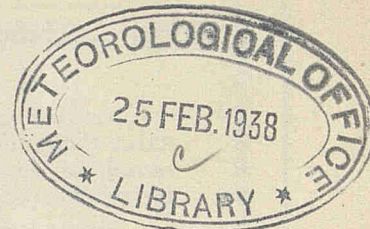


MONTHLY SUPPLEMENT

No. 2—MARCH, 1938

TO THE

MARINE OBSERVER—Vol. XV, No. 129.



NOTICES TO MARINE OBSERVERS.

VISITING OF OBSERVING SHIPS.

As far as possible the Port Meteorological Officers and Merchant Navy Agents visit observing ships at ports in their districts at intervals of about three months.

The purpose of these visits is to assist the Captain in the carrying out by his ship of the voluntary obligations which he has undertaken, with the assistance of his officers and wireless operators, as a unit of the British Voluntary Observing Fleet.

Besides the routine duties of examining meteorological instruments on board, and giving advice as to details of observation and methods of weather forecasting, and so forth, for all of which it may be sufficient for them to see the observing officers with the cognisance of the Captain, it is often most desirable that they should see the Captain himself. Particularly in the case for consultation with a view to improvements of general organization, and the great problems of the future concerning

ocean pilotage, navigation, wireless telegraphy, and all matters in which marine meteorology should properly fit in the general work of the merchant navy and the ship's own economy.

The visiting officers often lose much valuable time in their attendance upon observing ships. It will be of great assistance if the Captain will instruct his observing officers to notify the Port Meteorological Officer or Merchant Navy Agent by telephone or post card, as soon as possible after the arrival of the ship, of the day and time during their stay in port when he will be on board and be able to receive the visiting officer.

If, at the same time, information is given to the Port Meteorological Officer or Merchant Navy Agent of instruments out of order requiring to be replaced, or other matters to which his attention is desired, it will greatly assist in the work.

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 205, Victory House, Kingsway, W.C.2.
(Telephone No. : Holborn 3434 Extension 421.)
Nearest station, Temple, District Railway.

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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.)

Agents—(contd.).

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.)

HONG KONG, China. Lieut. Commander K. W. KIRBY, R.N., Chart Depot, H.M. Dockyard.
(Telephone No. : 108 Dockyard.)

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.

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

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

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.		
	Latitude.	Longitude.			Latitude.	Longitude.			
ENGLISH CHANNEL.				NORTH ATLANTIC.					
1.2.38	49°48'N.	2°43'W.		Black buoy marked <i>Telegraphs No. 4</i> drifting.	9.2.38	49°08'N.		4°23'W.	Drifting red conical buoy marked <i>ART</i> .
8.2.38	49°56'N.	2°28'W.		Drifting red iron barrel.	11.2.38	9 miles WNW from			Large buoy with heavy chain attached, adrift.
15.2.38	49°23'N.	3°43'W.		Red conical buoy.		Cod Head Mouth			
IRISH SEA						Kenmare Bay.			
5.2.38	53°10'N.	5°00'W.		Gas buoy with double white flash.	NORTH PACIFIC				
MEDITERRANEAN.					1.2.38	30°34'N.		124°44'W.	Log 30 ft. long and 4 ft. in diameter.
5.2.38	42°29'N.	5°51'E.		Linen target.	1.2.38	43°46'N.		124°22'W.	Heavy log, 30 ft. long.

CHART OF THE WESTERN NORTH ATLANTIC.

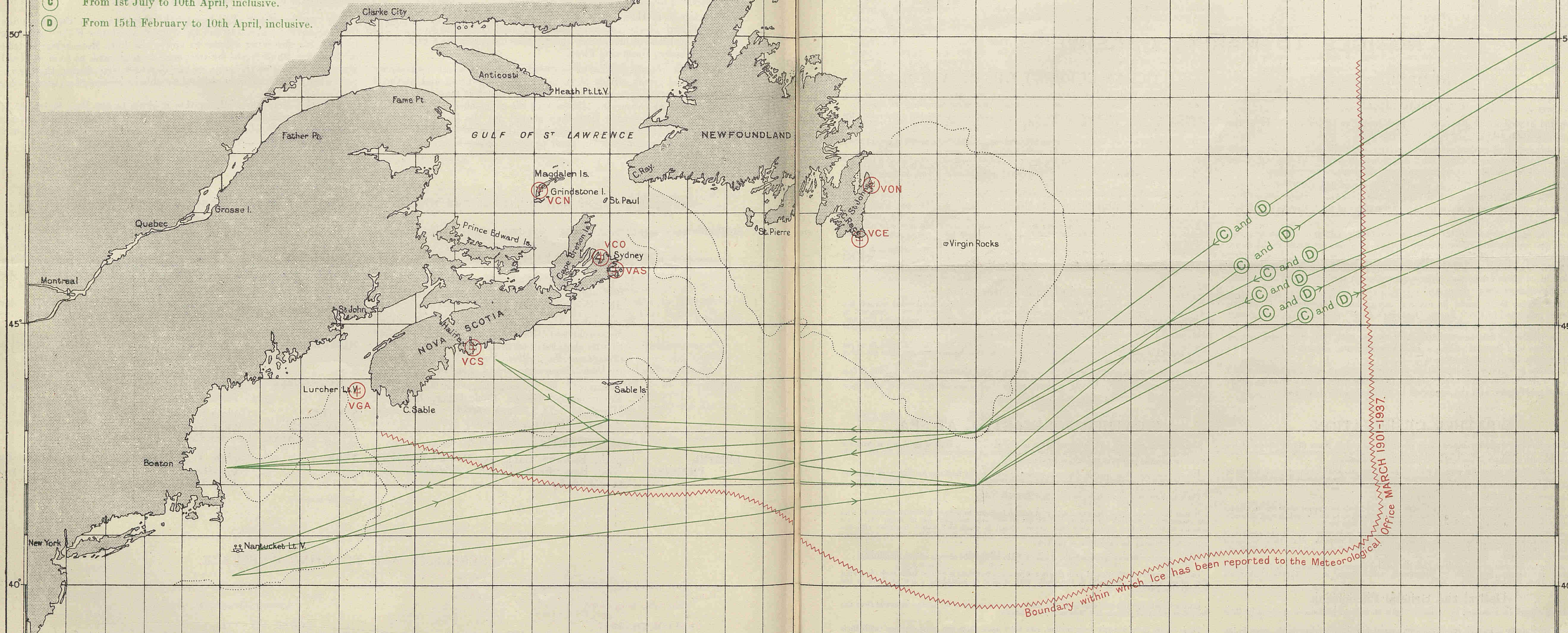
Showing the North Atlantic Lane Routes in force during MARCH as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 64 and 65 of the April, 1937 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 MARCH is given. Ice sighted between FEBRUARY 1st and 22nd, 1937 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, wavy 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.



EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
March 24, 1913	S.S. Floride...	46°21'N.	34°05'W.	Berg 60 ft. high, 200 ft. long.
" 20, 1915	S.S. Wanaby	36°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 14TH, 1938.

MADE SINCE PUBLICATION OF THE FEBRUARY, 1938 MARINE OBSERVER.

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.
*† Cairnross	S	240 *† Aurania	S	046 *† Australia Star M.S. ...	M	to 046 *† Australia Star M.S.	M-S
*† Ettrickbank	S	159 *† Cairnvalona	S	*† Inkosi	M	to *† Inkosi	M-S
*† Kelso	S	203 *† Kyno	S	*† Ixion	M.L.	to 269 *† Ixion	M-L
240 †† Lancastria	S	269 †† Voltaire	S	*† San Casimiro M.S.	M	to 159 *† San Casimiro M.S.	M
203 †† Naldera	M-S	005 †† Warwick Castle M.S....	S	(tank)		(tank)	
*† Port Dunedin	S			†† Windsor Castle ...	S	to 005 †† Windsor Castle ...	S
†† Queen Mary	S						

NOTICES TO MARINE OBSERVERS.

REMARKS.

Experientia docet.

Published experience is generally the best incentive to improvement of the work, and its adaptation to the needs of navigation.

The Captains of observing ships will greatly assist if they will write their experiences in the space provided for "Additional Remarks" at the end of the meteorological log and the record for synchronized weather observations.

Much interesting information of peculiar phenomena has been collected and published in the MARINE OBSERVER through the medium of these remarks by the observing officers; but it is desirable that the scope of the "Marine Observer's Log" should be made wider.

One of the main objects of the work is to promote safety of life at sea, and therefore the publication of experience by the Captains of ships in handling their ships in heavy weather, avoiding intense tropical revolving storms, making use of wireless intelligence of fog or bad visibility, the detection of unexpected variation in compass error, and other experiences in the avoidance of hazards, will all help other seamen.

Another object is to assist in making navigation economical. Therefore experience published in the "Marine Observer's Log" of ocean pilotage in cases where fuel and time have been saved, or where routes have been successfully chosen for the better carriage of particular cargoes, with respect to temperature of air and sea and general climates, or ocean currents, cannot fail to tend to improve national sea-borne commerce.

Experiences in improving ventilation of living quarters and cargo spaces will also be of value to the whole service, since these affect the health of ships' companies and passengers, and the condition in which cargo is delivered.

WEATHER OBSERVATION.

Routine synchronized weather observations should be entered in Form 911 by means of the Beaufort Scale and Notation, and Sea and Swell by the Douglas Scale methods which have been developed through hundreds of years of observation at sea by seamen.

Similarly, the Clouds should be entered with abbreviations of cloud types now well known to seamen, derived originally from the nomenclature suggested by the Reverend Luke HOWARD at the beginning of the nineteenth century.

The elements should not be entered on Form 911 in code.

It is desirable that observation and direct entry should be made by marine observers in regular observing ships in a manner which is familiar and simple to seamen, so that it may spread naturally and become permanent throughout the merchant navy and fishing fleets.

For reporting by wireless, the observations thus taken may be readily coded in the register or upon an appropriate form. The code is subject to periodical revision, while these well-tried Scales and Notations of seamen have stood the test of hard sea service, and have been gradually improved by experience.

Full particulars for weather observation, both the natural observation of seamen and observation of pressure, temperature, and so on by instruments, will be found in the MARINE OBSERVER'S HANDBOOK, Sixth Edition, December, 1936.

Optical and General Phenomena.

Observing officers are requested to "remark" upon all unusual phenomena observed by their ships.

General descriptions of most of the well-known optical and other phenomena are given in the MARINE OBSERVER'S HANDBOOK, Sixth Edition, but the frequency with which they occur, and other information about them remains to be obtained; and much of this information can be derived only from observation at sea.

OCEAN CURRENT OBSERVATION.

During the past 14 years, with the system of charting currents established with the MARINE OBSERVER, much that was not known before has been learned of the currents of the oceans.

It is most desirable that the observation of current should be continuously sustained by the regular observing fleet. Observing officers are requested to log the set and drift of current whenever it can be accurately obtained.

This is especially provided for in the meteorological log and the ship's record of synchronized weather observations (Form 911).

When obtaining the set and drift by the usual method of navigation, running fixes may not at all times be sufficiently accurate. Usually in the open ocean, the set and drift as ascertained by the difference between Observed and Dead Reckoning positions is best obtained between twilight stellar fixes.

Wireless Communication of the Set and Drift of Current.

When making routine weather reports in the Selected Ship system to all ships, but not usually to meteorological centres ashore, the set and drift of the current, last experienced (distinct from tidal streams) before the time of weather observation of the report, may be made with advantage to other ships.

When this is done, it is best only to make the four universal groups of the weather message, and to add the set and drift of the current in degrees and knots (not miles per day) with the positions from and to, in plain language.

Wind and Tide Observation.

When in tidal waters, whether under way or at anchor, it may help considerably towards the improvement of knowledge and information of the tides, if marine observers will "remark" in the meteorological log or Form 911 on observed effects of the wind, whether local or at a distance, upon the height of the tide differing from that of astronomical prediction as indicated in the tide tables, and of variations in the tidal streams due to such causes.

In the "Marine Observer's Log" of the July, 1936, number (Vol. XIII, No. 123, pages 84 to 86) will be found the remarks of the Captains of a number of cross-channel steamers upon the effect of wind upon the tidal streams in British Home waters.

Long and systematic observation is desirable before reliable deductions can be formed of this phenomena, but knowledge of it may be improved in all tidal waters of the world if marine observers will take such opportunity as they have to observe and log the effect of wind upon the tide.

WEATHER FORECASTING AT SEA.

Simple general guidance for the officers of the merchant navy in this art is given in a HANDBOOK OF WEATHER, CURRENTS, AND ICE FOR SEAMEN; but greater incentive is desirable for the whole service to reap the benefit of the skill of its officers.

The corps of voluntary marine observers generally have better facilities for this work than the officers of many ships which are not regular observing ships.

Their example is of great value to the whole merchant navy.

It may help to promote incentive, and give encouragement to others, if marine observers who are successful in weather forecasting will attach to the meteorological log or Form 911 a few samples of the weather charts they have drawn (aired in black and white), together with the weather forecasts they made, the weather subsequently experienced, and notes of any advantage gained therefrom in the navigation of the ship.

If the Captain will add his comments, it may help to further the objects of this invitation.

Only an occasional selection of such charts and weather forecasts is desired from each observing ship which has been successful in this work, with a view to publishing a few of them in the MARINE OBSERVER.

Outline charts for different regions of the oceans may be obtained by marine observers from the Port Meteorological Officers and Merchant Navy Agents.

These charts have recently been revised, and have upon them the coast stations (with their distinguishing numbers or letters) for which weather reports are given in weather shipping bulletins published in the MARINE OBSERVER; and they are so arranged that they may be used separately or together to cover a whole ocean.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

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;

26 York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff;

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1938.

Price 6d. net

S.O. Code No. 40-38-3-38