

WEATHER OF THE ATLANTIC AND PACIFIC OCEANS

[The Marine Division, W. E. HURD temporarily in charge]

NORTH ATLANTIC OCEAN, NOVEMBER 1935

By H. C. HUNTER

Atmospheric pressure.—Marked contrasts in average pressure for November 1935, were noted over various parts of the ocean. The northeastern area averaged much lower than normal; Reykjavik and Valencia recorded more than a quarter of an inch below. In this area pressure was very low when the month ended and comparatively low at the beginning, while the week of the 18th–25th was the only notable period of pressure appreciably above normal. Along the American coast from Delaware Bay to Florida and eastward for about a thousand miles pressure was lower than normal, especially around Bermuda. The Gulf of Mexico averaged slightly above normal, the northwestern part of the North Atlantic considerably above, and the southeastern part moderately above.

The extremes of pressure noted in available vessel reports were 30.64 and 28.46 inches, the former read on the American steamship *Cliffwood*, on the 10th, to southward of Nova Scotia, and the latter on the British steamship *Queen of Bermuda*, on the forenoon of the 3d, northeast of the northern Bahamas. In waters remote from the tropics a reading of 28.49 inches was noted about 12 hours earlier by the American steamship *Schodack*, when about 300 miles southwest of Cape Clear, Ireland. The final day of November brought a reading slightly lower than either of these at the land station at Reykjavik, Iceland, as shown in table 1.

TABLE 1.—Averages, departures, and extremes of atmospheric pressure (sea level) at selected stations for the North Atlantic Ocean and its shores, November 1935

Station	Average pressure	Departure	Highest	Date	Lowest	Date
	<i>Inches</i>	<i>Inch</i>	<i>Inches</i>		<i>Inches</i>	
Reykjavik, Iceland.....	29.36	-0.26	29.89	22	28.42	30
Lerwick, Shetland Islands...	29.57	- .13	30.17	21	28.84	30
Valencia, Ireland.....	29.58	- .31	30.19	25	29.05	9
Lisbon, Portugal.....	30.07	+ .03	30.34	28	29.50	24
Madeira.....	30.05	+ .04	30.30	21	29.53	27
Horta, Azores.....	30.21	+ .08	30.45	10	29.84	18
Belle Isle, Newfoundland....	30.12	+ .24	30.54	10, 13	29.46	26
Halifax, Nova Scotia.....	30.14	+ .19	30.62	10, 17	29.66	29
Nantucket.....	30.08	+ .03	30.44	10	29.41	18
Hatteras.....	30.06	- .05	30.40	25	29.71	29
Bermuda.....	29.98	- .10	30.20	28	29.80	12
Turks Island.....	29.98	- .01	30.13	27	29.89	13
Key West.....	30.02	.00	30.26	25	29.68	4
New Orleans.....	30.12	+ .02	30.49	24	29.90	9

NOTE.—All data based on a. m. observations only, with departures compiled from best available normals related to time of observation, except Hatteras, Key West, Nantucket, and New Orleans, which are 24-hour corrected means.

Cyclones and gales.—During the first days of November a storm of unusual size was centered near the Faroe Islands, with a low pressure trough extending far southward to the area west of the Bay of Biscay; and much of the eastern North Atlantic was swept by winds of gale force during the first 4 days, some vessels noting force 11. At the same time an important storm was centered not

far from Hatteras; its life history appears elsewhere in this REVIEW. The latter storm affected only a small area, but was very intense on the 2d and 3d as it moved southward toward the Bahamas, for two vessels noted hurricane winds (force 12). The weather conditions of November 1 and 2 are shown on charts IX and X.

On November 4 the region of the chief steamship lanes to southwestward of Ireland experienced a rapid rise of pressure, and soon notable gales ceased in this area. The storm in the western Atlantic on this date crossed southern Florida and entered the Gulf of Mexico, with considerable loss of strength. Charts XI and XII show the situations on the 4th and 5th, respectively, with chart XII including the entire path of the Florida storm, which originated to the eastward of Bermuda on October 30 and died out over the northeastern Gulf on November 8.

From the 7th to the 22d there were several important gales met along the steamship lanes in the Newfoundland to Ireland strip, but mainly east of the twenty-fifth meridian or near midocean, the latter usually well to northward of 50° latitude.

The most important North Atlantic storm after the first week was one that affected the American coastal waters from the Carolinas to Nova Scotia from the 16th to 18th. During its northeastward advance this storm displayed great strength, and three vessels on the 17th noted force 12. Along the coast it caused great damage to the beaches of New Jersey and Long Island on the 17th. By the afternoon of the 18th this storm had lost vigor, and though it continued its advance near the chief vessel routes, whence numerous reports have come, there were no more violent gales reported.

The final week of November was almost free from noteworthy storms. However, from the southwestern Caribbean Sea there is a lone report of a localized storm lasting several hours, met on the 24th and 25th by the Dutch steamship *Odysseus*, Puerto Cortez toward Cristobal. At the greatest intensity, the force was estimated as 11, lowest pressure 29.66 inches. There is no further information at hand regarding this disturbance.

Fog.—While reports indicate an almost complete absence of fog over North Atlantic waters to eastward of the forty-fifth meridian, yet from that meridian in the Grand Banks area westward and southwestward to the vicinity of Chesapeake Bay there was nearly everywhere more fog than there had been during the preceding October, and moderately more than is expected during November. As a rule, fog was much more prevalent in this region during the first half of the month than during the last half.

Along and for a moderate distance to eastward of the east coast of Newfoundland, reports show a different time distribution, namely, more fog after November 15 than before, occurrences being most numerous during the 10-day period beginning the 17th. Here the 5° square from 45°–50° N., 45°–50° W. is noted as having 12 days with fog, or more than any other North Atlantic area of equal size.