

MONTHLY SUPPLEMENT

No. 2—DECEMBER, 1938

TO THE

MARINE OBSERVER—Vol. XV, No. 132.

NOTICES TO MARINE OBSERVERS.

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.

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.

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DERELICTS AND FLOATING WRECKAGE.

Position.			Description.	Position.			Description.
Date.	Latitude.	Longitude.		Date.	Latitude.	Longitude.	
NORTH SEA				MEDITERRANEAN SEA			
12.11.38	56°03' N.	7°24' E.	Large timber log.	6.11.38	38°55' N.	3°40' E.	Drifting fishing vessel.
16.11.38	54°12' N.	3° -E.	Empty white waterlogged boat no marks.	18.11.38	38°45' N.	1° -E.	Tree trunk, dangerous to navigation.
18.11.38	52°45' N.	4°10' E.	Drifting mast projecting about a metre out of water.				
ENGLISH CHANNEL				GULF OF MEXICO			
17.11.38	49°36' N.	3°33' W.	Two red conical buoys ½ mile apart.	5.11.38	22°48' N.	84°10' W.	Tree trunk 40 ft. long.
NORTH ATLANTIC				5.11.38	28°45' N.	93°51' W.	Red nun buoy marked "Ship 2".
1.11.38	31°38' N.	41°45' W.	Log 25 ft. long 10 ft. diameter.				
2.11.38	40°28' N.	9°40' W.	Drifting fishing vessel "St. Louis".				
2.11.38	39°26' N.	74°03' W.	Bottom of vessel 60 ft. long, frames projecting out of water.	NORTH PACIFIC			
6.11.38	60 miles W. of Cabo Villano.		Log 26 ft. long 4 ft. diameter.	1.11.38	17°35' N.	102°24' W.	Tree trunk with roots projecting about 15 ft. out of water.
6.11.38	49°02' N.	6°32' W.	Red buoy marked "524".	3.11.38	35°50' N.	121°45' W.	Log about 60 ft. long 5 ft. diameter.
7.11.38	31°19' N.	62°37' W.	Red conical buoy 4 ft. out of water covered marine growth.	6.11.38	6° -N.	78°20' W.	Partly submerged tree trunk 40 ft. long.
8.11.38	37°21' N.	74°43' W.	Red conical buoy marked "2".	8.11.38	38°23' N.	123°24' W.	Log 30 ft. long 4 ft. diameter.
				9.11.38	26°36' N.	172°29' W.	Large white object 200 ft. long by 100 ft. wide.

CHART OF THE WESTERN NORTH ATLANTIC.

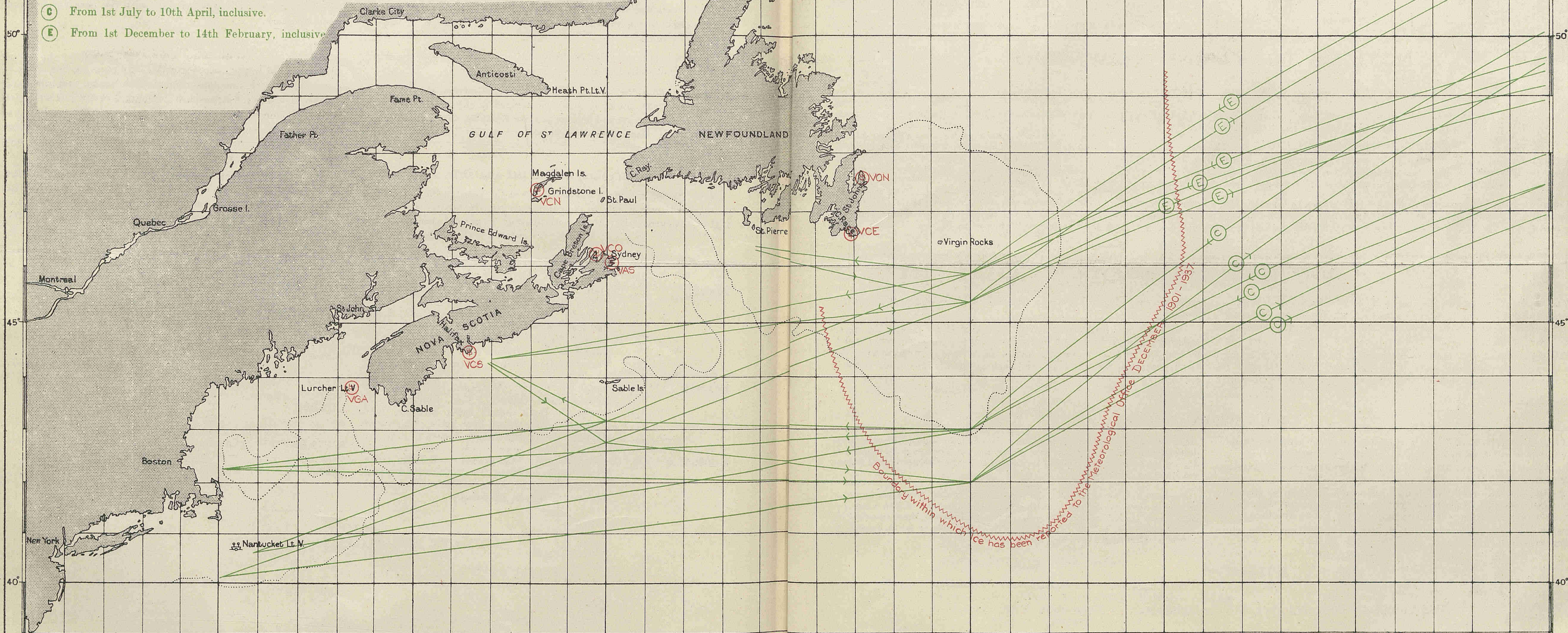
Showing the North Atlantic Lane Routes in force during DECEMBER as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 62 and 63 of the April, 1938, 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 DECEMBER is given. Ice sighted between NOVEMBER 1st and 29th, 1938, is indicated by symbol in the position reported, the figure giving the day of the month in November. 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 DECEMBER.

- (C) From 1st July to 10th April, inclusive.
- (E) From 1st December to 14th February, inclusive.



EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.		Remarks.
		Lat.	Long.	
Dec. —, 1903	S.S. Lord Antrim..	42°00'N.	55°00'W.	Ice.
" 22, 1915	S.S. Carolyn	42°53'N.	57°39'W.	Large Berg
" 16, 1920	S.S. Oriana	43°53'N.	44°39'W.	Berg.
" 16, 1927	S.S. Ascania	47°52'N.	40°50'W.	Four large Bergs.
		(Approximate).		

LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 28th November, 1938, was received from the Canadian Signal Service, Quebec :—

"St. Nicholas to Three Rivers, light open ice inshore; elsewhere, no ice in sight."

CORRECTIONS

UP TO NOVEMBER 21st, 1938.

MADE SINCE PUBLICATION OF THE OCTOBER, 1938 MARINE OBSERVER
AND SUPPLEMENT No. 1, NOVEMBER, 1938.

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.
*† Benledi	M.	199 †† Atlantis	M-S.	*† Cairnross	S.	to 112*† Cairnross	S.
*† Corrientes	S.	037 *† Baronesa	M.	†† Canton	M-S.	to 037†† Canton	M-S.
*† Kelso	S.	183 †† Empress of Australia	S.	*† Consuelo	S.	to 069*† Consuelo	S.
Silvio	M.L.	240 †† Lancastria	S.	*† Dalryan	S.	to 240*† Dalryan	S.
*† Waimarama M.S. ...	S.	069 †† Montcalm	S.	*† Ettrickbank	S.	to 199*† Ettrickbank	S.
		203 †† Naldera	M-S.	†† Gretafield (tank) ...	S.	to 203†† Gretafield (tank) ...	S.
		Torcello	M.L.	093 *† Llandaff Castle ...	S.	to 093†† Llandaff Castle ...	S.
		104 †† Tuscania	S.	216 *† Llanstephan Castle ...	S.	to 216†† Llanstephan Castle...	S.
		112 *† Voltaire	S.	213 †† Mashobra	M-S.	to 213*† Mashobra	M-S.
				080 *† Orari M.S.	M.	to 080*† Orari M.S.	M-S.
				† Otaio M.S.	M.	to 104† Otaio M.S.	M.
				132 *† Reina del Pacifico M.S.	M.	to 132*† Reina del Pacifico M.S.	M-S.
				†† Warwick Castle M.S....	S.	to 183†† Warwick Castle M.S.	S.

NOTICES TO MARINE OBSERVERS.

HOW WEATHER REPORTS SHOULD BE ADDRESSED.

Captains of British Ships are asked to please cause particular attention to be given to the Lists of Stations detailed to Receive Reports from "A" and "B" Selected Ships in the current number of the Marine Observer.

In the case of "B" Selected Ships and Supplementary Weather Reporting Ships, when within range of these stations, it is particularly desirable that their weather reports should be made to these stations by call sign, and addressed to the Meteorological centre as indicated in the List, so that the shore services as well as ships at sea may receive these reports, as far as possible, by one transmission. When beyond the range of these stations, or if it is indicated at any time that routine reports are not required ashore, they should be made to C.Q.

Special attention is invited to Section (35), page 31, January, 1938 Marine Observer, Additional Local Reports. These Optional Additional Times are being extended as and where necessary in the Supplements of the Marine Observer, as are the Lists of Stations. These Lists are repeated in Vol. II of the Admiralty List of Wireless Signals and in Admiralty Notices to Mariners for general information.

COVER FOR MARINE OBSERVER.

Marine observers, regular recipients and subscribers to this Journal are informed that a binding cover for Volume XV of "The Marine Observer" may be obtained from H.M. Stationery Office, through any bookseller, price 2s.

When assembling the numbers for binding, it is recommended that the Cover, Advertisement pages, Fleet List and North Atlantic Ice Chart be removed from each number; thus leaving pages numbered in

sequence with the Lithographic Illustrations following each quarterly section.

It should be clearly understood that this cover is not the cover used for binding "Excellent" awards, which is far superior: but it will be found to be of good quality and a useful means of preserving the yearly numbers, for which a title page is issued with each October number.

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 which case a "nil" report; since it is desirable as far as possible to determine when tracks have been clear of ice.

The January, 1939, Number will be published on December 28th, 1938.

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