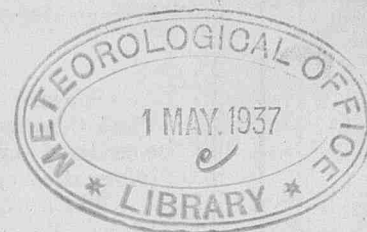


MONTHLY SUPPLEMENT  
No. 1—MAY, 1937  
TO THE  
MARINE OBSERVER—VOL. XIV, No. 126.



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 on back page.

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.

The Organization of Voluntary Meteorological Observation at sea is described in Chapter VII of THE MARINE OBSERVER'S HANDBOOK, sixth edition.

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.

To ensure the accuracy of data collected for the purpose of research and for weather forecasting, ashore and afloat, and to provide a pattern which may be copied with advantage to all concerned for general use in merchant ships, sufficient tested instruments are lent by the Meteorological Office to the Captains of observing ships.

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 instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace as necessary any gear lent by the Meteorological Office. These officers will also check the accuracy of barometers, etc., 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. As far as possible the Merchant Navy Agents will visit British foreign going ships registered in Great Britain and Northern Ireland, and give assistance and advice if desired.

This supplementary service to that of Selected Ships is particularly desirable in the regions and seasons of tropical revolving storms, and at present on the more northern routes across the North Atlantic and in far northern waters.

A pamphlet entitled "Decode for use with the International Code for Wireless Weather Messages from Ships", M.O. 329, Fourth Edition, 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" published by H.M. Stationery Office, 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.

MEASUREMENT OF WAVES DESIRED.

Since July, 1925, from time to time, requests have been made in the "Marine Observer" for special observations of sea and swell, but up to the present insufficient have been received.

The Commanders of all observing ships, and for that matter of any ship and particularly medium sized and small craft, are earnestly requested to please have careful measurements of sea and swell made, under different conditions.

Guidance for making the necessary observations is given on pages 67 to 74 of the Marine Observer's Handbook, Sixth Edition; and articles on the subject may be found in the May, 1930, and July, 1934 numbers of the "Marine Observer."

These observations are desired for the following purposes:—

- (1) To provide information for shipowners, naval architects, ship surveyors, and all concerned for the purpose of improvement of the form, construction, and equipment of ships.
- (2) To provide information to engineers for the purpose of improving methods of propulsion.
- (3) For the information of airmen and aircraft constructors.
- (4) For the purposes of science generally and meteorology in particular; with which to verify or modify existing wave theory, and to provide a basis upon which to extend research.
- (5) For the general enlightenment of seamen themselves, with a view to providing all who command, officer, and navigate ships with improved information for all purposes of seamanship and navigation.

There is a great desire for this information, and the corps of voluntary marine observers is asked to make intensive efforts whenever opportunity offers to make the measurements indicated in the Marine Observer's Handbook, and to return them with the M.L. or Form 911.

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 back page of this chart.

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.



# CHART OF THE WESTERN NORTH ATLANTIC.

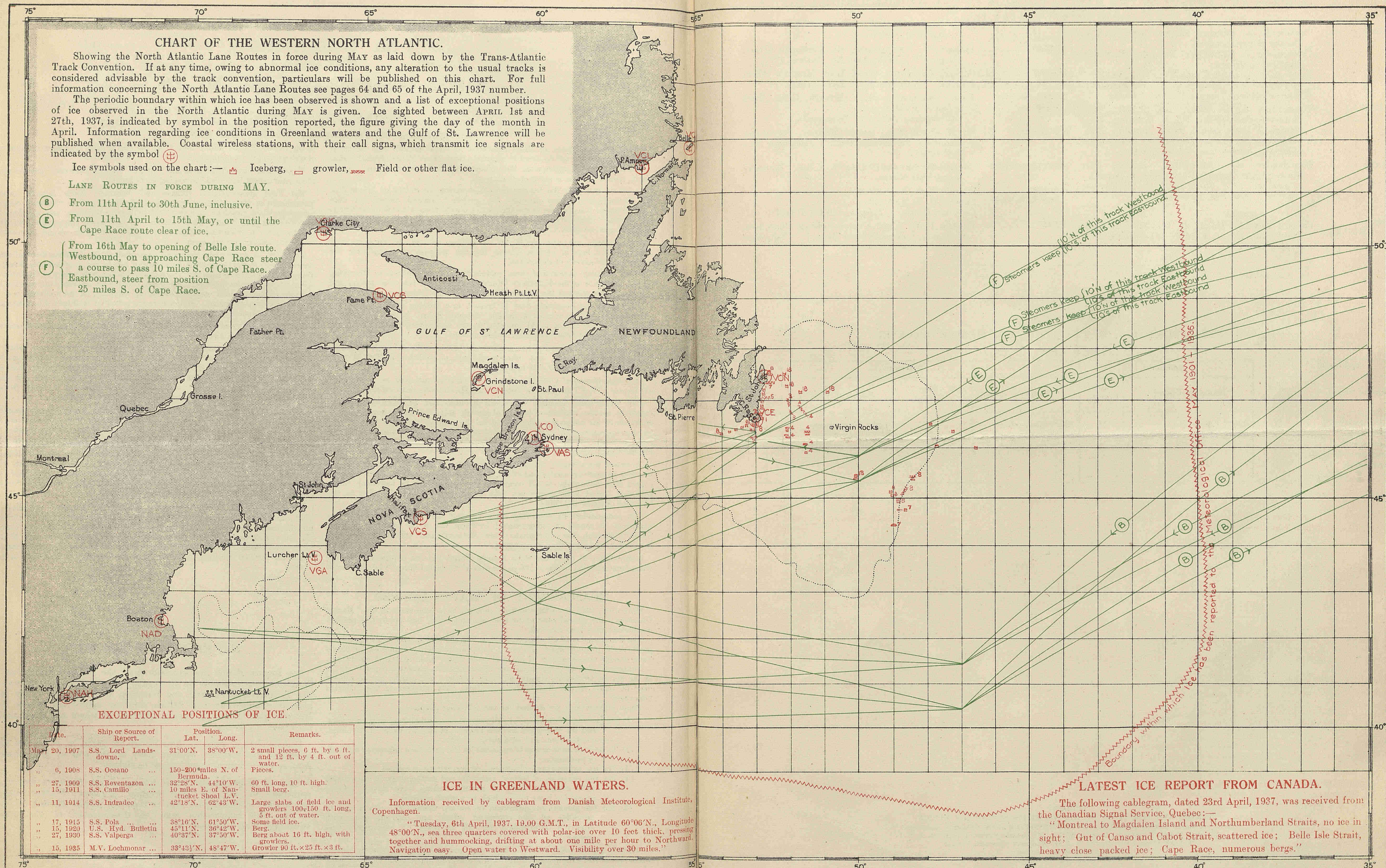
Showing the North Atlantic Lane Routes in force during MAY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information 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 MAY is given. Ice sighted between APRIL 1st and 27th, 1937, is indicated by symbol in the position reported, the figure giving the day of the month in April. 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 MAY.

- (B) From 11th April to 30th June, inclusive.
- (E) From 11th April to 15th May, or until the Cape Race route clear of ice.
- (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.



## EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat. Long.	Remarks.
20, 1907	S.S. Lord Landsdowne.	31°00'N. 38°00'W.	2 small pieces, 6 ft. by 6 ft. and 12 ft. by 4 ft. out of water.
6, 1908	S.S. Oceano	150-200 miles N. of Bermuda.	Pieces.
27, 1909	S.S. Reventazon	32°28'N. 44°10'W.	60 ft. long, 10 ft. high.
15, 1911	S.S. Camillo	10 miles E. of Nantucket Shoal L.V.	Small berg.
11, 1914	S.S. Indradeo	42°18'N. 62°43'W.	Large slabs of field ice and growlers 100-150 ft. long, 5 ft. out of water.
17, 1915	S.S. Pola	38°16'N. 61°50'W.	Some field ice.
15, 1920	U.S. Hyd. Bulletin	43°11'N. 36°42'W.	Berg.
27, 1930	S.S. Valperga	40°37'N. 37°50'W.	Berg about 16 ft. high, with growlers.
15, 1935	M.V. Lochmonar	33°43'N. 48°47'W.	Growler 90 ft. x 25 ft. x 3 ft.

## ICE IN GREENLAND WATERS.

Information received by cablegram from Danish Meteorological Institute, Copenhagen.

"Tuesday, 6th April, 1937, 19.00 G.M.T., in Latitude 60°06'N., Longitude 48°00'N., sea three quarters covered with polar-ice over 10 feet thick, pressing together and hummocking, drifting at about one mile per hour to Northward. Navigation easy. Open water to Westward. Visibility over 30 miles."

## LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 23rd April, 1937, was received from the Canadian Signal Service, Quebec:—

"Montreal to Magdalen Island and Northumberland Straits, no ice in sight; Gut of Canso and Cabot Strait, scattered ice; Belle Isle Strait, heavy close packed ice; Cape Race, numerous bergs."



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Nearest station, Temple, District Railway.

THAMES ... Commander C. H. WILLIAMS, R.N.R., Port  
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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.  
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Quayside, Newcastle upon Tyne, I. (Telephone  
No.: Newcastle 23203).

## CORRECTIONS

UP TO APRIL 19TH, 1937.

MADE SINCE PUBLICATION OF THE APRIL, 1937 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.
*† British Strength ...	M.	084*† Lobos M.V. ...	M.	130*† Beaverburn ...	M.	to 130*† Beaverburn ...	M.-S.
084†† Clydefield ...	S.	241†† Tainui ...	S.	279*† Beaverford ...	M.	to 279*† Beaverford ...	M.-S.
*† Gitano ...	S.			*† Cairnglen ...	S.	to 241*† Cairnglen ...	S.
*† Manchester Brigade	S.						
*† Manchester	S.						
Division.							

## INTERIM NOTICE.

The following addition should be made to the lists of wireless stations detailed to intercept routine coded weather reports from "B" Selected Ships, published in the April, 1937 number (Vol. XIV. No. 126) page 69.

Ocean.	Station.	Position.	Call Sign.	Telegraphic address of Meteorological Centre desiring information.	Information desired.	Notes.
South Pacific	Suva	Lat. 18°08' 43" S. Long. 178°27' 35" E.	V.R.P.	Weather Suva	Weather in four universal groups, optional supplementary groups.	—

Add to section (35) of general instructions to British Selected ships on page 40 of the January 1937 number, Volume XIV, No. 125, and M.O. 329. (4th edition) page 10—Additional Local Reports:—

FIJI—For Suva when in range of that station and between Longitude 160°E. and 140°W. . . . . 2000 G.M.T.

The following alterations should be made in the details for Australian Stations indicated below, in the Lists of Stations detailed to receive Weather Reports from "A" and "B" Selected Ships given on pages 67 to 69, April 1937 number Vol. XIV, No. 126:—

Perth, Sydney, Geraldton, Esperance, Thursday Is., }  
Townsville, Brisbane, Melbourne and Adelaide } for No. 6 Supplementary groups, substitute No. 9 Supplementary groups.

The following note should be added to the details for Australian Stations indicated below in the List of Stations detailed to intercept Weather Reports from "B" Selected Ships given on page 69, April number Vol. XIV. No. 126:—

Geraldton and Esperance. When east of Longitude 90°E. but not within 100 miles of the coast.  
Thursday Is., Townsville and Brisbane. When west of Longitude 160°E. but not within 100 miles of the coast.  
Melbourne and Adelaide. When between Longitude 90°E. and 160°E. but not within 100 miles of the coast.

## 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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1937

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