

Released upon receipt
but intended for use
October 24, 1930.

A Science Service Feature

? WHY THE WEATHER ? Mailed October 17, 1930.

By Charles Fitzhugh Talman,
Authority on Meteorology.

WATERSPOUT DANGERS

Though many seafaring men profess to have no fear of waterspouts, these whirling columns have frequently damaged vessels and in some cases they have occasioned loss of life.

Colonel Reid, in his "Law of Storms," tells of a Spanish brig that was capsized by a waterspout a century or so ago. The vessel was under full sail, with a very light breeze and fine weather, when she suddenly ran foul of the spout and was instantly upset. The captain and crew took to a boat and were subsequently picked up by another vessel, which carried them to Bermuda.

On April 10, 1885, the German bark "Ceylon" had her mainmast and mizzenmast carried away by a waterspout. Her first mate was killed and her captain injured. On January 14, 1887, the British bark "Autocrat" was thrown on her beam ends and sustained much damage. On February 9, 1887, the bark "Winonah" had all her yards broken. On February 11, 1888, the bark "Reindeer," west of Bermuda, was completely dismasted by a waterspout.

In the early morning of March 30, 1923, the White Star liner "Pittsburgh," while in mid-Atlantic, was struck by a spout which filled the crow's nest, 70 feet above the waterline, with water. Many tons of water were dropped on the forward superstructure. The bridge was wrecked, the chart room badly damaged, electrical connections were destroyed and the officers' cabins were flooded.

(All rights reserved by Science Service, Inc.)

SCIENCE SERVICE,
21st and B Sts.,
Washington, D.C.