

MONTHLY SUPPLEMENT

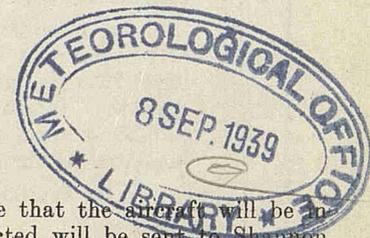
No. 2—SEPTEMBER, 1939

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.

PAGE 111.

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

Table with 10 columns (Col. No. 1 to No. 10) detailing wireless stations and their reception parameters.

PAGE 113.

Insert the following after "Cape Race"

Table with 7 columns (Col. No. 1 to No. 7) detailing wireless stations and their reception parameters.

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.

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
† Benrooch	S			073† San Arcadio	M	to 073*† San Arcadio... ..	M-S
*† Red Gauntlet S.T.	S						

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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.				

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