

tically, accordion fashion, Mr. Duncan said it was very difficult to pick up buoys marking the harbor entrance.

When the wind is from warmer waters farther out to sea the chilling effect of the cold coastal water is evident in the dense fogs which occur invariably on such occasions. The fogs are often spotty, however, occurring first and last where the water is coldest. Thus the passages between islands leading into embayments, such as Casco Bay, have strong tidal currents, which keep the water well mixed and, therefore, colder on the surface. These channels are foggier than other waters, and at times, the fog may be so localized that only the middle portions of the channels are foggy.

Tall sailing ships fare better than low ones, for while the cold cushion of air may lie stagnant on the water, or moving slowly landward under the pressure of excess air which has overflowed aloft from the expanded atmosphere over the hot land, the general wind may blow freely overhead. The cold cushion is often so thin that this wind overhead is within reach of sails. Then may occur the surprising condition of wind one way on the mainsail and wind another direction

against the topsail. Such contrasts are most likely to occur, Mr. Charles F. Adams, noted yachtsman, writes, when the general wind is from the heated land.—*C. F. B.*

**Wind and Sails.**—Dr. T. Tanner says that if the hull resistance of a vessel were known from tank experiments, "the speed of the vessel in any given wind and in any direction could be predicted from wind-tunnel tests," and he thinks that "skill in the art of sailing could be reduced, apart from other considerations, to ability to set the sail in the required position determined by its aerodynamic characteristics."

Dr. Manfred Curry's remarkable book "Yacht Racing," the second edition of which in English appeared in 1930, is a revelation to yachtsmen of the old school. A sailing vessel is more forcibly propelled by a suction or negative pressure on the leeward sides of her sails than by the impact of the wind on the windward sides.

One of the many novel discoveries is that the driving force of a yacht's mainsail is reduced from 20 to 40 per cent. by the presence of the mast, which breaks up the wind stream into eddies. A suggested solution of the difficulty is to bend the sail to a vertical wire stay midway between two masts, one on each side of the yacht. The masts would incline inward and meet at their upper ends.—*C. F. Talman, "Why the Weather," (S.S.).*

#### FIRST MEETING OF THE SEATTLE BRANCH

On November 19, 1935, at the Weather Bureau office, nineteen men interested in meteorology and climatology organized the Seattle Branch of the American Meteorological Society. Mr. L. C. Fisher, meteorologist in charge of the local office of the Weather Bureau, was elected chairman and Mr. P. E. Church, of the University of Washington, was elected secretary. The chairman then appointed Mr. T. E. Jermin, of the Weather Bureau, Mr. L. M. Kuhnley, of the Northwest Airlines, Inc., and Mr. W. B. Merriam, of the University, as a program committee. Meetings will be held once a month. The

programs will be of varied character on topics of interest.

After the organization was completed, Mr. Fisher described his recent inspection tour to the cooperative stations in the state. He gave in detail the location of instruments at many of the stations and explained why some stations have had a variation from the normal amount in recent years. Then Mr. Church talked briefly on the effect of temperatures on agriculture, soils, forests, and recreation in New England.

The next meeting is to be held on December 17 at the Weather Bureau office.—*P. E. C.*