

TABLE 1.—Averages, departures, and extremes of atmospheric pressure at sea level, North Pacific Ocean, July 1935, at selected stations.

Station	Average pressure	Departure from normal	Highest	Date	Lowest	Date
	Inches	Inch	Inches		Inches	
Point Barrow	29.88	-0.04	30.32	5	29.42	26
Dutch Harbor	29.95	+0.01	30.55	31	29.44	17
St. Paul	29.86	+0.02	30.30	31	29.50	2
Kodiak	29.98	+0.04	30.20	25	29.50	20
Juneau	30.07	+0.02	30.27	17	29.85	1
Tatoosh Island	30.07	+0.02	30.27	28	29.85	22
San Francisco	29.84	-0.01	30.09	8	29.72	1
Mazatlan	29.87	+0.01	29.98	30	29.50	28
Honolulu	30.00	+0.02	30.06	21	29.92	26
Midway Island	30.11	-0.00	30.22	9	30.00	7
Guam	29.78	-0.06	29.88	15	29.52	24
Manila	29.71	-0.03	29.82	1, 15	29.58	21
Hong Kong	29.59	-----	29.76	2, 11	29.23	30
Naha	29.71	-0.01	29.81	1	29.40	27
Chichishima	29.89	+0.04	30.00	14	29.72	7
Nemuro	-----	-----	30.00	10	29.58	29

¹ Based on data for 19 days only.

NOTE.—Data based on 1 daily observation only, except those for Juneau, Tatoosh Island, San Francisco, and Honolulu, which are based on 2 observations. Departure are computed from best available normals related to time of observation.

Cyclones and gales of the temperate zone.—The deepest extra-tropical cyclone of July occurred over extreme northwestern waters early in the month. At Attu Island, in the extreme western Aleutians, barometer readings as low as 29.08 inches, on the 1st, and 29.06, on the 2d, were recorded. The cyclone affected most of the Bering Sea and adjacent Pacific from the 1st to 3d, thereafter gradually retreating northwestward and filling in. The only gales of record in connection with the disturbance were of force 8 from south-southeast near 52° N., 171° W., on the night of the 1st-2d. A gale in the same vicinity on the 22d attained force 9.

From the 10th to 12th a depression of moderate energy lay about midway between the Hawaiian Islands and Alaska, and caused local gales of force 8 in the neighborhood of 44° N., 154-155° W., on the 10th and 11th, and of force 9, near 39° N., 145° W., early on the 12th.

The weather off the central California coast was disturbed by moderate to fresh local northerly gales on the 1st, and by moderate to strong local northerly gales on the 17th and 18th.

Tropical disturbances.—During July 1 disturbed conditions prevailed off the Mexican coast between Acapulco and Manzanillo. The American motorship *City of San Diego* received a radio report that a cyclone was moving up the coast, and made port at Manzanillo, arriving at noon in a southeasterly gale of force 8. The American steamship *Missourian* reported a wind of force 7 in the vicinity earlier in the day. No further development of the disturbance has been indicated.

In the Far East a similarly disturbed and apparently undeveloped condition prevailed during a part of the 2d and 3d in the neighborhood of 21° N., 142-143° E., where the British motorship *Silverash* encountered fresh to strong southerly gales, with slightly depressed barometer.

In connection with the subjoined Manila report, furnished by the Rev. Bernard F. Doucette of the Manila Observatory, the following additional items are presented relative to the two typhoons described:

During the passage of the typhoon of the 15th-23d, a pressure reading of 29.16 inches was reported at Ishigakijima Island on the 20th, and a northwest gale of force 8 occurred in the Luzon Strait on the 19th.

While the typhoon of July 22-31 lay east of Taiwan (Formosa) on the 28th, a report from Ishigakijima Island gave a barometer of 28.98 and a northwest gale of force 8. About 100 vessels took refuge in Kelung harbor on the 29th. The storm passed over Taiwan late on that date, temporarily isolating the island on account of extensive damage to communications lines.

Fog.—Fog was the most important meteorological element affecting travel along the northern routes. To the northward of the 40th parallel, it was reported on from 3 to 15 or more days within the several 5° squares, with a general increase westward from the Washington and Oregon coasts to the region of maximum formation between the 180th meridian and 150° E. A number of ships made specific comments upon the extent to which it was observed.

The British motorship *Silverguava* reported 86 hours of continuous fog, from 4 p. m., of the 4th, in 43°43' N., 140°00' W., until 6 a. m. of the 8th, in 46°48' N., 168°10' W.

The American motorship *Ward* reported mostly thick fog, with only short periods of clearing, from 5 a. m., July 17, in 40°23' N., 159°16' E., until 10 p. m., July 23, in 44°13' N., 150°00' W.

The American steamship *President Jefferson* had 88 hours of practically continuous dense fog banks from the 180th meridian westward, July 13 to 16.

There were 11 days with fog along the California coast, and 5 days with fog along the coast of Lower California.

The New York Maritime Register reported the sinking of the Japanese steamship *Midori Maru*, with the loss of 104 lives, due to a collision with another steamer in fog southwest of Kobe on July 3.

TYPHOONS AND DEPRESSIONS OVER THE FAR EAST, JULY 1935

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Two typhoons and two depressions form the total of the disturbances which affected the weather of the lower latitudes in the Far East during July 1935. Of these, the typhoon of July 22 to 31 was the most important. Details of each of these storms follow.

Depression, July 12 to 16.—Forming about 200 miles ENE. of San Bernardino Strait, this depression moved WNW., gradually inclining to the NW. and crossing northern Luzon. Changing to a westerly course as it entered the China Sea, it continued along this course to Indo China. This depression was of little importance. The positions, day by day, of the depression are given below:

	Latitude N.	Longitude E.
July 12, 2 p. m.	14 40	127 40
July 13, 6 a. m.	15 30	123 30
July 14, 6 a. m.	18	116
July 15, 6 a. m.	19	109 30

Typhoon, July 15 to 23.—Appearing between Yap and Palau, a depression moved NW. to a position about 150 miles east of central Luzon, where it intensified as it changed to a northern course. When about 120 miles east of Basco, Batanes Islands, it shifted for a short time to the NE., then N. again, to a position close to the Sakishima Group. There, it inclined to the NW. and proceeded to the China coast, filling up within 24 hours