

EXTRACT FROM BOARD OF TRADE NOTICES TO MARINERS,
DATED LONDON, JANUARY 1st, 1933.

W/T GENERAL NOTICES.

BRITISH SELECTED SHIPS' WIRELESS WEATHER REPORTS.—*World Wide Voluntary Service*—In accordance with Section (C) of Article 35 of the International Convention for Safety of Life at Sea, Merchant Shipping (Safety and Load Line Conventions) Act, 1932, by arrangements made by the Meteorological Office, London, British Selected Ships make their reports to all ships and certain stations, in accordance with the following schedule:—

SCHEDULE.

All times are G.M.T.

Zones between Greenwich Meridians.	First Weather Report.		Second Weather Report.	
	Times of observations.	Times of reporting by Type A1. (C.W.) Ships.	Times of observations.	Times of reporting by Type A1. (C.W.) Ships.
30° W.—30° E.	0600	{ 0618 0818 }	0830	1200 1218 1230
30° E.—80° E.	0600	{ 0618 0818 }	0630 0830	1200 1218 1230
80° E.—160° E.	0000	0018	0030	{ 0618 0818 } 0830
160° E.—140° W.	0000	0018	0030	{ 1818 2018 } 2030
140° W.—70° W.	0000	0018	0030	{ 1818 2018 } 1830 2030
70° W.—30° W.	1200	1218	1230	{ 1818 2018 } 2030

Selected Ships with Type A1. (C.W.) report to C.Q. (all ships) on 2,100 m. where no stations are detailed to receive their reports; but to specific addresses to specified stations on a specified wave length.

Selected Ships with Type A2 (I.C.W.) report to C.Q. (all ships) on 600 m.

These reports give weather in the Ships' International Wireless Weather Telegraphy Code, and ice sighted or current experienced in plain language as necessary.

The Decode and general particulars of the system of communication are published in a pamphlet, M.O. 329, by His Majesty's Stationery Office, price 3d. The masters of all British Ships are advised to obtain this pamphlet.

It is intended that there shall be 1,000 Selected Ships of all nations, each nation having a number of Selected Ships according to tonnage.

In some parts of the world there may not be sufficient Selected Ships to maintain an adequate service; and the masters of British ships, which are not Selected Ships, who assist in this service in such regions, are requested to carry out the same procedure as far as possible.

This does not apply to Urgent or Danger messages, concerning which regulations are given with Article 34 in the above-mentioned Act.

British Selected Ships are instructed and Advised in this voluntary service through the medium of the "Marine Observer" in which a list of their names is given, and also the names of stations with particulars, to which they should report in all parts of the world.
—1st Jan. (36/2524).

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 ...	Lieut. 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 T. JOHNSTON, Technical College, Cathays Park, Cardiff. (Telephone No.: Cardiff 6813).
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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., Assistant Commander. H.M. Dockyard. (Telephone No.: 108 Dockyard).
HUMBER ...	Captain A. M. BROWN, Ellerman Wilson Line Office, Hull. (Telephone No.: Central 2180).
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., Deputy Director of Navigation. Captain R. G. BLAYNEY. Customs House. (Telephone No.: B6421).
TYNE ...	Captain J. J. MCEWAN, Marine School, South Shields.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
NORTH SEA.							
20.5.33	57°57' N.	6°48' E.	Large mast projecting about 3 metres above water. Dangerous to navigation.	1.5.33	38°54' N.	74°53' W.	Derelict yacht about 50 feet long, painted white and green and floating on its side.
ENGLISH CHANNEL.							
1.5.33	50°19' N.	1°31' W.	Large log approximately 25 ft. long. Dangerous to navigation.	1.5.33	38°11' N.	53°42' W.	Black cylindrical buoy marked "7."
3.5.33	50°10' N.	1°00' W.	Boat "LE REVENANT" of St. Malo, half submerged.	2.5.33	46°15' N.	24°19' W.	Wooden hulk about 250 feet long and 40 feet wide, floating bottom up and covered with extensive sea-growth.
14.5.33	48°37' N.	5°04' W.	Presumably lighted buoy.	10.5.33	46°47' N.	57°09' W.	Upright spar.
18.5.33	49°38' N.	2°35' W.	Drifting buoy with fixed white light. Dangerous to navigation.	18.5.33	49°50' N.	28°25' W.	Large red conical buoy exhibiting white light and flag marked "Telegraph," apparently adrift.
21.5.33	50°20' N.	0°50' W.	Conical red buoy.	20.5.33	55°29' N.	7°30' W.	Submerged wreckage. Very dangerous to navigation.
MEDITERRANEAN.							
4.5.33	35°55' N.	14°45' E.	Two waterlogged damaged boats. Dangerous to naviga- tion.	1.5.33	10°14' N.	78°27' W.	Large log awash.
GULF OF MEXICO.							
NORTH PACIFIC.							
				5.5.33	21°01' N.	71°35' W.	Red nun buoy.
				2.5.33	50°28' N.	179°30' E.	Three pilings about 40 feet long and 1½ feet in diameter.
				5.5.33	33°17' N.	118°05' W.	A timber about 20 feet long.

CHART OF THE WESTERN NORTH ATLANTIC.

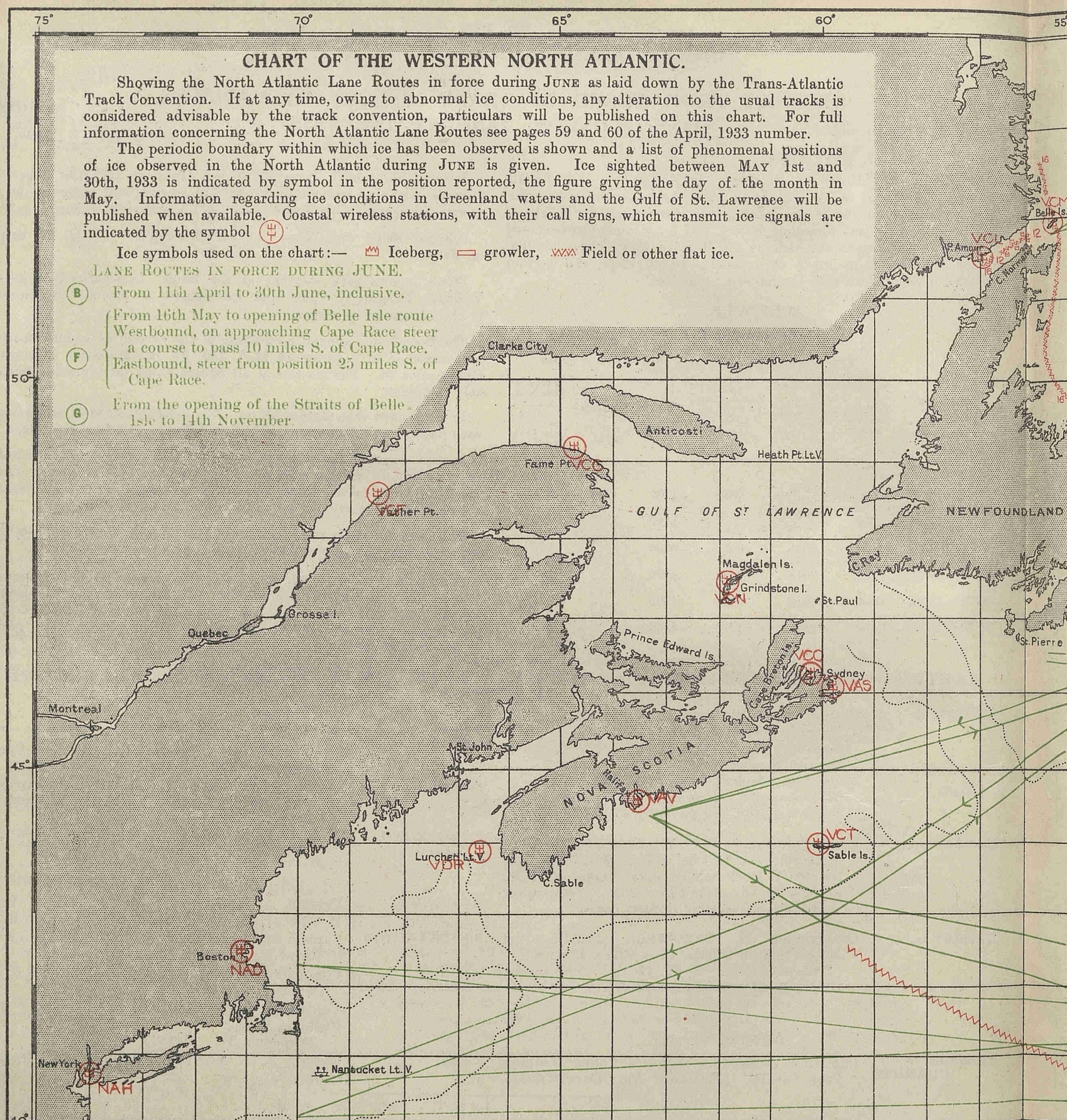
Showing the North Atlantic Lane Routes in force during JUNE as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 59 and 60 of the April, 1933 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 30th, 1933 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 (W).

Ice symbols used on the chart:— Iceberg, growler, 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 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.



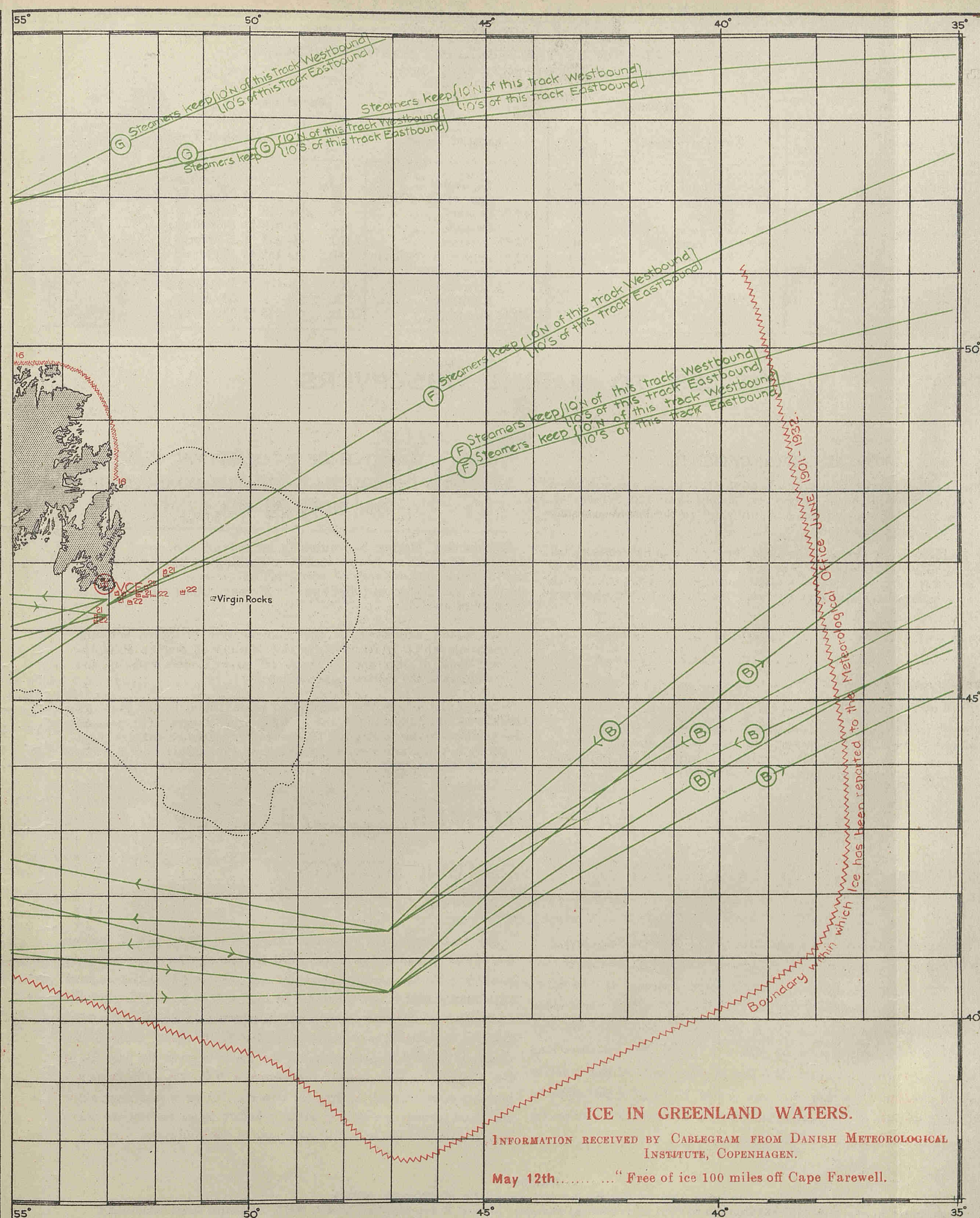
PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Lat.	Long.	Remarks.
June 25, 1886	Brig Blanch ...	48°40' N.	15°22' W.	Large berg.
" 6, 1907	S.S. Kingswell ...	32°57' N.	64°25' W.	Several bergs.
" —, 1907	Bque. Silverstream..	80 miles E. of Fastnet.		Berg.
" 11, 1912	S.S. Valetta ...	37°30' N.	74°24' W.	3 pieces of ice.
" 7, 1913	S.S. Holby ...	39°25' N.	64°50' W.	Berg, 10 ft. high.
" 27, 1915	S.S. Stella ...	39°28' N.	67°35' W.	Small piece.
" 30, 1921	U.S. Navy Dept. ...	38°20' N.	49°18' W.	Berg, 10 ft. high.
" 18, 1924	S.S. West Irmo ...	38°03' N.	63°20' W.	Growler.
" 26, 1928	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 12th May, 1933, was received from the Canadian Signal Service, Quebec:—

"Belle Isle Strait, heavy close packed ice and numerous bergs. Other points, no ice in sight."



ICE IN GREENLAND WATERS.

INFORMATION RECEIVED BY CABLEGRAM FROM DANISH METEOROLOGICAL INSTITUTE, COPENHAGEN.

May 12th..... "Free of ice 100 miles off Cape Farewell."

CORRECTIONS TO THE FLEET LIST

UP TO MAY 22ND, 1933.

MADE SINCE PUBLICATION OF THE APRIL, 1933 MARINE OBSERVER
AND SUPPLEMENT, No. 1, MAY, 1933.

Additions.

Deletions.

Alterations.

Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
Brighton ...	S.	Arundel ...	S.	Alynbank ...	M.L.	to 022 *† Alynbank ...	M.L.
City of Winnipeg	S.	117 †† Desna ...	M.-S.	Cape of Good Hope	S.	to 117 *† Cape of Good Hope	S.
138 †† Minnetonka ...	M.-S.	Dieppe ...	S.	049 *† Coptic ...	S.	to 049 *† Coptic ...	M.L.
Minnewaska ...	M.-S.	138 *† Discovery I.R.R.S.	M.L.	Deseado ...	M.-S.	to 079 †† Deseado ...	M.-S.
		022 *† Esperance Bay ...	M.	253 *† Hertford ...	M.L.	to 253 *† Hertford ...	S.
		Phemius ...	M.L.	182 †† Highland Brigade	M.	to 182 †† Highland Brigade	M.-S.
		079 *† Surrey ...	M.	159 *† Fresno City ...	M.L.	to 159 *† Fresno City ...	S.
				176 *† Port Gisborne ...	M.L.	to 176 *† Port Gisborne ...	S.
				Rhexenor ...	A.	to Rhexenor ...	M.L.
				245 *† Turakina ...	M.	to 245 *† Turakina ...	M.L.

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.

LATE NOTICES

SELECTED SHIPS WEATHER REPORTS ON LONG RANGE.

The special attention of Commanders of "A" Selected Ships and their W.T. operators is invited to the importance attached in the instructions (pages 28-31 January number) to their making routine W.T. weather reports to C.Q. on 2100 m. at schedule times in regions where there is no station indicated in the list in the latest number to which they should address their reports by call sign. Not only are these long range reports useful to other ships but in some parts of the world in settled weather when they may not appear to be of much value to shipping they are of the greatest value to the Meteorological services for providing information needed by aircraft.

For example the W/T station at Heliopolis in Egypt G.E.H. though not in this list and not to be addressed by call sign by ships reporting weather in the Mediterranean and Red Sea, keeps watch on 2100 m. from 0618 to 0630 G.M.T. and from 1218 to 1230 G.M.T. intercepting reports made by "A" Selected Ships which are passed to the Meteorological Office at Cairo which serves aviation in the Middle East. This matter of A & B Selected Ships maintaining the schedule given on page 29 of the January number and in the pamphlet M.O. 329—The Decode—becomes more desirable as progress is made, for more and more ships and shore services are looking out at schedule times and on the wave lengths 2100 and 600 m. in different parts of the World.

LONDON

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