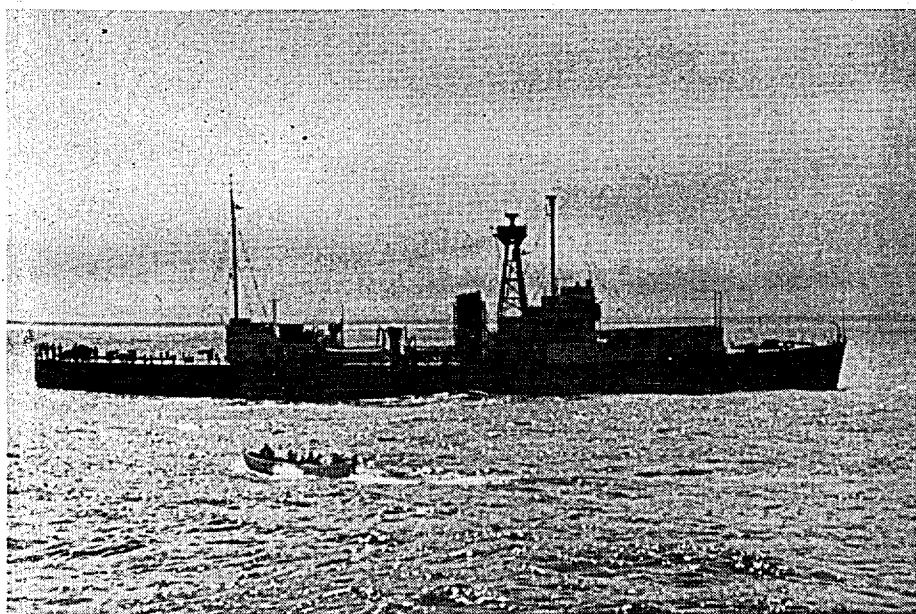


ships. The World Meteorological Organization, another specialized agency, estimates that thirteen per cent of recorded shipping casualties are directly due to the weather. This does not take into account other casualties, such as collisions or strandings which in many cases are due indirectly to the same cause.

As there is at present nothing man can do to control the weather, the task of the weather men is to give as long and as accurate warning as possible of weather conditions likely to be hazardous for shipping.

Weather forecasts as well as gale, storm and hurricane warnings are issued to shipping by radio several times a day all round the world according to a scheme adopted by WMO.

In order to provide adequate warnings and forecasts it is indispensable to obtain information on the weather over ocean areas. The cost of operation of stationary "ocean weather ships" makes it impossible to establish more than a very limited number. Practically all the meteorological information obtained from the sea must therefore be provided by voluntary observers aboard merchant ships. A worldwide plan of WMO governs the recruitment of such voluntary observing ships. They are supplied with instruments and report regularly by radio to the nearest coastal stations



CANADIAN WEATHER SHIP

Regular duty at a point far out in the Pacific Ocean is shared by two Canadian weather ships. Operated by the Department of Transport, these floating meteorological stations provide a constant flow of information on weather patterns moving toward the West Coast.

There are at present about 2,500 such ships on the oceans as against thirteen stationary "ocean weather ships." The ships' officers who act as amateur weather men make observations which are accurate and scientifically recorded. Considerable credit is due to them for the painstaking way in which