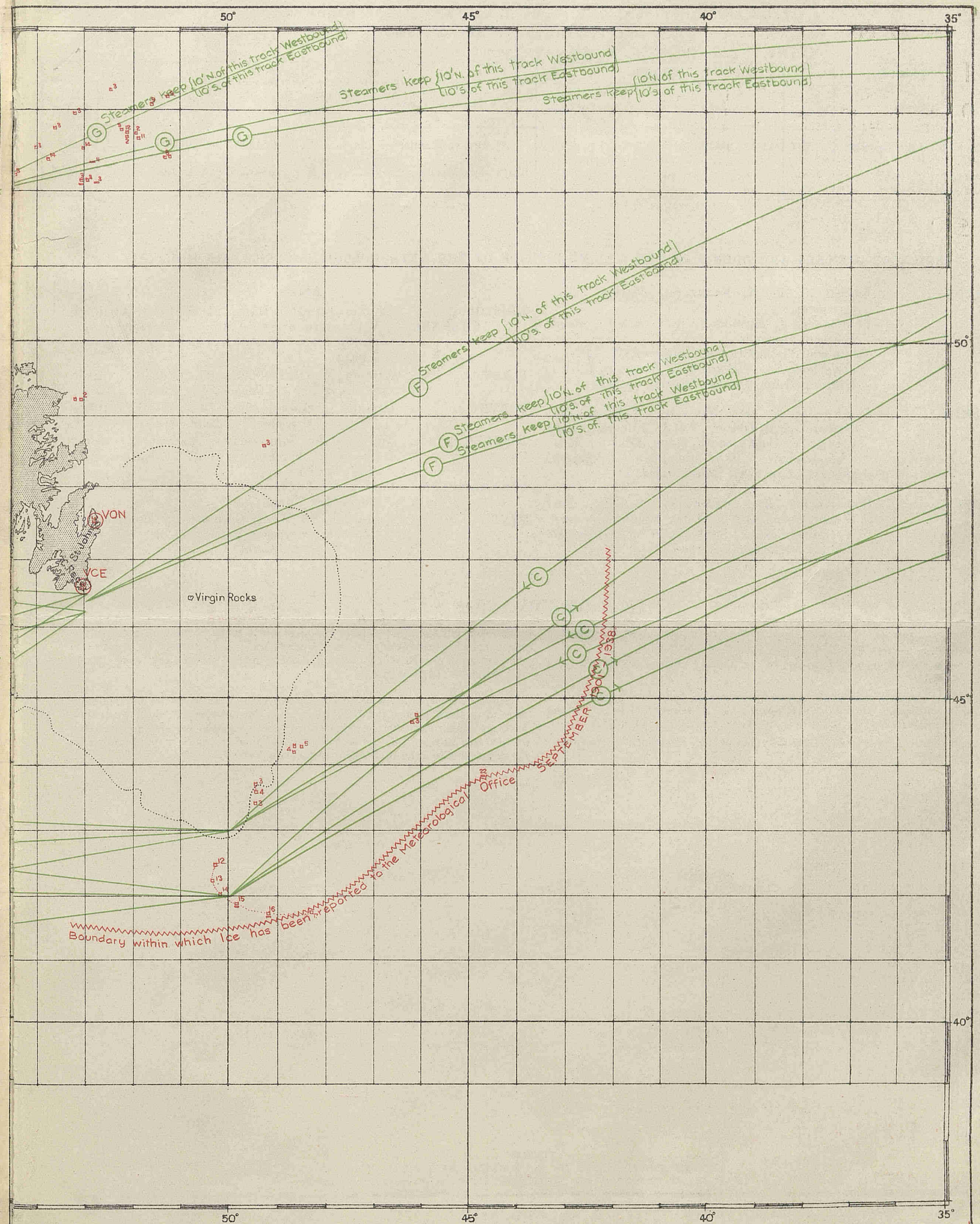
## LANE ROUTES IN FORCE DURING SEPTEMBER

- (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.



## EXCEPTIONAL POSITIONS OF ICE.

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. Gulf 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.
" 12, 1922	S.S. Halljerd ...	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 1 1/2 ft. out of water.





# CORRECTIONS

UP TO AUGUST 21st, 1939.

MADE SINCE PUBLICATION OF THE JULY, 1939 MARINE OBSERVER

AND SUPPLEMENT No. 1, AUGUST, 1939

## 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.
*† Admiral Sir John Lawford S.T.	S	124*† Middlesex ...	S	*† British Premier ...	M	to 124*† British Premier ...	M
*† Benreoch ...	S			073*† San Arcadio ...	M	to 073*† San Arcadio...	M-S
*† Red Gauntlet S.T.	S						

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

**LONDON ...** ... Captain C. E. N. FRANKCOM, Marine Superintendent.  
 Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.  
 Room 206, Victory 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.**

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

**CLYDE ...** ... Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.1. (Telephone No. : Central 3775.)

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

**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.

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

## 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.

## DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
NORTH SEA				NORTH ATLANTIC			
8.8.39	53°40'N.	4°03'E.	Floating spar, waterlogged.	1.8.39	40°04'N.	39°39'W.	Large red painted gas buoy.
				9.8.39	44°12'N.	60°54'W.	Submerged object.
				17.8.39	50°39'N.	9°59'W.	Large log, 15ft. long, marine growth.
MEDITERRANEAN SEA				GULF OF MEXICO			
1.8.39	34°18'N.	20°24'E.	Wreckage, dangerous.	3.8.39	26°05'N.	89°23'W.	Partly submerged log, about 4ft. diameter, projecting 5ft. out of water.
16.8.39	40°46'N.	4°05'E.	Ship's boat abandoned, drifting S.E.				
21.8.39	41°59'N.	3°45'E.	Red buoy with staff, adrift.				

LONDON

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