

NOAA Report

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June 18, 1990

COMING UP

American Meteorological Society 20th Conference on
Broadcast Meteorology in Boulder, Colo., June 20-24.

NOAA Awards Luncheon at the Army Navy Country Club
in Arlington, Va., June 22.

Biennial Canada/United States Hydrological Operation
Multipurpose System Steering Committee meeting in Ottawa,
Canada, June 25-26.

American Meteorological Society Fourth Conference
on Mesoscale Processes in Boulder, Colo., June 25-29.

National Weather Service Warning Coordination Met-
eorologists Conference in Boulder, Colo., July 9.

Knauss Fellowships Slated:--The availability of Dean John A.
Knauss Marine Policy Fellowships for the Class of 1991 will be
announced in the "Federal Register" this month.

The fellowships constitute the National Sea Grant Federal
Fellow Program which was established in 1979. They are named for
the Under Secretary, who served as dean of the University of Rhode
Island Graduate School of Oceanography from 1962 to 1987. They
provide a unique educational experience to graduate students who
have an interest in marine/ocean/Great Lakes resources and in the
national policy decisions affecting those resources.

The program matches highly qualified graduate students with
"hosts" in the Legislative Branch, Executive Branch, or appropriate
associations or institutions in the Washington, D.C., area for a
one-year paid fellowship.

The "Federal Register" notice will describe the program in
more detail, including the application procedure and the competi-
tive selection process.

Kohler Award Goes to Alabama Hydrologist:--The Max A. Kohler
Award for sustained outstanding contributions to NOAA's hydrology
program was presented to Hobart G. Reeves, Service Hydrologist at

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the Birmingham, Ala., Weather Service Forecast Office, June 13. Dr. Michael Hudlow, Director of NOAA's Office of Hydrology, who made the presentation, cited Reeves for his design of computer networks which facilitate the exchange of data with other agencies. Reeves is the third recipient of the annual award, which is named for a retired NWS hydrologist who achieved international recognition for his work for NOAA and the Weather Service.

NOAA Corps Officer Honored:--Captain Arthur N. Flior has been presented a NOAA Special Achievement Award Medal for sustained superior performance as Chief of the Corps' Program Planning Liaison and Training Division during 1989.

NOAA Improves Vessel Icing Predictions:--NOAA researchers and weather forecasters have combined forces to improve predictions of deadly icing of vessels sailing in northern waters during winter.

"Every year," Dr. James Overland of NOAA's Pacific Marine Environmental Laboratory in Seattle, Wash., said, "seamen perish in Alaskan waters and elsewhere when ice forming on their vessels' superstructures causes the ships to capsize."

But general icing formulas developed at the Seattle laboratory and implemented into icing forecasts for Arctic waters by the NOAA Weather Service are saving seafarers' lives.

When an inch of ice coats an average-sized Alaskan fishing vessel - about 39 feet in length - it adds about 6,000 pounds to the craft's weight, which can destabilize its center of gravity and endanger the ship and its crew.

A number of factors are involved in how much, and how quickly ice will form on a vessel: meteorological conditions including air and sea temperature, wind speed, and the like; sea conditions such as degree of ocean spray, wave length and height; and the individual characteristics of the vessel - its length, heading, hull shape, and other elements.

Recognizing that no icing forecast can be specific to every vessel, Overland and associates at the NOAA research laboratory settled for providing the operational forecasters with a model for use in developing an ice accretion chart. It indicates where icing potential is light, moderate, and heavy in given Arctic waters.

"Numerical guidance must be supported by experienced marine forecasters who recognize, perhaps, a rare cold-air advection icing event from all data sources," he pointed out, noting also that vessel operators have the responsibility for interpretation of forecasts for their vessels.

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National Oceanic and Atmospheric Administration

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Beltsville, MD 20704-1387
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