

## VISIT OF H. B. M. SURVEYING SHIP "ORMONDE" TO MONACO.

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As announced in *International Hydrographic Bulletin* No. 11, November 1933, thanks to the kind offices of the Hydrographer of the British Navy, H.B.M.S. *Ormonde*, on passage to the Persian Gulf, where she is now carrying out a Survey, was diverted from her route to call at Monaco, one of the principal objects of her visit being to demonstrate to the Members of the International Hydrographic Bureau the working of the most recent hydrographic instruments with which she is supplied.

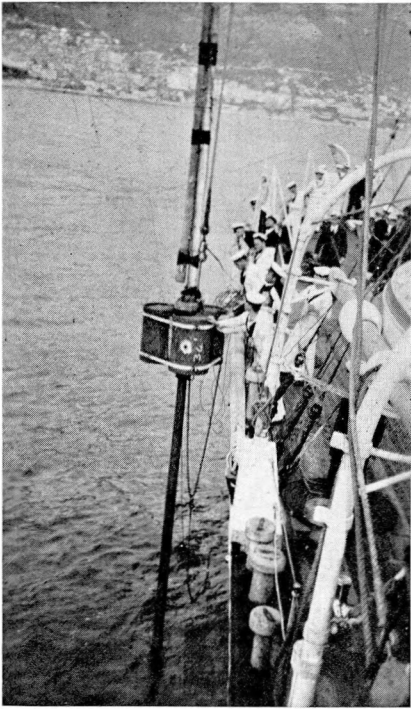
A description and photograph of the *Ormonde* appeared in *Hydrographic Review* Vol. III, No. 1, November 1925, from which it will be seen that she is a sloop of 1,650 tons displacement and 267 feet long, 2,500 i.h.p., maximum speed about 15 knots, and that she carries 7 Surveying Officers and 3 Surveying Recorders (Petty Officers).

This class of vessel was constructed in 1919, having been designed for convoy work in the Atlantic, but on the cessation of the Great War, four of them were converted into Surveying Vessels, three working under the British Admiralty and one under the Royal Australian Navy, their guns being removed, except for one 3-pdr., to make room for the additional equipment necessary for this special work.

The *Ormonde*, commanded by Lieut.-Commander Archibald DAY R.N. who attended the International Hydrographic Conferences of 1929 and 1932 as a member of the British Delegation, arrived at Monaco at 10.00 on 31st October 1933 and remained until the 3rd November, during which time she was berthed alongside the Quai de Plaisance, opposite the Bureau.

The British Hydrographer had invited the Hydrographic Services nearest Monaco to send representatives to inspect the special surveying gear with which the *Ormonde* is fitted and in response to this invitation the French Hydrographic Service sent Ingénieur hydrographe en chef PÉLISSIER, who remained at Monaco during the ship's visit and thus was also able to visit the International Hydrographic Bureau. Other residents in the district interested in hydrography visited the ship, amongst whom notably were Vice-Admiral J. M. PHAFF, an ex-Director of the International Hydrographic Bureau and Rear Admiral E. CABALLERO Y LASTRES, the representative of Peru at the last three International Hydrographic Conferences. During the three days the *Ormonde* remained in port, the Captain, Officers and Ship's Company received and gave numerous entertainments ashore and on board.

On Friday 3rd November, the day of the *Ormonde's* departure for Port Said, the Directors, Secretary-General and Assistants of the International Hydrographic Bureau, Vice-Admiral PHAFF, Rear Admiral CABALLERO Y LASTRES, Ingénieur hydrographe en Chef PÉLISSIER and Dr. J. RICHARD (Director of the Oceanographic Museum at Monaco) embarked at 9 a.m. for a short cruise to witness the actual working of the various surveying instruments and appliances.



*Laying out an "Ormonde" type  
Beacon from H.M.S. Ormonde off  
Monaco, 3rd November 1933.*

*L'H.M.S. Ormonde en train de  
mouiller une balise, type "Ormon-  
de", au large de Monaco, le 3 No-  
vembre 1933.*





The first event of the programme was the demonstration of the TAUT WIRE MEASURING GEAR, a lecture on which was delivered by Captain J. A. EDGELL, before the Third International Hydrographic Conference of 1932 and was published in *Hydrographic Review* Vol. IX, No. 2, November 1932, page 74. As will be seen this is a method of measuring a base at sea, the accuracy of which depends on the straightness of the course steered and the evenness of the bottom, the amount having to be subtracted varying, it has been found, from 1 in 200 to 1 in 1,200. Piano-wire is used for measuring the distance; it is supplied on drums each containing 140 miles of wire, its end being anchored to the bottom by any suitable weight; it is taken off the drum by a rotating arm, then led through suitable fairleads over a wheel exactly one fathom in circumference which actuates a recording counter, thence under a sliding block which by its weight, helped by a friction brake on the drum, regulates the tension on the wire, and finally over the stern to the anchor.

An *Ormonde* Type FLOATING BEACON, a description of which will be found in the present number of the *Review*, was then assembled and laid out, the total time occupied being only twelve minutes, after which a demonstration was given of the latest method employed for sweeping for obstructions such as Rocks, Wrecks, etc. This sweep can be used either as a single part from right astern to one quarter only or as a double sweep extending to each quarter, the double sweep having a width of 300 yards. It can be set to run at varying depths, small alterations being obtained by variation of speed and large ones by altering the length of the wire between the Float on the surface and the Otter Board below it and heaving or veering on the Kite Wire over the stern. On fouling the obstruction the ship is stopped and hauled astern by the sweep winches to a position over the wreck. These winches have a friction brake which allows them to render till the ship is stopped. Only the single sweep was run.

During the trip continuous soundings were taken with the British Admiralty Pattern ECHO SOUNDING GEAR, both deep and shallow water apparatus, the *Ormonde* being fitted with the latest models of each of these instruments, descriptions of which have already appeared in the *Review*.

At 11.20 the Floating Beacon was picked up and unrigged and at noon the *Ormonde* returned to the entrance to the harbour and after having landed the visitors she proceeded on her voyage to Port Said and the Persian Gulf.

The visit of the *Ormonde* was of the utmost value, not only as enabling the Directing Committee of the I. H. B. to keep up to date with the latest improvements in instruments and appliances adopted in the British Hydrographic Service but also in that it afforded an opportunity of creating a personal contact between the members of the Bureau and Officers serving afloat. It is earnestly hoped that similar visits will from time to time be paid to Monaco by other Surveying Vessels.

J. D. N.

