

MONTHLY SUPPLEMENT
No. 1—FEBRUARY, 1939
TO THE
MARINE OBSERVER—VOL. XVI, No. 133.



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 below.

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 the wireless operators. 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 other observing 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.

With a view to stimulating this supplementary service of making weather reports in the Selected Ship service when and where there are not Selected Ships, a supplementary list of British Weather Reporting Ships is being made.

Only British ships suitably fitted with wireless telegraphy, and who have been visited by the Merchant Navy Agents to the Meteorological Office, and whose masters have then undertaken to perform this service, are included in this list, which is not published, but which is sent for information to stations working a roll call.

The masters of all British ships are advised to procure the pamphlet M.O.329, DECODE FOR USE WITH THE INTERNATIONAL CODE FOR WIRELESS WEATHER MESSAGES FROM SHIPS, published and sold by H.M. Stationery Office, through any bookseller, price 6d.

M.O. 379, a HANDBOOK OF WEATHER, CURRENTS, AND ICE FOR SEAMEN, gives guidance in weather forecasting, also published by H.M. Stationery Office, price 4s. 0d.

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

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Agents.

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TYNE Captain F. B. WEST, Customs House Chambers, Quayside, Newcastle upon Tyne, 1. (Telephone No. : Newcastle 23203.)

CHART OF THE WESTERN NORTH ATLANTIC.

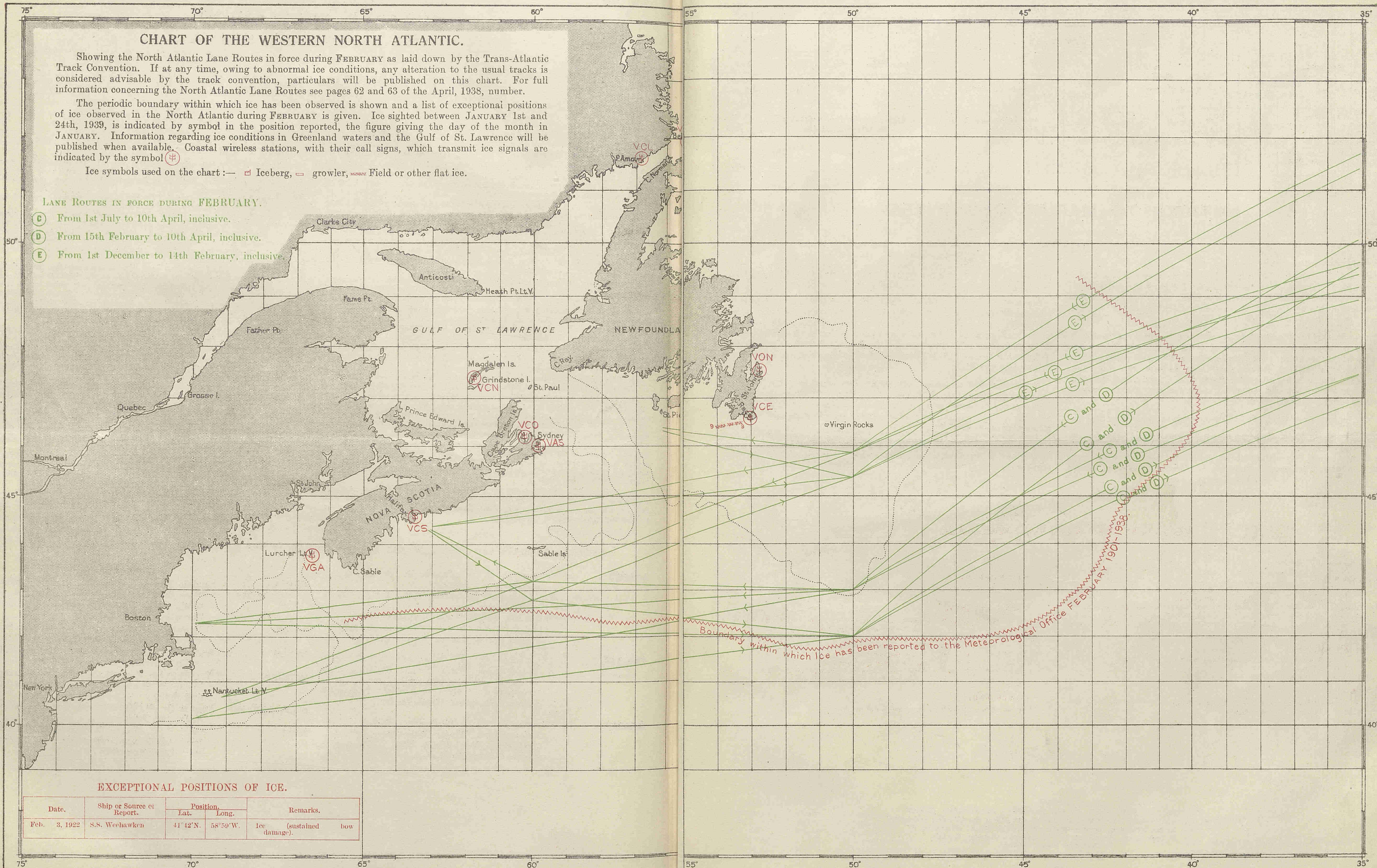
Showing the North Atlantic Lane Routes in force during FEBRUARY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full 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 FEBRUARY is given. Ice sighted between JANUARY 1st and 24th, 1939, is indicated by symbol in the position reported, the figure giving the day of the month in JANUARY. 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 FEBRUARY.

- (C) From 1st July to 10th April, inclusive.
- (D) From 15th February 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.	
Feb. 3, 1922	S.S. Weehawken	41° 42' N.	58° 59' W.	Ice (sustained bow damage).

CORRECTIONS

UP TO JANUARY 16TH, 1939.

MADE SINCE PUBLICATION OF THE JANUARY, 1939 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.
†† Atlantis	M-S.	*† Explorer	M.L.	*† Port Jackson M.S. ...	M.L.	to *† Port Jackson M.S. ...	S.
*† Baronesa	M.	*† Kelso	S.	†† Rimutaka	M-S.	to 094†† Rimutaka	M-S.
†† Durban Castle M.S. ...	S.	094 †† Llandovery Castle ...	S.				
*† Voltaire	S.						
†† Winchester Castle M.S.	S.						

NOTICES TO MARINE OBSERVERS.

NOTICE.

Particular attention is invited to "World Wide System of Voluntary Selected Ships Routine Wireless Telegraphy" revised and brought up to date on pages 29 to 41 of the January, 1939, number of the "Marine Observer", including the lists of stations detailed to receive weather reports from "A" and "B" Selected Ships.

The practice of routine broadcasting of coded weather reports to C.Q. by British Selected Ships when out of range of the appointed coast stations being now firmly established, greater attention is being paid by the Marine Division of the Meteorological Office, its branches and agencies, to weather reports being addressed direct to the appropriate meteorological centres through the appointed shore stations, and the scheme has been revised with this end in view.

These reports are also intended to be intercepted by ships as desired.

The Service of British Selected Ships is being greatly extended by British Supplementary Weather Reporting Ships, who are supplied by the Meteorological Office with full instructions for assisting in the work where and when necessary. The lists of stations detailed to receive

weather reports from Selected Ships are also published in the Admiralty List of W.T. Signals for the information of all British Shipping.

Captains of British Selected Ships are asked to ensure that the "Marine Observer" is made readily available not only to the observing officers but also to the wireless operators, for it is absolutely essential for the success of the work that they should be familiar with the details of the system of communication for the Selected Ship Service and the stations which are published in the "Marine Observer" to work with British Selected Ships.

Directors of Meteorological Services are also asked to ensure that all the necessary information contained in the "Marine Observer" is brought to the notice of those operating the Wireless stations which have been detailed, at their request, to receive weather reports addressed to their meteorological centres.

Mutual familiarity with this system by those concerned both afloat and ashore is essential to maintain smooth working and to increase efficiency.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.	Date.	Position.		Description.
	Latitude.	Longitude.			Latitude.	Longitude.	
NORTH SEA			About 56 heavy wooden piles about 15-20 metres long, dangerous to navigation. Empty motor lifeboat marked <i>DIDO-Haugensund</i> . Target adrift, dangerous to navigation. Two tree trunks 10 to 15 metres long, drifting.	MEDITERRANEAN			
8.1.39	6 mls. N.W. of Heligoland			16.1.39	40°32'N.	32°02'E.	Emergency raft.
9.1.39	58°06'N.	3°49'E.		NORTH ATLANTIC			
10.1.39	53°24'N.	0°15'E.		1.1.39	40°14'N.	73°42'W.	White-painted timber with arm attached floating vertically, extending about 6 ft. out of water.
13.1.39	4 mls. W. of Norderney.			1.1.39	27°05'N.	87°49'W.	Rusty steel pontoon about 20 ft. long, 3 ft. in diameter.
ENGLISH CHANNEL			Rusty conical buoy with ring. Conical buoy adrift.	1.1.39	7°08'N.	81°03'W.	Tree trunk about 30 ft. long, 4 ft. in diameter.
5.1.39	11 mls. S.W. Ar Men Lt.			1.1.39	42°10'N.	64°10'W.	Large red can buoy.
17.1.39	49°16'N.	4°02'W.		4.1.39	40°15'N.	69°10'W.	Extinguished red light buoy.
IRISH SEA				5.1.39	38°26'N.	74°17'W.	First-class red nun buoy marked 2, shackle on top, floating high, in good condition.
15.1.39	5 mls. E.N.E. Menai Lt. House.			NORTH PACIFIC			
			Auxiliary trawler unmanned, drifting and dangerous to navigation.	2.1.39	46°57'N.	125°10'W.	Deck cargo lost overboard.

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80 Chichester Street, Belfast;
or through any bookseller

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