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Michael Jackson
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12 September 1994

Dear Mike,

Here at last is my report for the second period. I have made the adjustments you suggested and it is now more comprehensive.

Any further comments on this next reading please don't hesitate to say so.

The annexes are the same as the first report* so are not included. My intention on completing the third period is to put them all together in one report for ease of reference. If that is not to your wishes and you wish each to be entirely separate please let me know.

Rupturing my achilles tendon is certainly the most frustrating experience of my life. However, I hope to be in action shortly and to start on the final period.

Preventing completion of your report in July has set my careful plans back in many ways. One is that my other contracts have taken off which is very pleasing but now overlap more than I intended.

I am still very keen to complete your task and if your patience has not all been used I would like to continue. However if your budget situation has changed or you want the last period completed more speedily I will understand if you want to review our arrangement.

Thank you for copies of the letters you sent. I will look at Michael Chenoweth's question about air and sea temperatures on starting the final period.

Trust you are well. I see from my Sunday papers that global warming is all a myth according to the Hedley Centre!

Yours,

Martin Rhodes

* except annex J, which is enclosed in this report.

ADDITIONAL MARINE LOG BOOK DATA
1911 to 1920

Martin Rhodes, September 1994.

INTRODUCTION

1. The archives at Bracknell and Kew hold two types of maritime record for this period :

Ship's Meteorological Log Books - 2,191 Log Books at Bracknell

Warship Deck Logs - 43,936 Deck Logs at Kew

2. Most of the Ship's Met Log Books are from merchant ships selected by the Met Office to take weather observations. 'Selected ships' were provided with accurate instruments and Met Office Log Books.

3. The Meteorological Branch of the Royal Navy providing the specialist weather recorders in warships, was not formed until 1936. Weather observations from warships in this period were recorded by the Navigating Officer or Officer of the Watch, in the Deck Log. Specialised Meteorological Log Books were kept by one or two Royal Naval ships employed on hydrographic tasks. Of the 2,191 Ship's Met Logs Registered in the archives at Bracknell only 32 are from Royal Naval ships. These are entered in red ink in one of the two registers covering this period, in the other, 'HMS' identifies each warship.

4. Information from the 43,936 warship Deck Logs had not been keyed into the MDB. Random observations extracted from Warship Deck Logs at Kew were compared with fiche records from the MDB and proved without exception to be new observations.

5. Merchant Ship Meteorological Forms kept by merchant ships not keeping a full Met Office Log Book appear to have been in use since around 1900, according to the registers in the archives, but no Met Forms for the period 1911 to 1920 remain in the archives. The low number of observations for this period suggests that this Met Form information also was never keyed.

6. The average number of observations in each of the 2,191 Ship's Met Log Books at Bracknell, is just less than one hundred. As the total number of observations in the MDB for the period is just 189,233 it suggests that all these observations came from Ship's Met Log Books alone and that non of the data in 43,936 Warship Deck Logs at Kew or Met Forms for the period was ever transferred to the MDB.

MARITIME ACTIVITY 1911 TO 1920

7. At the turn of the century the Royal Navy enjoyed the confidence of the British people, but suffered from serious material and manpower weaknesses. Many of the ships and weapons were obsolete, the fleet was undermanned and authoritarianism bequeathed by the Victorian era rather than progressive

management was a characteristic of its senior officers.

8. Admiral Sir John Fisher became First Sea Lord in 1904. He was dynamic and ruthless, yet understood man management and war at sea. In the teeth of powerful opposition he scrapped 150 older ships, focused on the threat from Germany and introduced the all big gun battleship Dreadnought. Launched in 1906, the Dreadnought rendered all earlier battleships obsolete.

9. Although Churchill enjoyed political credit for much of this change, the fleet that fought the First World War was Fisher's creation. His foresight was to prove uncannily accurate predicting the influence of the submarine, the revolution that airborne weapons would bring and the need for large numbers of combined operations craft, 'amphibian hippopotami' as he called them.

10. A strong individualist he did not get on with politicians, the army and to some extent his own staff. He distrusted staff work and regarded discussion as a time wasting destroyer of thought and delayer of action. Traditions of great naval men die hard in the Service and even today selection for and a pass in the Staff Course is not essential for future promotion, whereas in the Army and Royal Air Force a successful Staff Course is mandatory for promotion.

11. The Merchant Fleet enjoying the Royal Navy's dominance of the seas traded throughout the world and the great British Empire in large numbers up to and after the First World War. Even during the war met observations continued. Some 500 logs were received from 'selected' merchant ships during the war years.

12. Weather observations in both Met Log Books and Deck Logs were accurately taken and meticulously recorded throughout this period.

METEOROLOGICAL LOG BOOKS

13. Registers in the archives at Bracknell show that 2191 log books were received between 1910 and 1920. They are logged sequentially as received from 13482 to 15673 and appear in the Maritime Data Base under series 201. Each entry in the register shows the ships name, the Captain's name, the start and completion date of each voyage and its route. The register also gives an assessment of the quality of observation, recording the names of the observers who kept the log and took observations.

14. The quality assessment is given as Good, Very Good or Excellent. There is no assessment below good although occasionally there is an ominous blank without a comment.

15. An example of a page from the style in use is at annex D. Their location in the archives is shown in annex B1.

16. 337 Met Logs recorded in the registers are missing from the shelves of the archives, through no apparent reason. Missing numbers are spread throughout the period 1911 to 1916. The period

1916 to 1920 is complete.

17. Most observations from the Met Log Books have been keyed into the Marine Data Base. However, a proportion of North Atlantic observations have not been keyed. In addition observations at the beginning and end of each voyage often had not been keyed. There is no obvious reason for this but perhaps it was thought that the data base was flush with observations in these areas.

18. By counting the the number of observations not keyed in a sample of 50 Logs and assuming this pattern throughout, it was estimated that 30,000 additional observations might be available to add to the MDB.

DECK LOGS AT KEW

19. There are 43,936 Deck Logs in the archives at Kew from Royal Naval warships, with an average of 177 observations per log, some are fairly blank, others have many more observations than average. Random comparisons with fiche information from the MDB proved weather observations in these logs are not held nor have ever been keyed into the Maritime Data Base.

20. These logs offer over 7 million observations of quality from around the world to add to the Maritime Data Base. This is based on a sample of observations taken every 40 Deck Logs, averaged out and extrapolated for 43,936 Logs.

21. Readings are recorded at the end of each watch 0400, 0800, 1200, 1600, 2000, 2359. The geographical position is only recorded at noon each day. Therefore interpolation would be needed to produce a position for each observation.

22. Throughout this period Deck Logs were issued in two styles, one for large ships and one for smaller warships. The style issued to large warships has an impressive thick hard cover with high quality paper making up 180 pages. One side per day giving one years recordings in one book. Entries are very neat and the high quality paper is as pristine today as the day entries were made eighty odd years ago.

23. Smaller warships had thinner logs covering a shorter period and with less impressive covers. Some of these logs are from river and harbour craft but others give quality world wide observations.

24. The Deck Logs in the archives are numbered with numbers from 32574 to 76510. In the registers they appear by name alphabetically and not by year.

25. The deck logs from the 32 warships also keeping Met Logs duplicate each others observations. A list of these warships is at annex J.

ADDITIONAL OBSERVATIONS AVAILABLE

26. The following could be added to the Data Base:

Met Log Books - 30,000 observations mainly from the North Atlantic.

Warship Deck Logs - 5,760,000 observations if ship's position is interpolated between noon positions.

2,000,000 estimated observations from smaller vessels

27. Expressed by Global Area:

	Atlantic North	Atlantic South	Med	Indian Ocean North	Indian Ocean South	Pacific North	Pacific South
Met Log Book	44%	13%	23%	10%	5%	3%	2%
Warship Deck	45%	7%	25%	8%	5%	7%	3%

28. The simplest and easiest way to add the additional Ship's Met Log Book data would be to key all the observations in all the Met Logs again. This is clearly a very expensive option and it probably is not worth trying to add the 30000 mainly North Atlantic observations.

29. To key the information from 43,936 Deck Logs is a lengthy and costly exercise particularly when access is difficult as in the archives at Kew. Although removal from Kew is not normally allowed the only realistic solution would be to get exceptional approval to remove the logs in batches and either put the information on film or key directly into a data base.

Martin H Rhodes

Annex J

Warship Met Log Books 1911 to 1920

HMS Mutine	30/11/10 to 29/03/11
	30/03/11 to 27/07/11
	28/07/11 to 17/08/11
	12/03/12 to 20/04/12
	26/08/12 to 22/12/12
	23/12/12 to 21/04/13
	22/04/13 to 01/08/13
	15/11313 to 03/01/94
	06/03/14 to 22/06/14
Cornwallis	07/08/11 to 03/10/11
Fantome	16/03/11 to 04/11/11
	20/05/13 to 16/09/13
	08/04/14 to 14/08/14
Merlin	01/06/11 to 31/12/11
Sealark	19/03/12 to 09/10/12
	20/06/13 to 20/10/13
Skipjack	01/10/12 to 31/01/13
Hyacinth	09/06/13 to 12/08/13
	24/06/14 to 22/07/14
Worcester	23/09/13 to 25/06/14
	04/11/16 to 11/04/17
Endeavour	01/01/16 to 18/06/16
Zaria	07/07/16 to 07/11/16
	08/11/16 to 07/03/17
	08/03/17 to 05/07/17
	06/07/17 to 29/10/17
	30/10/17 to 22/02/18
	23/02/18 to 18/06/18
	19/06/18 to 16/10/18
	14/02/19 to 16/04/19
Roxburgh	14/12/17 to 07/01/18
Oxfordshire	23/09/18 to 27/02/18