

MONTHLY SUPPLEMENT

No. 2—MARCH, 1939

TO THE

MARINE OBSERVER—VOL. XVI, No. 133.



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.

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DERELICTS AND FLOATING WRECKAGE.

DERELICTS AND FLOATING WRECKAGE.							
Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
ENGLISH CHANNEL				NORTH ATLANTIC			
12.2.39	49°15'N.	2°21'W.	Waterlogged boat, <i>P.X.9.</i> on bow.	2.2.39	22°44'N.	63°45'W.	Medium-sized gas and whistle buoy showing flashing red light.
12.2.39	49°13'N.	4°10'W.	Red conical buoy adrift, dangerous to navigation.				
12.2.39	48°07'N.	5°34'W.	Drifting conical buoy.				
12.2.39	49°01'N.	4°52'W.	Red conical buoy adrift, dangerous to navigation.	8.2.39	35°28'N.	31°10'W.	After portion of Norwegian motor-tanker <i>Jaguar</i> , floating, very dangerous to navigation.
13.2.39	50°15'N.	2°10'W.	Red conical buoy adrift, dangerous to navigation.				

CHART OF THE WESTERN NORTH ATLANTIC.

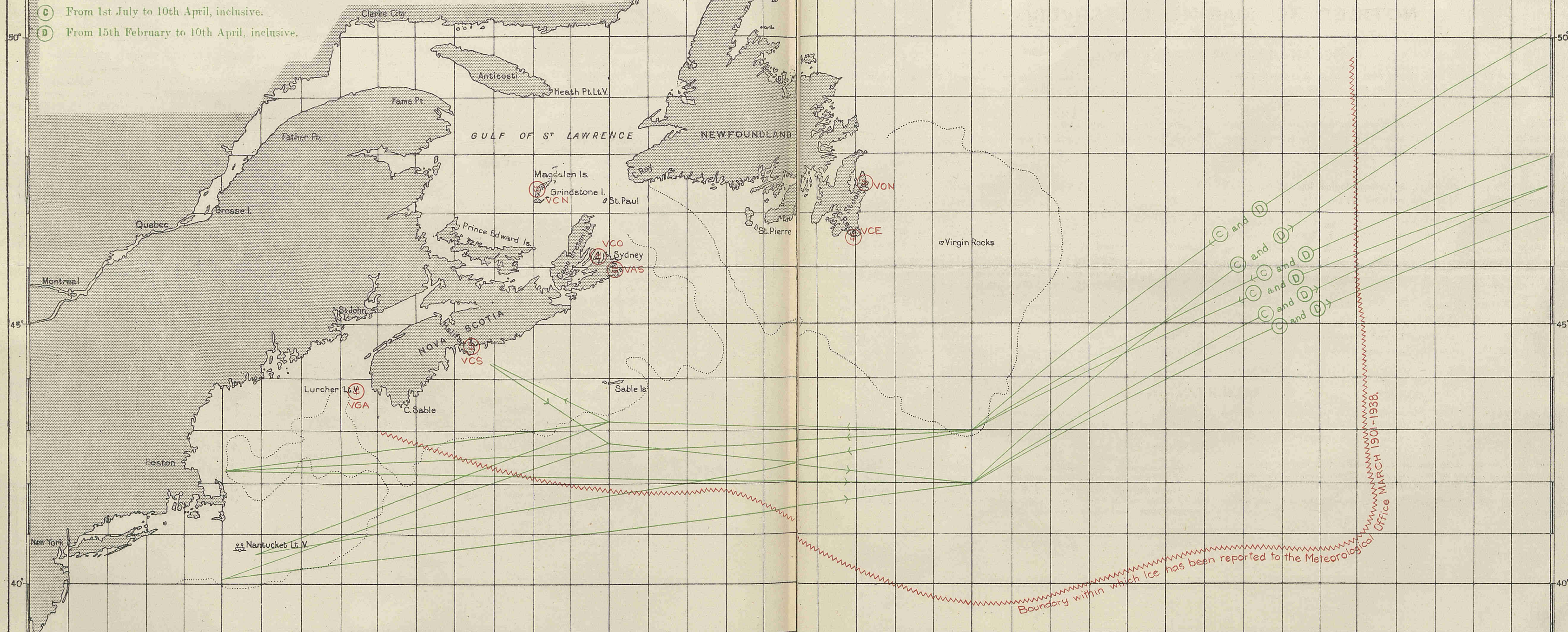
Showing the North Atlantic Lane Routes in force during MARCH as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 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 MARCH is given. Ice sighted between FEBRUARY 1st and 21st, 1939, 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 \oplus .

Ice symbols used on the chart :— \blacksquare Iceberg, \square growler, \sim Field or other fiat 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.

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CORRECTIONS

UP TO FEBRUARY 13TH, 1939.

MADE SINCE PUBLICATION OF THE JANUARY, 1939 MARINE OBSERVER
AND SUPPLEMENT No. 1. FEBRUARY, 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.
077†† California	S	091 †† Athenia	S	248 *† Arawa	M	to 248*† Arawa	M-S
216†† Dominion Monarch M.S.	S	068 †† Balmoral Castle ...	S	†† Durban Castle M.S....	S	to 093†† Durban Castle M.S.	S
091†† Empress of Australia...	S	077 †† Edinburgh Castle ...	S	†† Winchester Castle	S	to 068†† Winchester Castle	S
		093 †† Llandaff Castle ...	S	M.S.		M.S.	
		216 †† Llanstephen Castle ...	S				
		*† Rockflower S.T. ...	S				

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.

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 April, 1939, Number will be published on March 29th, 1939.

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