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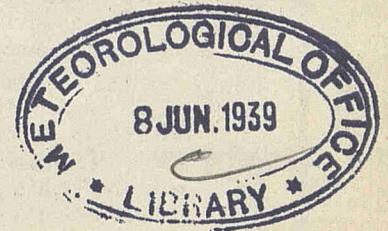
MONTHLY SUPPLEMENT
 No. 2—JUNE, 1939

TO THE

MARINE OBSERVER—VOL. XVI, No. 134.

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 Valencia 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.

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE, AIR MINISTRY.

- LONDON ...** ... Captain C. E. N. FRANKCOM, Marine Superintendent.
 Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
 Room 206, Victory House, Kingsway, W.C.2.
 (Telephone No.: Holborn 3434 Extension 421.)
 Nearest station, Temple, District Railway.
- THAMES...** ... 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 EDWARD HALL, 21, Dowlais Buildings, West Bute Street, Cardiff. (Telephone No.: Cardiff 1268. Telegraphic Address: Topmast, Cardiff.)
- CLYDE ...** ... Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.I. (Telephone No.: Central 3775.)
- FORTH ...** ... Captain G. MORE, Chief Dock Master's Office, Leith. (Telephone No.: Leith 35481.)
- 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.
- 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.	
NORTH SEA							
6.5.39	49°15'N.	3°56'W.	White buoy with cage top, 12ft. high.	8.5.39	32°02'N.	52°26'W.	Whistle buoy.
9.5.39	49°34'N.	4°36'W.	Small conical buoy painted white.	9.5.39	31°42'N.	65°49'W.	Unidentified submerged object.
11.5.39	49°18'N.	4°07'W.	Red cage buoy with black cylindrical topmark.	10.5.39	41°10'N.	45°45'W.	Large log, 40 ft. long 2 ft. diameter.
MEDITERRANEAN							
16.5.39	43°05'N.	4°59'E.	Big log.	11.5.39	48°05'N.	17°05'W.	Spar, 40 ft. long 2 ft. diameter.
19.5.39	37°11'N.	11°22'E.	Boat, bottom-up, 25ft. long.	15.5.39	45°32'N.	33°36'W.	Red conical buoy.
NORTH ATLANTIC							
1.5.39	47°12'N.	12°30'W.	Rusty conical iron buoy.	GULF OF MEXICO.			
1.5.39	60°10'N.	3°50'E.	Large piece of wood, may have been mast, floating vertically 12ft. out of water.	1.5.39.	26°46'N.	88°19'W.	Tree trunk 35 ft. long, 2½ ft. diameter.
1.5.39	36°11'N.	74°50'W.	Red conical buoy.	NORTH PACIFIC			
7.5.39	40°04'N.	70°12'W.	Buoy, 8 ft. diameter.	2.5.39	7°38'N.	82°33'W.	Tree trunk, 30 ft. long, 4 ft. diameter roots 6 ft. out of water.
				2.5.39	36°55'N.	122°23'W.	Large red gas buoy marked NK floating bottom up.

CHART OF THE WESTERN NORTH ATLANTIC.

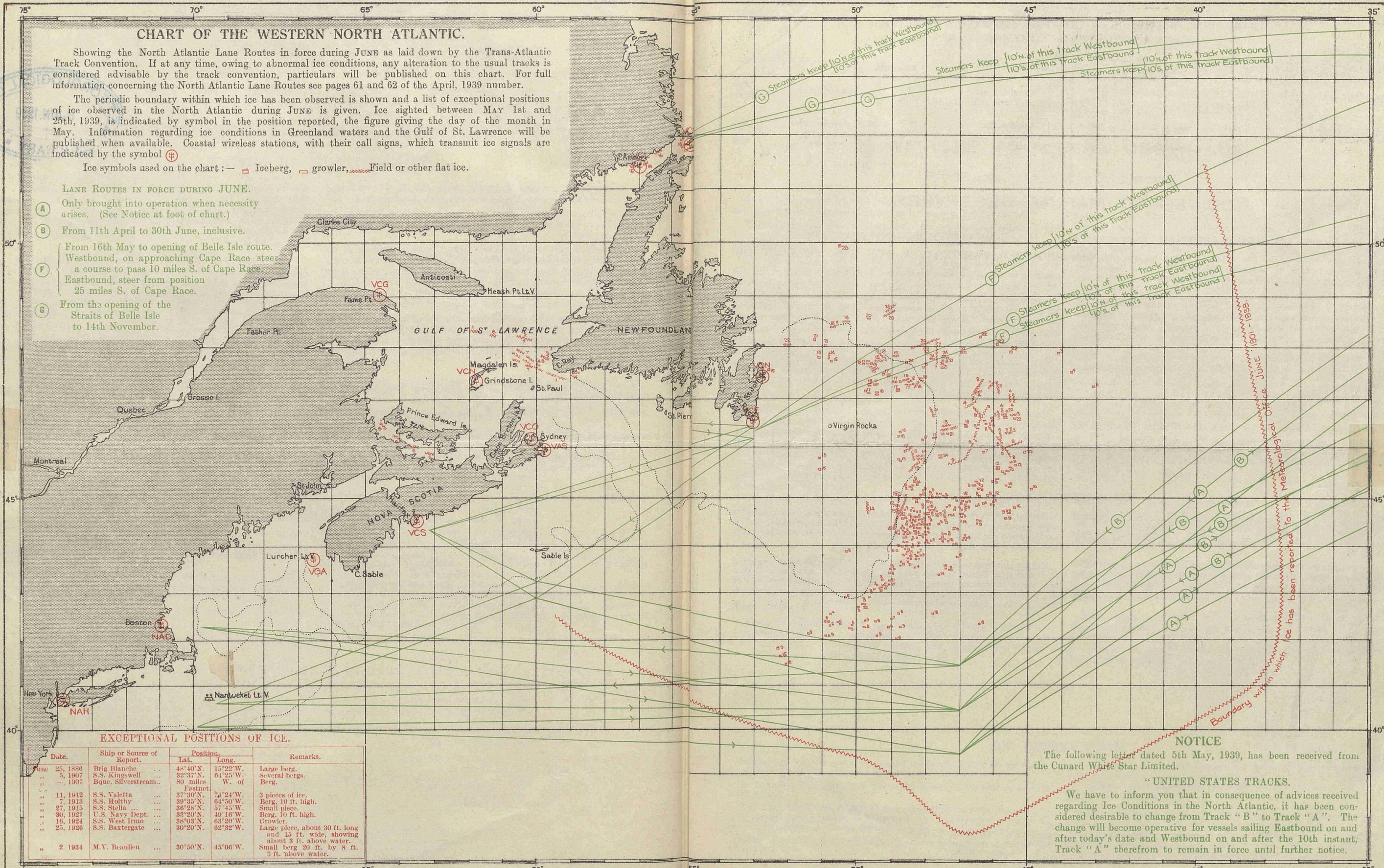
Showing the North Atlantic Lane Routes in force during JUNE as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 61 and 62 of the April, 1939 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 JUNE is given. Ice sighted between MAY 1st and 25th, 1939, 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 \oplus .

Ice symbols used on the chart: \square Iceberg, \square growler, \square Field or other flat ice.

LANE ROUTES IN FORCE DURING JUNE.

- (A) Only brought into operation when necessity arises. (See Notice at foot of chart.)
- (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.



EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position.	Remarks.
		Lat. Long.	
June 25, 1886	Brig Blanche	48°40' N. 15°22' W.	Large berg.
" 5, 1907	S.S. Kingswell	32°37' N. 64°25' W.	Several bergs.
" 1907	Bouc Silverstream	80 miles W. of Fastnet	Berg.
" 11, 1912	S.S. Valetta	37°30' N. 74°24' W.	3 pieces of ice.
" 7, 1913	S.S. Holtby	39°35' N. 64°50' W.	Berg, 10 ft. high.
" 27, 1915	S.S. Stella	36°28' N. 57°45' W.	Small piece.
" 30, 1921	U.S. Navy Dept.	33°20' N. 49°16' W.	Berg, 10 ft. high.
" 16, 1924	S.S. West Irmo	28°03' N. 63°20' W.	Crowler.
" 25, 1926	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.
" 2, 1934	M.V. Beaulieu	30°50' N. 45°06' W.	Small berg 20 ft. by 8 ft. 3 ft. above water.

NOTICE
The following letter dated 5th May, 1939, has been received from the Cunard White Star Limited.

"UNITED STATES TRACKS."
We have to inform you that in consequence of advices received regarding Ice Conditions in the North Atlantic, it has been considered desirable to change from Track "B" to Track "A". The change will become operative for vessels sailing Eastbound on and after today's date and Westbound on and after the 10th instant; Track "A" therefrom to remain in force until further notice.

CORRECTIONS

UP TO MAY 18TH, 1939.

MADE SINCE PUBLICATION OF THE APRIL, 1939 MARINE OBSERVER.

AND SUPPLEMENT No. 1, MAY, 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.
†† Llandoverly Castle ...	S	115*† Discovery II R.R.S. ...	ML	201†† Arandora Star ...	S	to 201†† Arandora Star ...	M-S
206 †† Pretoria Castle M.S. ...	S	206*† Karamea M.S. ...	S	†† Athenia ...	S	to 115†† Athenia ...	S
		102*† New Zealand Star M.S. ...	M	†† Montcalm ...	M-S	to 131†† Montcalm ...	M-S
		131*† Port Darwin ...	S	095*† Oropesa ...	M-S	to 095*† Oropesa ...	S
				† Torr Head ...	S	to 102† Torr Head ...	S

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.

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.

LONDON

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