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CNS. 322 (Revised 1963)

7530-21-562-1292

See Q.R.C.N. Art. 48·54, 45·47, 48·31;
71·4803, 48·32, 48·22, 48·51.

This Log when completed is to be transmitted to the Senior Officer in Command for inspection. Upon return it is to be retained in the ship for reference. Completed Logs shall be forwarded in batches of twelve bound in CNS 321B to Naval Records Centre, Sydney, N.S., in accordance with QRCN article 48·54.

HMCS

PROTECTOR

Class of Ship

AOR

SHIP'S LOG

FOR

Month of

NOVEMBER

1974

Days at Sea	80 4
Days in Harbour	26
Total Distance Run	887.8

[Signature]
Navigating Officer.

[Signature] Captain.

[Signature]
Senior Officer in Command.

ARTICLES 48.31 AND 48.54 QUEEN'S REGULATIONS AND ORDERS FOR THE CANADIAN NAVY

48.31 — TOUCHING GROUND AND COLLISIONS

- (1) When one of Her Majesty's Canadian Ships touches ground or is involved in a collision with another vessel, or with a floating or sunken object, every effort shall be made to obtain the exact position of the ship at the time of the accident, and an entry shall be made in the ship's log giving the position and the method by which it was obtained. (See article 71.4803—"Report of Touching Ground and Collisions.")
- (2) *Possibility of Damage.* When one of Her Majesty's Canadian Ships comes into such close proximity to another vessel that there is a possibility of damage, being sustained by either the ship or the vessel, the details listed in article 71.4803—(Report of Touching Ground and Collisions) shall be carefully noted.
- (3) *Preservation of Records.*
- (a) When a collision or narrow escape from a collision occurs, or the ship has touched ground, the Captain shall ensure that the following items are preserved:
- (i) the Ship's Log Book,
 - (ii) all Engine Room Registers,
 - (iii) the Navigating Officer's Note Book,
 - (iv) the Officer of the Watch's Note Book,
 - (v) the plot, if one was in use,
 - (vi) the charts by which Her Majesty's Canadian Ship was being navigated at the time,
 - (vii) if the ship has touched ground, the echo sounding machine trace, and
 - (viii) the Operations Room Log.
- (b) Entries in the records shall not be erased, but if correction is found necessary, the entry shall be crossed through and initialled. Subsequent marking or amendment of the chart or plot shall not be made in any circumstances, other than the use of the chart for the continued safe navigation of the ship.
- (4) *Collisions with Docks or Basins.* When a ship collides with or bears hard against the side of a dock or basin, the relevant reports prescribed in Article 71.4803—(Report of Touching Ground and Collisions) shall be made.

48.54 — SHIP'S LOG

- (1) *Responsibility.* The Navigating Officer shall have charge of the Ship's Log (Form C.N.S. 322). He shall be responsible for its maintenance, storage and disposal and he shall see that it is produced for inspection at the proper times.
- (2) *Entries.* Entries in the Ship's Log shall be made in pencil and shall include:
- (a) *general*
- (i) the employment of the ship's company,
 - (ii) holding Divine Service and reading of prayers,
 - (iii) leave granted, stating in which watch or part of the watch,
 - (iv) joining and leaving, rank and name of officers, total number of men only,
 - (v) general payments,
 - (vi) offences committed by officers and punishments requiring warrants, the serial numbers being given (see Article 101.11—Logging Conduct of Officers),
 - (vii) every alteration of clocks (to be noted in the remarks column),
 - (viii) the time kept each day at noon,
 - (ix) salutes and ceremonies, half-masting and re-hoisting of colours,
 - (x) dressing ship, stating the reason,
 - (xi) evolutions, exercises and landings of parties for service or drill,
 - (xii) closing and opening of water-tight doors, or damage control state where applicable,
 - (xiii) embarkation and disembarkation of passengers,
 - (xiv) details and times of any accident or death occurring on board,
 - (xv) notation of any births, baptisms and marriages which take place on board,
 - (xvi) notation of damage to, or loss of, important store articles or fixtures, making reference, where necessary, to details in lists kept with store accounts,
 - (xvii) terms entered into when engaging a pilot,
 - (xviii) any occasion of touching ground or being in collision,
 - (xix) any relevant information concerning fishing vessels or gear in the vicinity,
 - (xx) the description of weather, wind and sea, the corrected barometer reading and any unusual phenomenon on completion of each watch and at least every hour during threatening weather,
 - (xxi) all occasions of testing boats, life rafts, night lifebuoys and their releasing gear,
 - (xxii) notation of corrections to meteorological instruments,
 - (xxiii) matter whose entry is required by regulations, and
 - (xxiv) other important occurrences;
- (b) *when in harbour*
- (i) daily notice of main engines for steam at noon and on any alteration,
 - (ii) arrival and departure of any ship of Her Majesty's forces, of ships-of-war of another nation and movements of other vessels should they be of interest,
 - (iii) names or descriptions of any vessels, lighters, barges or similar craft berthing alongside, with the time of arrival and departure and a statement of the purpose of their coming,
 - (iv) damage caused by or to vessels berthing alongside;
- (c) *when proceeding to or on arrival from sea*
- (i) times of weighing or slipping and proceeding,
 - (ii) times of anchorage or mooring the ship, giving depth of water, amount of cable veered and position by bearings of each anchor; and of securing the ship to a wharf or buoy,
 - (iii) the draught of water, fore and aft, before sailing and on arrival in harbour,
 - (iv) times of embarking and disembarking a pilot,
 - (v) if a pilot is relieved of his duties, the time the action was taken;
- (d) *when at sea*
- (i) meeting or finding at anchor of any ship of Her Majesty's forces, a ship of war of another nation, and any other vessel whose presence or movement is of interest,
 - (ii) every occurrence connected with the navigation and pilotage of the ship,
 - (iii) all discovered or suspected dangers,
 - (iv) the set and velocity of currents and tidal streams encountered,
 - (v) results of observations made and angles or bearings taken to ascertain the ship's position, currents between noon and noon, and currents experienced on leaving and making land or when running along the land (with the number of hours between observations),
 - (vi) the behaviour of the ship during threatening or stormy weather shall be noted occasionally,
 - (vii) when in company, the position of the leading ships and, if out of station, the particulars concerning all ships involved, if known),
 - (viii) details of aircraft sighted, together with the time of observation (and marks of identification, if known). Movements of aircraft working with the fleet need not be entered unless of unusual interest.
- (3) *Signatures and Initials.* The Ship's Log shall be:
- (a) initialled by the Officer of the Watch or the Officer of the Day when he is relieved;
- (b) signed by the
- (i) Captain weekly,
 - (ii) Senior Officer in Command monthly,
 - (iii) Inspecting Officer at inspections of the ship,
 - (iv) Navigating Officer upon supersession.
- (4) *Corrections.* No erasures shall be made in the Ship's Log. When it is necessary to make a correction, a single line shall be drawn through any error and the necessary entry made. The alteration shall then be initialled by the officer who made the original entry.
- (5) *Inspections.* The Ship's Log shall be inspected by the:
- (a) Captain weekly; (See article 45.47—"Inspection of Ship's Books by Captain".)
- (b) Senior Officer in Command monthly;
- (c) Inspecting Officer at inspections of the ship. (See article 45.46—"Inspection of Ship's Books by Senior Officer in Command".)
- (6) *Disposal.* The Ship's Log shall be:
- (a) Placed in the cover for Current Ship's Log Book (Form C.N.S. 321A) and kept on the bridge or at the gangway when in use;
- (b) forwarded to the Senior Officer in Command on completion; (See (3) (b) of this article)
- (c) returned to the ship after the Senior Officer in Command has signed it, and placed in the Cover for Completed Ship's Log Books (Form C.N.S. 321B) and retained on board;
- (d) forwarded to Naval Records Centre, Sydney, N.S., in batches of twelve:
- (i) commencing on the second anniversary of the first Log of the series, and
 - (ii) annually thereafter.

CNS. 322

SHIP'S LOG BOOK

For use at Sea and in Harbour

1. The Log Book is to be carefully preserved. When in use, it is to be kept in the covers provided. When filled, it is to be taken charge of by the Captain, and, after inspection by the Senior Officer in Command, kept on board for reference, if required. Logs shall be forwarded, in batches of twelve, on the expiration of two years from the first log of the series.
2. The Officer of the Watch is responsible for the Log, and for the due observance of the regulations respecting it; and he is to see that it is properly written up, in pencil, and he will sign it with the initials of his name before he leaves the Deck.
3. The Log reading is to be entered hourly in the column provided for the purpose. In the column marked "Distance Run", the distance through the water for each hour is to be registered according to the judgment of the Officer of the Watch, using the Log readings, their errors, if known and the Revolutions as a guide, with allowances for the wind and sea. When the ship has steered on more than one course during the hour, the distance run on each course must be entered.
4. The Standard or Gyro Compass Course, the Direction and Force of the Wind, the State of the Weather, Sea and Swell, are to be registered at the end of each Watch, and when any change occurs.
5. The corrected Barometric Pressure in millibars and the Air and Sea Temperatures are to be registered at 0400, 0800, 1200, 1600, 2000 and 2400; and in stormy weather the corrected Barometric Pressure in millibars is to be registered every hour. Aneroid barometers should be kept corrected to mean sea-level pressure.
6. In recording the Force of the Wind and State of the Weather, Sea and Swell, the scheme on the facing page is to be adopted.
7. The mean number of revolutions of the Engines per minute is to be registered hourly in the column for that purpose.
8. When in sight of Land, or of any known danger, cross bearings of, or angles between, well-defined objects, should be recorded at frequent intervals, and entered in the Log at least once in each Watch, for the information of the relieving Officers. The time of first sighting, and the bearing of land or any marks, and of first obtaining soundings, with the results, are to be recorded.
9. In the space left for *Remarks*, must be recorded full information on all matters of importance or interest; as detailed in QRCN Article 48.54 of which a copy is printed on this form.

At Sea, the Remarks column should contain all relevant information for working up the position of the ship at any moment, taking into consideration all the data logged on the left-hand page of each day.

PRESENT WEATHER CODE (ww)

If precipitation (drizzle, rain, snow, etc.) is occurring at the ship at the time of the weather observation choose the most appropriate number in the range 50 to 99. If no precipitation is occurring at the ship at the time of the weather observation choose the most appropriate number in the range 00 to 49. ALWAYS USE THE HIGHEST CODE NUMBER APPLICABLE.

00-03 CHANGE OF SKY IN LAST HOUR

- 00 Cloud development not observed
- 01 Clouds becoming less developed
- 02 State of sky on the whole unchanged
- 03 Clouds developing

04-10 HAZE, ETC.

- 04 Smoky
- 05 Dry haze
- 06 Widespread dust
- 07 Dust raised near station } Not for
- 08 Dust devils within last hour } marine use
- 09 Duststorm or sandstorm within last hour
- 10 Mist (visibility 1/2 nautical mile or more)

11-12 SHALLOW FOG

- 11 In patches } Not deeper than 30'
- 12 More or less continuous } at sea or 6' ashore

13-17 PHENOMENA WITHIN SIGHT BUT NOT AT STATION

- 13 Lightning, no thunder heard
- 14 Precip. in sight, not reaching surface at ship
- 15 Precipitation beyond 3 miles, reaching surface
- 16 Precipitation within 3 miles, reaching surface

17-19 PHENOMENA WITHIN LAST HOUR OR AT TIME OF OBSN.

- 17 Thunder heard, but no precipitation at station
- 18 Squall(s)
- 19 Funnel cloud(s)

20-29 PHENOMENA WITHIN HR. BUT NOT AT TIME OF OBSN.

- 20 Drizzle
- 21 Rain
- 22 Snow
- 23 Rain and snow
- 24 Drizzle or rain, freezing
- 25 Shower(s) of rain
- 26 Shower(s) of snow, or of rain and snow

- 27 Shower(s) of hail, or of hail and rain
- 28 Fog
- 29 Thunderstorm, with or without precipitation

30-39 (Not likely to be used in ship reports)

- | <i>Slight or moderate</i> | <i>Severe</i> |
|----------------------------------|---------------|
| 30 Dust or sandstorm, decreasing | 33 |
| 31 Dust or sandstorm, unchanging | 34 |
| 32 Dust or sandstorm, increasing | 35 |
| 36 Drifting snow, generally low | 37 |
| 38 Blowing snow, generally high | 39 |

40-49 FOG

- 40 Fog at a distance
 - 41 Fog in patches
- | <i>Sky discernible</i> | <i>Visibility less than 1/2 mi. at time of observation</i> | <i>Sky not discernible</i> |
|------------------------------------|--|----------------------------|
| 42 Fog, thinning in last hour | 43 | |
| 44 Fog, unchanging in last hour | 45 | |
| 46 Begin'g or thick'g in last hour | 47 | |
| 48 Fog, depositing hard rime | 49 | |

50-59 DRIZZLE (Consists of numerous minute drops)

- | <i>Intermittent</i> | <i>Continuous</i> |
|---------------------|-------------------|
| 50 Slight drizzle | 51 |
| 52 Moderate drizzle | 53 |
| 54 Thick drizzle | 55 |
- | <i>Slight</i> | <i>Moderate or thick</i> |
|---------------------|--------------------------|
| 56 Freezing drizzle | 57 |
| 58 Drizzle and rain | 59 |

60-69 RAIN

- | <i>Intermittent</i> | <i>Continuous</i> |
|---------------------|-------------------|
| 60 Slight rain | 61 |
| 62 Moderate rain | 63 |
| 64 Heavy rain | 65 |
- | <i>Slight</i> | <i>Moderate or heavy</i> |
|------------------------------|--------------------------|
| 66 Freezing rain | 67 |
| 68 Rain or drizzle with snow | 69 |

70-79 SOLID PRECIPITATION, NOT IN SHOWERS

- | <i>Intermittent</i> | <i>Continuous</i> |
|------------------------------------|-------------------|
| 70 Slight snow in flakes | 71 |
| 72 Moderate snow in flakes | 73 |
| 74 Heavy snow in flakes | 75 |
| 76 Ice needles | } Without fog |
| 77 Granulated snow | |
| 78 Isolated starlike snow crystals | |
| 79 Ice pellets | |

80-84 RAIN SHOWER(S)

- 80 Slight, with or without squalls
- 81 Moderate or heavy, with or without squalls
- 82 Violent, with squalls,
- 83 Slight, mixed with snow
- 84 Moderate or heavy, mixed with snow

85-90 SOLID PRECIPITATION IN SHOWER(S)

- | <i>Slight</i> | <i>Moderate or heavy</i> |
|--------------------------|--------------------------|
| 85 Snow | 86 |
| 87 Soft or small hail* | 88 |
| 89 Hail* without thunder | 90 |
- (*The hail may be with or without rain or snow)

91-94 THUNDER HEARD DURING PRECEDING HOUR BUT NOT AT TIME OF OBSERVATION (Note, choose numbers 17 or 29 whenever applicable)

- | | |
|---|--|
| 91 Slight rain | } Precipitation occurring at time of observation |
| 92 Moderate or heavy rain | |
| 93 Slight snow and rain, or hail | |
| 94 Moderate or heavy snow and rain, or hail | |

95-99 THUNDERSTORM AT TIME OF OBSERVATION

- | | |
|------------------------------------|--|
| 95 Slight or mdt tstm without hail | } Precipitation occurring at time of obsn. |
| 96 Slight or mdt tstm with hail | |
| 97 Hvy thunderstm without hail | |
| 98 Tstm with dust or sandstorm | } (Ditto) |
| 99 Heavy thunderstorm with hail | |

BEAUFORT WIND SCALE AND CORRELATIVE SEA DISTURBANCE TABLE

Beaufort Scale Number	Mean Wind Speed Knots	Limits of Wind Speed in Knots	Descriptive Terms	Coastal Criterion	Sea Criterion	Approximate Equivalent Sea Disturbance Table in Open Sea*		ABBREVIATIONS FOR USE IN THE SHIP'S LOG	
						Probable Mean Height of Waves in Feet†		NBCD state	NBCD
						Maximum Height in brackets			
0	0	Less than 1	Calm.....	—	Sea like a mirror.....			Abeam	⊥
1	2	1—3	Light air.....	Sufficient to give good steerage to fishing smacks with the "wind free".	Ripples with the appearance of scales are formed but without foam crests.	—(½)		Alter course	a/c
2	5	4—6	Light breeze....	Fishing smacks with topsails and light canvas, "full and by", make up to 2 knots.	Small wavelets, still short but more pronounced; crests have a glassy appearance and do not break.....	½(1)		Anchor	⚓
3	9	7—10	Gentle breeze...	Smacks begin to heel over slightly under topsails and light canvas, make up to 3 knots "full and by".	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.....	2(3)		As requisite	as req
4	13	11—16	Moderate breeze.....	Good working breeze. Smacks heel over considerably on a wind under all sail.	Small waves, becoming longer; fairly frequent white horses.....	3½(5)		Base course	b/c
5	19	17—21	Fresh breeze...	Smacks shorten sail.	Moderate waves, taking a more pronounced long form; many white horses are formed. (Chance of some spray)	6 (8½)		Bearing	bg
6	24	22—27	Strong breeze...	Smacks double-reef gaff mainsails.	Large waves begin to form; the white foam crests are more extensive everywhere. (Probably some spray).....	9½(13)		Cable	c
7	30	28—33	Moderate gale...	Smacks remain in harbour and those at sea lie to.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind. (Spindrift begins to be seen)	13½(19)		Cape	Cp
8	37	34—40	Fresh gale.....	Smacks take shelter if possible.	Moderately high waves of greater length; edges of crests break into spindrift. The foam is blown in well-marked streaks along the direction of the wind.....	18 (25)		Cease fire	CF
9	44	41—47	Strong gale.....	—	High waves. Dense streaks of foam along the direction of the wind. Sea begins to roll. Spray may affect visibility.....	23 (32)		Compass	(C)
10	52	48—55	Whole gale.....	—	Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes a white appearance. The rolling of the sea becomes heavy and shocklike. Visibility is affected..	29 (41)		Course	co
11	60	56—63	Storm.....	—	Exceptionally high waves. (Small and medium-sized ships might for a long time be lost to view behind the waves.) The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.....	37 (52)		Course and speed	co & sp
12	68	64—71	Hurricane.....	—	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.....	Over 45		Dead reckoning position	DR
13	76	72—80						Direction finder	D/F
14	85	81—89						Distance	dist
15	95	90—99						Distance made good	DMG
16	104	100—108						Estimated position	EP
17	114	109—118						Fathom	fm
								Feet	ft
								Fix by any method	fix
								Green, in relative bearing	G
								Harbour	Hbr
								Head	Hd
								High, for gyro error	H
								Hour	Hr
								Island	Is
								Jetty	Jty
								Knot	kt
								Left hand edge	←
								Light	Lt
								Light Buoy	Lt By
								Light House	Lt Ho
								Light Vessel	Lt Vsl
								Low, for gyro error	L
								Magnetic	(M)
								Mile	m
								Minute	min or '
								Observed Position	OP
								Open fire	OF
								Point	Pt
								Port	pt
								Position	pos
								Radar	Ra
								Radar Beacon	Racon
								Radio Beacon	Ro Bn
								Radio Direction Finder	Ro D/F
								Range	rg
								Red, in relative bearing	R
								Revolution	rev
								Right hand edge	→
								Second	sec
								Set course	s/c
								Shackle	sh
								Special Sea Dutymen	SSD
								Speed	sp
								Starboard	st
								Transit	⊘
								True	(T)
								Various	var
								Visibility	vis
								Wharf	Whf
								Yard	x
								Zigzag	ZZ

* Determined at coast stations for a height of 33 feet above sea level.
† Figures in brackets indicate the probable maximum height reached by about one wave in ten.

* Determined at coast stations for a height of 33 feet above sea level.
† Figures in brackets indicate the probable maximum height reached by about one wave in ten.

NOTES

(1) The Approximate Equivalent Sea Disturbance Table is only intended as a guide to show roughly what may be expected in the open sea remote from land. It should never be used in the reverse way, that is for logging or reporting the state of the sea. In enclosed waters, or when near land with an off-shore wind, wave heights and lengths will be smaller.

(2) Sea Waves are waves caused by the present wind. Swell Waves are waves originally generated at a distance from the observer and, in general, travel in a direction differing from that of the present wind.
(3) The Height of a Sea or Swell Wave is the vertical distance of the crest above the trough.

VISIBILITY CODE (VV)

Code figures	
90	Under 50 yards.
91	50 yards.
92	200 yards.
93	500 yards.
94	1000 yards.
95	1 Nautical Mile.
96	2 Nautical Miles.
97	5 Nautical Miles.
98	10 Nautical Miles.
99	25 Nautical Miles or more.


NOTE:—If the visibility distance is between two of the distances given in the table use the code figure for the lower distance—e.g. 4 Miles will be coded as 96.

HMCS MAPLELEAF

FRI DAY

1st OF MARCH

Time	Zone Suffix	Log (Stating type) Electro- magnetic	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200		0000.1	0.1	—	Var	Var	Var	Var	23°W												
0300		0007.4	8.0	131	Var	Var	Var	Var	23°W												
0310		0010.3	3.0		156	156	182	3°W													
0326		0015	4.5		101	101	127	3°W													
0400	+4	0024.5	10.0	157	083	083	108	2°W	23°W	6	220	12	4	220	7	96	10	1000.5	18.3	16.7	14.4
0450		0039.8	15.0		083	083	108	2°W													
0500		0043.1	3.0	160	068	068	093	1°W	24°W												
0600		0061.0	18.0	160	068	068	093	1°W	24°W												
0645		0074.5	13.5		068	068															
0700		0078.2	4.5	160	068	066	093	1°W	24°W												
0800	+4	0095.4	18.0	160	068	066	093	1°W	24°W	8	230	18	5	220	7	95	10	999.0	17.2	16.1	13.9
0900		0112.5	18.0	160	068	066	093	1°W	24°W	8	250	23	6	220	8	96	10	995.0			
1000		0130.0	18.0	160	068	066	094	1°W	25°W	8	250	30	6	240	10	95	10	988.5			
1100		0147.3	18.0	160	068	066	094	1°W	25°W	8	270	32	6	240	10	94	61	983.0			
1200	+4	0164.5	18.0	160	068	066	094	1°W	25°W	8	275	26	5	240	8	94	61	986.0	16.7	16.1	13.3
1203		0165.3	0.9	—																	
1300		0179.5	14.3	141	002	000	025	2°E	25°W	8	295	22	5	240	8	94	60	988.0			
1345		0190.5	11.0	—	—	—	—	—	—												
1355		0192.5	2.5	—	002	000	025	2°E													
1400		0193.5	1.0	51	265	263	288	2°E	25°W												
15		0195.1	1.6	—	Var	Var	Var	Var	25°W												
1500				50	Var	Var	Var	Var	25°W												
1600	+4	0197.1	2.0							5	320	7	—	—	—	98	01	995.0	17.2	15.6	13.9
1700																					
1800										3	345	3	—	—	—	98	01	997.0	15.6	15.0	13.9
1900																					
2000	+4									0	350	2	—	—	—	98	01	999.5	15.6	15.0	13.9
2100																					
2200																					
2300																					
2400	+4									0	000	2	—	—	—	98	00	1000.0	15.0	14.4	13.9

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	Starboard and 1st of Port Watches.		1410 	
200.9	CPO & PO 1630 - 0755 Tuesday. LS & below 1640 - 0745 " OSUT 1640 - 0100 " WK 1640 - 1015 "		{ Anglican Church Steeple 348°. ← Dominion Coal Jetty 019°. → Old Railway Pt. 106°. Careening Pt. B.W. 142°.	

19 63

FROM HALIFAX

TO ST. JOHN'S, NFLD.

, OR AT SEA & LOUISBURG.

REMARKS							Initials of the Officer of the Watch
0001 - Came to immediate notice for steam.							
0115 - Called the hands. 0145 SSD closed up, assumed NBCD 1.							
0150 - Tug "Whelp" alongside port side. Singled up.							
0155 - Slipped, hauled off by tug. Switched on Nav. Lts. 0159 Tug cast off. Proceeded.							
0203 - $\frac{1}{2}$ c 142° sp. 7 kts. 0211 - a/c 160°. 0221 - a/c 153°. 0229 - a/c 159° sp. 10 kts. SSD secured.							
0230 - Reverted to NBCD 3. 0242 - a/c 175° sp. 15 kts. 0249 - a/c 156°.							
0310 - a/c 101° sp. 18 kts. 0326 - Outer Automatic Buoy L pt. 1.1 m. (Ra.) a/c 083°							
0450 - { Egg Is. Lt. 350°, 10.45 m. (Ra.) Egg Is. Buoy 000°, $\frac{5.7}{5.2}$ m. (Ra.) a/c 068°							
0615 - { Beamer Pt. Lt. 282° Liscombe Is. Lt. 350°							
Current since 0450 - Set 205° - $\frac{1}{4}$ kt.							
0642 - Sunrise. Switched off Navigation lights. Gyro 2° L. by Sun's Amplitude a/c 066° (G).							
0758 - { Liscombe Is. Lt. 281° Country Is. Lt. 352°							J.C.
0730 - Lifebuoy Sentry exercised. Lifebuoy Alarm tested.							
0800 - Divisions and prayers. s.19(1)							
0815 - Hands employed cleaning ship.							
0930 - Hands employed painting forward messdeck. (WS) and (RP) classes to instruction.							
1000 - Exercised seaboats crew. 1030 General Alarm tested.							
1016 - One man suffered broken arm while securing							
1030 Cape Canso brg. 287° - 17.8 m. (Ra.)							
1142 - One pair binoculars Patt. #1900 A., Serial 58274, lost overboard.							
1203 - a/c 002° sp. 15 kts.							
1230 - Communications publications correct.							
1323 - Louisburg Bell Buoy brg. 000° - 7 m. (Ra.) 1340 SSD closed up, assumed NBCD 1.							
1355 - Louisburg Bell Buoy L pt. 1 m. (Ra.) a/c 275° sp. 10 knots.							
1401 - Co. and sp. as reg. for coming to L. 1410 Let go pt. L. 1415 Came to in 6 fms. with 3 sh. - on deck.							
1420 - SSD secured, L watches set. Remained at immediate notice for steam.							
1430 - Hands to General Payment.							
1500 - SSD closed up. 1508 - Shortened in to 1 sh. on deck. 1513 Weighed and proceeded.							
1530 - Secured alongside Sydney & Louisburg Railway Wharf. Co. & spd. as reg. to berth alongside.							P.T.
1532 - SSD secured, reverted to NBCD 4.							
1600 - ABBN1 - A.N. OTHER, 1234 - H. landed to Louisburg General Hospital.							
1615 - Cleared Lower Deck. Read Warrant #72. 1630 Duty watch to fire drill.							
1754 - Sunset.							
1800 - Shore patrol landed.							
1905 - Sub-Lieutenant P. Smith - O-32414 RCN, joined ship from HMCS "STADACONA". Eight men joined ship from HMCS "STADACONA".							
2300 - RCAF aircraft reported missing 50 m. SE. Louisburg. Recalled libertymen.							
2330 - Came to immediate notice for steam.							
2345 - Shore patrol returned on board.							
Position	Latitude N.	Longitude W.	Depending on	Draught			Notice for Main Engines at Noon
0800	44° 53' 3"	61° 29' 1"	0758 (+4) FIX.	Time	Forward	Aft	
1200	45° 25' 4"	59° 58' 8"	1159 (+4) (Ra.)	0145	12' 5"	16' 6"	
2000	" "	" "		142.5	12' 3"	16' 4"	

HMCS PROTECTEUR

FRI DAY

1ST OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	250	10	-	-	-	96	40	1016	13.3	13.3	
0500																					
0600																					
0700																					
0800										8	250	10	-	-	-	96	40	1015	13.9	13.3	
0900																					
1000																					
1100																					
1200	44									8	CALM	-	-	-	-	97	40	1008	13.9	11.1	
1300																					
1400																					
1500																					
1600										8	CALM	-	-	-	-	97	05	1006	15.0	12.2	
1700																					
1800																					
1900																					
2000										6	245	5	-	-	-	98	02	1006	14.4	12.8	
2100																					
2200																					
2300																					
2400										4	240	5	-	-	-	98	02	1016	8.9	7.8	
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company PNRFD FROM SECURE FRIDAY TO 0755 MONDAY 4 NOV 74										Anchor Bearings									

1974

FROM

TO

, OR AT

HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0650 - SUNRISE

0800 - COLOURS - HANDS EMPLOYED AT CLEANING STATIONS.

0900 - HANDS EMPLOYED BY DEPARTMENTS.

1200 - SECURE

1615 - EXERCISED EMERGENCY PARTY - FIRE IN BOW THRUSTER COMPARTMENT

1703 - SUNSET

1930 - ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
0800	° /	° /		Time	Forward	Aft	
1200	° /	° /					
2000	° /	° /					12 Hours

HMCS

PROTECTOR

SATURDAY

2ND OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	98	02	1010	7.2	6.1		
0500																					
0600																					
0700																					
0800										7	CALM	-	-	-	98	02	1010	5.6	4.4		
0900																					
1000																					
1100																					
1200	+4									8	100	4	-	-	-	98	02	1012.5	6.7	5.0	
1300																					
1400																					
1500																					
1600										8	00	5	-	-	-	98	02	1016	8.7	5.0	
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	98	02	1016	5.0	3.9		
2100																					
2200																					
2300																					
2400										5	CALM	-	-	-	98	01	1017	3.7	2.8		
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PNRFD FM SECURE UNTIL 0755 MONDAY																			

1974

FROM

TO

, OR AT HALIFAX N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0800 - COLOURS; DUTY WATCH EMPLOYED AT CLEANING STATIONS

0830 - SECURED FRIDAY'S DUTY WATCH

0900 - SECURED CLEANING STATIONS.

0904 SHIPS LCVP #2 DEPARTED WITH PTY OF 8
SHIP'S DIVERS FOR TRAINING DIVE - MARKS ROCK

SPB

1500 - LCVP #2 RETURNED FROM DIVING EXCURSION
SECURED NW END OF JETTY B

1701 - SUNSET
1745 - EXERCISED EMERGENCY PTY AT
FLOOD IN S.I.S.

1758 - SECURED EMERGENCY STATUS

1942 - ROUNDS CORRECT

SPB

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' ,	° ' ,					12 HOURS
1200	° ' ,	° ' ,					
2000	° ' ,	° ' ,					

HMCS PROTECTOR

SUNDAY

3RD OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	-	98	03	1017.5	2.8	1.7	
0500																					
0600																					
0700																					
0800										1	CALM	-	-	-	-	98	03	1018	2.2	1.1	
0900																					
1000																					
1100																					
1200	44									1	-	0	-	-	-	98	02	1019.0	6.1	4.4	
1300																					
1400																					
1500																					
1600										2	230	5	-	-	-	98	03	1018.0	8.9	7.2	
1700																					
1800																					
1900																					
2000										0	230	5	-	-	-	98	01	1017.0	6.7	5.6	
2100																					
2200																					
2300																					
2400										0	230	4	-	-	-	98	02	1016.0	4.4	3.9	
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company PERSONNEL USED FROM 0830 SUN TO 0755 MONDAY										Anchor Bearings									

1974 FROM TO , OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0655-SUNRISE

0800-COLOURS.

[Signature]

0830-HANDS EMPLOYED AT CLEANING STNS.

0930-SECURED CLEANING STATIONS.

1300-EXERCISED EMERGENCY PARTY AT FIRE STNS.

1700-SUNSET

2010-ROUNDS CORRECT

[Signature]

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					12 HRS
1200	° ' /	° ' /					
2000	° ' /	° ' /					

HMCS PROTECTOR

MON DAY

4th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										1	-	0	-	-	-	98	03	1014.0	4.4	3.9	
0500																					
0600																					
0700																					
0800										7	CALM	-	-	-	-	98	03	1014.0	4.4	3.9	
0900																					
1000																					
1100																					
1200	+4									8	180	4	-	-	-	98	02	1016	7.2	6.7	
1300																					
1400																					
1500																					
1600										8	CALM	-	-	-	-	97	51	1011	9.4	8.9	
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	-	97	51	1010	9.4	9.4	
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	-	97	51	1010	10.0	10.0	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1500 TO 0755 TUESDAY			

1974

FROM

TO

, OR AT *HALIFAX*

REMARKS

Initials
of the
Officer
of the
Watch

0655 - SUNRISE

0800 - COLOURS, HANDS EMPLOYED AT CLEANING CTNS

0830 - HMCS ATHABASKAN SLIPPED FROM ALONGSIDE

0910 - HMCS ALEONQUIN ^{ALONGSIDE} ~~ARRIVED~~ PORTSIDE TO

1000 - WHEELER BARGE ALONGSIDE ALEONQUIN

1550 - SECURE

1659 - SUNSET

1915 - ROUNDS CORRECT

1925 - EXERCISED EMERGENCY PARTY - FIRE IN 57 MESS

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 HRS
1200	° ' "	° ' "					
2000	° ' "	° ' "					

HMCS

PROTECTEUR

TUES DAY

5th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM					97	50	1009	9.4	9.4	
0500																					
0600																					
0700																					
0800										8	CALM					98	50	1010	10.0	9.4	
0900																					
1000																					
1100																					
1200	H									8	CALM	-	-	-		97	50	1011.0	10.6	10.0	-
1300																					
1400																					
1500																					
1600										8	010	8	-	-	-	97	02	1011.0	10.0	9.4	-
1700																					
1800																					
1900																					
2000										8	010	5	-	-	-	98	02	1014.0	6.7	6.1	-
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-		98	02	1014.0	7.2	3.7	-

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY FROM
1550 TUESDAY TO 0755 WEDNESDAY

1974

FROM

TO

, OR AT HALIFAX

[illegible]

HMCS PROTECTOR

WEDNESDAY

6th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tents	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CalM	-	-	-	-	97	50	1009.0	9.4	9.4	
0500																					
0600																					
0700																					
0800										8	CalM	-	-	-	-	98	50	1015.0	10.0	9.4	-
0900																					
1000																					
1100																					
1200	H									8	045	05	-	-	-	97	02	1014	8.7	7.2	
1300																					
1400																					
1500																					
1600										8	360	05	-	-	-	97	02	1014	7.8	7.2	
1700																					
1800																					
1900																					
2000										8	270	02	-	-	-	98	02	1015	7.8	7.2	
2100																					
2200																					
2300																					
2400										7	300	05	-	-	-	98	01	1016	7.8	7.2	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company											Anchor Bearings								
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1550 WEDNESDAY TO 0755 THURSDAY																			

HALIFAX, N.S.

1974. FROM TO , OR AT JETTY 8

REMARKS	Initials of the Officer of the Watch
0658 - SUNRISE	
0755 - HANDS TO DIVISIONS <i>AK</i>	
0800 - COLOURS - HANDS EMPLOYED AT CLEANING STATIONS	
0847 - HMCS ALGONQUIN SLIPPED FROM ALONGSIDE	
0900 - HANDS EMPLOYED BY DEPARTMENTS	
1120 - WHEELER BARGE ALONGSIDE ^{FOR SLUGS IN} FOR CLEANING # 6 CENTRELINE FUEL TANK	
1200 - FIVE OFFICERS FROM COXES ON TO ONEBOARD <i>AK</i>	
1500 - WHEELER BARGE SLIPPED FROM ALONGSIDE	
1504 - LCVP DEPARTED FOR COXN TRAINING	
1530 - LCVP RETURNED SECURED NW END OF JETTY 8	
1550 - SECURE	
1657 - SUNSET	
1800 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - FIRE IN THE GALLEY DEEP FAT FRYER	
1945 - ROUNDS CORRECT	<i>JS</i>
2240 - FIRE DETECTION ALARM SOUNDED - FALSE ALARM	
2250 - GUARD OFFICER CHALLENGED AT THE BROW	

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					1 2 Hours
1200	° ' /	° ' /					
2000	° ' /	° ' /					

HMCS

PROTECTOR

THURSDAY

7th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										7	310	04	-	-	-	97	02	1015	6.1	5.6	-
0500																					
0600																					
0700																					
0800										1	310	04	-	-	-	98	01	1017	6.1	5.6	-
0900																					
1000																					
1100																					
1200	+4									5	260	10	-	-	-	98	02	1019.0	7.2	5.6	-
1300																					
1400																					
1500																					
1600										7	350	5	-	-	-	98	02	1019.0	7.8	6.1	-
1700																					
1800																					
1900																					
2000										2	150	5	-	-	-	98	02	1022.0	5.6	3.9	-
2100																					
2200																					
2300																					
2400										2	140	4	-	-	-	98	02	1021	3.9	2.2	-
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company PERSONNEL NOT REQUIRED FOR DUTY FROM 1500 THURSDAY TO 0755 FRIDAY										Anchor Bearings									

19 74. FROM

TO

, OR AT

HALIFAX, N.S.
JETTY 8

REMARKS

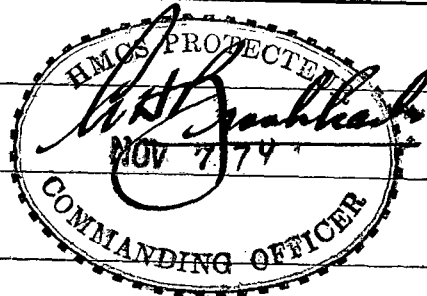
Initials
of the
Officer
of the
Watch

0659 - SUNRISE

0730 - LCVP DEPARTED FOR SHEARWATER FOR USE BY FLEET DIVING UNIT

0800 - COLOURS - HANDS EMPLOYED AT CLEANING STATIONS

0900 - HANDS EMPLOYED BY DEPARTMENTS



1450 - YAT 12 SECURED ALONG SIDE

1520 - DIVERS DOWN TO CARRY OUT WORK ON HULL.

1540 - DIVING OPERATIONS COMPLETED

1550 - YAT 12 SLIPPED

1550
1600 SECURED

1656 - SUBJECT

1930 - ROUNDS CORRECT

EMERGENCY PARTY AT

1955 - EXERCISED FIRE STUNS AT THE TELEPHONE EXCHANGE

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward -	Aft	
0800	° /	° /					12 HOURS
1200	° /	° /					
2000	° /	° /					

HMCS PROTECTOR

FRI DAY

8th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	98	02	1022.0	4.4	3.9	-	
0500																					
0600																					
0700																					
0800										8	270	5	-	-	-	98	02	1021.0	5.6	3.7	-
0900																					
1000																					
1100																					
1200	+4									8	280	5	-	-	-	98	20	1021	7.2	3.9	-
1300																					
1400																					
1500																					
1600										8	290	5	-	-	-	98	61	1016.5	7.8	7.2	-
1700																					
1800																					
1900																					
2000										8	290	6	-	-	-	98	60	1015	6.7	6.7	-
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	98	61	1017	7.2	7.2	-	
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PERSONNEL NOT REQUIRED FOR DUTY FROM 1210 FRIDAY TO 0755 MONDAY																			

**Initials
of the
Officer
of the
Watch**

REMARKS

0702-SUNRAE

2800 - COLOURS HAND EMPLOYED AT CLEANING STNS

0943-YMT 12 - DIVING TENDER ALONGSIDE TO PLACE PATCHES ON SEABAY

0949- DIVERS ENTERED WATER TO CARRY OUT WORK ON HULL.

0949 - DIVERS ENTERED WATER TO CLEAN OUT COVER ON HULL.
1000 - SECURED CLEANING STATIONS. HANDS TO CLEAN FOR COMMANDING OFFICERS' ROUNDS.

1035- COMMENCED COMMANDING OFFICER'S ROUNDS.

1200 - COMPLETED ROUNDS.

1210 - SECURE

1210 - SECURE
1220 - COMPLETED DIVING OPERATIONS FOR FORLNOON

1330 - DIVERS ENTERED WATER

1600 - DIVING OPERATIONS COMPLETED

1605 - YMT 12 SLAPPED

1655 - SUNSET

1950 - ROUNDS CORRECT

2255 - GUARD OFFICER CHALLENGED AT BROW

001341

HMCS PROTECTOR

SATURDAY

9th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	025	10	-	-	-	97	65	1011.5	6.1	6.7	-
0500																					
0600																					
0700																					
0800										8	010	10	-	-	-	98	02	1013	3.7	5.6	-
0900																					
1000																					
1100																					
1200	+4									8	000	20	-	-	-	98	02	1015	6.5	5.6	-
1300																					
1400																					
1500																					
1600										4	010	25	-	-	-	98	01	1016	6.1	5.0	-
1700																					
1800																					
1900																					
2000										0	355	17	-	-	-	98	01	1020	4.0	3.9	-
2100																					
2200																					
2300																					
2400										0	340	15	-	-	-	98	02	1019	3.3	2.8	-
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		Personnel not required for duty From 0800 SATURDAY TO 0755 TUESDAY																			

1974 FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0007 - 107 408 908 ABBN MERRIL J. TAKEN TO CAN. FOR. HOSP. SMALL CUT ABOVE LEFT EYE
0056 - 107 408 908 ABBN MERRIL J. RETURNED TO SHIP FIT FOR DUTY
0100 - 107 707 850 LSSW CORNER OF MARGARET REMOVED FROM SHIP BY MILITARY POLICE - DRUNKENNESS

0703 - SUNRISE

0800 - COLOURS - DUTY WATCH EMPLOYED AT CLEANING STATIONS

0900 SECURED CLEANING STATIONS

1430 EXERCISED FIRE STATIONS IN BOSN'S WORKSHOP

1654 SUNSET

1905 ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon	
				Time	Forward	Aft		
0800	° ' '	° ' '					12 Hours	
1200	° ' '	° ' '						
2000	° ' '	° ' '						

HMCS PROTECTEUR

SUNDAY

10th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										1	005	12	-	-	-	98	03	1019	3.3	2.8	-
0500																					
0600																					
0700																					
0800										1	005	8	-	-	-	98	02	1020	3.9	3.3	-
0900																					
1000																					
1100																					
1200	+4									8	CALM	-	-	-	-	98	02	1020	6.1	5.0	-
1300																					
1400																					
1500																					
1600										8	225	05	-	-	-	97	50	1019	7.2	7.2	-
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	-	98	02	1019	7.2	6.7	-
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	-	97	51	1020	7.2	7.2	-

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY
FROM 0800 SUNDAY
TO 0755 TUESDAY

1974 FROM TO , OR AT HALIFAX

REMARKS		Initials of the Officer of the Watch
0704 SUNRISE		
0800 COLOURS ^{DUTY WATCH} HANDS EMPLOYED AT CLEANING STATIONS		Jm
0900 SECURED CLEANING STATIONS		
1005 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS IN THE BOSUN'S WORKSHOP		
1130 - HMCS PRESERVER TO SEA FROM JETTY 4. DEPARTED TO MID-EAST		
1654 SUNSET		
1925 ROUNDS CORRECT		Jd

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 hours
1200	° /	° /					
2000	° /	° /					

HMCS PROTECTEUR

MONDAY

11th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	97	51	1019	6.7	6.7	-	
0500																					
0600																					
0700																					
0800										8	000	4	-	-	-	96	51	1021	7.2	7.2	-
0900																					
1000																					
1100																					
1200	+4									8	010	3	-	-	-	96	40	1020	9.4	9.4	-
1300																					
1400																					
1500																					
1600										8	000	3	-	-	-	97	02	1021	10.6	10.6	-
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	98	02	1020	11.1	10.6	-	
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	98	02	1020	8.3	7.8	-	
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PERSONNEL NOT REQUIRED FOR DUTY FROM 0800 MONDAY TO 0755 TUESDAY																			

Initials
of the
Officer
of the
Watch

2000 - Round's Career

-001347

HMCS PROTECTEUR

TUES DAY

12th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	-	98	02	1020	6.1	5.6	-
0500																					
0600																					
0700																					
0800										8	045	5	-	-	-	98	02	1020	4.4	4.4	-
0900																					
1000																					
1100																					
1200	+4									7	200	4	-	-	-	98	02	1014	9.4	8.3	-
1300																					
1400																					
1500																					
1600										7	200	5	-	-	-	98	02	1016	11.7	10.6	-
1700																					
1800																					
1900																					
2000										6	180	8	-	-	-	97	02	1014	10.0	9.4	-
2100																					
2200																					
2300																					
2400										8	130	15	-	-	-	97	61	1016	9.7	9.4	-

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY
FROM 1555 TUESDAY
TO 0755 WEDNESDAY

1974 FROM

TO

, OR AT HALIFAX

REMARKS

Initials
of the
Officer
of the
Watch

0709 - SUNRISE

0800 - COLOURS - HANDS EMPLOYED AT CLEANING STATIONS

0830 - HMCS NIPICAN AND ANNAPOLIS SLIPPED AND PROCEEDED TO SEA

0900 - SECURE CLEANING STATIONS - HANDS EMPLOYED BY DEPARTMENTS

1010 - #2 LCVP SLIPPED JETTY 8 FOR MECHANICAL TRIALS

1050 - HMCS OKANAGAN SLIPPED AND PROCEEDED TO SEA - #2 LCVP RETURNED JETTY 8

1100 - REPLACED FORWARD BREAST DUE TO CHAFFING OF OLD LINE

1210 - HMCS ALGONQUIN SLIPPED AND PROCEEDED TO SEA

1555 - SECURE

1652 - SUNSET

1820 - EXERCISE EMERGENCY PARTY AT FLOOD STATIONS - BOW THRUSTER COMPARTMENT

1930 - ROUNDS CORRECT

2315 - GUARD OFFICER CHALLENGED AT BROW

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 Hours
1200	° /	° /					
2000	° /	° /					

HMCS PROTECTOR

WEDNESDAY

13th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	130	20	-	-	-	93	60	1017	10.0	9.4	-
0500																					
0600																					
0700																					
0800										8	060	30	-	-	-	95	58	1007	10.0	9.4	-
0900																					
1000																					
1100																					
1200	+4									8	120	15	-	-	-	96	51	1007.0	9.4	9.4	-
1300																					
1400																					
1500																					
1600										8	160	10	-	-	-	96	51	1007.0	11.1	10.6	-
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	-	98	02	1008.0	11.7	11.1	-
2100																					
2200																					
2300																					
2400										2	190	5	-	-	-	98	01	1013.0	8.9	8.3	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	<p>PERSONNEL NOT REQUIRED FOR DUTY</p> <p>FROM 1655 TUESDAY 9 1550 WEDNESDAY</p> <p>TO 0755 WEDNESDAY 0725 THURSDAY</p>	

19 74

FROM

TO

OR AT HALIFAX

REMARKS

Initials
of the
Officer
of the
Watch

0708 - SUNRISE

0800 - COLOURS - HANDS TO DIVISIONS

0815 - HANDS EMPLOYED AT CLEANING STATIONS.

0900 - HANDS EMPLOYED BY DEPARTMENTS

Amc

1425 - DIVERS DOWN TO WORK ON HULL

1525 - DIVERS ONBOARD 1550 - SECURE

1651 - SUNSET

1809 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS IN SUPPLY OFFICE

2005 - ROUNDS CORRECT

[Signature]

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					12 HOURS.
1200	° ' /	° ' /					
2000	° ' /	° ' /					

001351

HMCS PROTECTEUR

THURSDAY

14th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										2	CALM	-	-	-	98	02	1014.0	6.7	6.4	-	
0500																					
0600																					
0700																					
0800										0	200	5	-	-	-	98	01	1021.0	7.8	6.7	-
0900																					
1000																					
1100																					
1200	14									0	180	7	-	-	-	98	02	1024	11.1	10.0	-
1300																					
1400																					
1500																					
1540		9845.67																			
1600		9846.84	1.0	9.8	VAR	VAR	VAR	VAR	22W	0	140	8	-	-	-	98	02	1024	11.1	11.1	-
1635		9847.84	1.0	7.9	VAR	VAR	VAR	VAR	22W												
1700																					
1800																					
1900																					
2000										7	045	8	-	-	-	98	03	1022	10.6	10.6	-
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	-	98	02	1017	11.1	11.1	-
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company									Anchor Bearings										
2.0		PERSONNEL NOT REQUIRED FOR DUTY FROM SECURE TO 0755 FRIDAY.																			

1974

FROM

TO

, OR AT HALIFAX

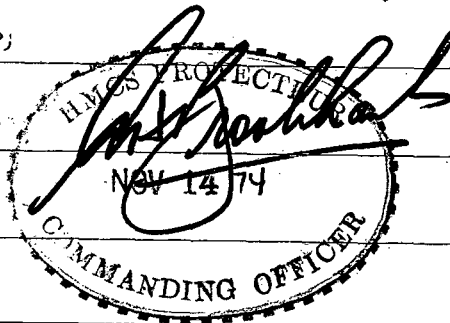
REMARKS

Initials
of the
Officer
of the
Watch

0717 - SUNRISE

0730 - HANDS EMPLOYED PREPARING TO SLIP AND AT CLEANING STATIONS, 0800 - COLON R.S.
0815 - SSD AND CABLE PARTY CLOSED ASSUMED GOOD CONDITION; BOTH READY FOR LETTING, 0820 - QHM PILOT MR. ROSE EMBARKED
0830 - SLIP AND CABLE PARTY TO IMPERIAL
0835 - TUGS GLEN DYNE AND GLEN BROOK SECURED AFTERN; TUG GLEN DYNE SECURED AHEAD;
TUG HERRICKVILLE STANDING BY 0830 - SLIPPED FROM BERTH 82 UNDER TON FOR IMPERIAL;
0905 - GDS IS 1ST 0920 - COMMENCED APPROACH TO IMPERIAL BERTH 3
0950 - SECURED IMPERIAL BERTH 3; REVERTED TO CONDITION X-RAY; SECURED
SSD AND CABLE PARTY; QHM PILOT DISCHARGED; SLIPPED TUGS,

1030 - STARTED FUELING CARGO TANKS



1500 - SHIP WENT TO EMERGENCY - FIRE IN FRUIT WEG. FRIDGE - VERY MINOR DAMAGES WERE CAUSED.
1505 - PILOT MR. ROSE EMBARKED, TUGS GLEN DYNE AND GLEN BROOK SECURED AFTERN; 1530 - SSD AND CABLE PARTY CLOSED; ASSUMED GOOD CONDITION; BOTH READY
1540 - EMERGENCY STATIONS SECURED
1545 - STOPPED FUELING - 15289 GDS DISCHARGED AND 15321 GDS DISCHARGED EMBARKED
1550 - GDS IS 1ST
1610 - COMMENCED APPROACH TO BERTH 82 CO. 54 VNR
1635 - SHIP SECURED ALONGSIDE BERTH 82 STBD SIDE FOOT 2. REVERTED TO GOOD CONDITION; FINISHED
1640 - SECURE. 1650 - SUNSET
1701 - QHM PILOT DISCHARGED.

1805 - SHIP'S DIVERS DOWN FOR TRAINING PURPOSES.

1855 - DIVERS SECURED

1920 - ROUNDS CORRECT

2130 - BROW STAFF WAS CHALLENGED BY THE GUARD OFFICER

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' '	° ' '					
1200	° ' '	° ' '		0800	20' 10"	25' 6"	
2000	° ' '	° ' '		1600	28' 6"	28' 10"	12 HRS

HMCS PROTECTEUR

FRIDAY

15th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100																						
0200																						
0300																						
0400										8	CALM	-	-	-	77	02	1019	11.1	11.1	-		
0500																						
0600																						
0700																						
0800										8	CALM	-	-	-	96	60	1018	12.2	11.2	-		
0900																						
1000																						
1100																						
1200	+4									8	210	5	-	-	-	96	60	1011.0	14.4	13.9	-	
1300																						
1400																						
1500																						
1600										8	210	5	-	-	-	96	60	1007.0	13.9	13.3	-	
1700																						
1800																						
1900																						
2000										8	210	10	-	-	-	97	60	1006.0	10.6	10.0	-	
2100																						
2200																						
2300																						
2400										0	230	5	-	-	-	96	01	1010.0	5.0	5.0	-	
Distance run through the Water Midnight to Midnight			Leave Granted to Ship's Company PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 FRIDAY TO 0730 MONDAY										Anchor Bearings									

1974

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0710 - SUNRISE

0800 - COLOURS - HANDS TO CLEANING STATIONS
0805 - LANDING CRAFT HOISTED ON BOARD

0900 - HANDS TO GENERAL PAYMENT

0915 - FLOATING CRANE ALONGSIDE PORT SIDE TO HOIST #3 RAM TENSIONER ON BOARD.

1200 - SECURE

1352 - WORK COMPLETED FLOATING CRANE SLIPPED

1649 - SUNSET

1915 - ROUNDS CORRECT
1930 - EXERCISED EMERGENCY PARTY AT FLOOD STATIONS; SONAR INSTRUMENT COMPARTMENT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° '	° '					12 Hours
1200	° '	° '					
2000	° '	° '					

HMCS PROTECTOR

SATURDAY

16th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tents	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										5	250	5	-	-	-	97	03	1011.0	5.6	5.0	-
0500																					
0600																					
0700																					
0800										1	290	8	-	-	-	98	02	1011.0	3.3	3.3	-
0900																					
1000																					
1100																					
1200	+4									2	250	10	-	-	-	98	02	1012.0	5.6	4.4	-
1300																					
1400																					
1500																					
1600										2	250	10	-	-	-	98	02	1012.0	5.6	5.6	-
1700																					
1800																					
1900																					
2000										8	250	5	-	-	-	98	03	1012.0	7.2	5.0	-
2100																					
2200																					
2300																					
2400										8	250	3	-	-	-	98	02	1015	5.6	5.0	
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PERSONNEL NOT REQUIRED FOR DUTY FROM 0800 SATURDAY TO 0730 MONDAY																			

19 74 FROM TO , OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0712 - SUNRISE

0800 - COLOURS, DUTY/WATCH EMPLOYED AT CLEANING STATIONS

0900 - SECURED FRESH CLEANING STATIONS

1000 - SIX DIVERS DEPARTED VIA VEHICLE FOR TRAINING DIVE - EASTERN PASSAGE

1330 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - FIRE IN THE FRESH WATER PUMP ROOM

1500 - DIVERS RETURNED FROM TRAINING DIVE

1648 - SUNSET

1907 - ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 HOURS
1200	° /	° /					
2000	° /	° /					

001357

HMCS PROTECTEUR

SUN DAY

17th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Barometric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	250	03	-	-	-	98	02	1015	4.4	3.9	-
0500																					
0600																					
0700																					
0800										4	280	03	-	-	-	98	02	1018	3.3	2.2	-
0900																					
1000																					
1100																					
1200	+4									8	300	10	-	-	-	98	03	1019.0	5.0	2.8	-
1300																					
1400																					
1500																					
1600										8	295	12	-	-	-	98	02	1016.0	5.6	3.9	-
1700																					
1800																					
1900																					
2000										8	CAST		-	-	-	98	02	1015.0	6.1	5.6	-
2100																					
2200																					
2300																					
2400										8	270	10	-	-	-	98	02	1014.0	5.6	4.4	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 0800 SUNDAY TO 0730 MONDAY	

1974 FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0714 - SUNRISE

0800 - COLOURS - DUTY WATCH EMPLOYED AT CLEANING STATIONS

0900 - SECURED CLEANING STATIONS

1647 - SUNSET

1920 - ROUNDS CORRECT

2014 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - SHIPS OFFICE

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon	
				Time	Forward	Aft		
0800	° '	° '						
1200	° '	° '						
2000	° '	° '					12 HOURS	

HMCS PROTECTEUR

MONDAY

18th OF NOVEMBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	270	07	—	—	—	98	02	1013.0	5.6	5.0	—
0500																					
0600																					
0700																					
0800	+4									8	270	10	—	—	—	98	02	1008.0	6.4	5.0	—
0831		9847.94	0.0		VAR	VAR	VAR	VAR	23°W												
0900		9848.50	1.5	11.66	VAR	VAR	VAR	VAR	22°W												
1000		9804.70	15.1	75.8	VAR	VAR	VAR	VAR	22°W												
1100		9886.46	17.0	85.0	133	133	152°	3°E	22°W												
1152		9895.94	14.0		160	160	179°	3°E	22°W												
1200	+4	9898.08	16.8	84.3	230	230	253°	1°W	22°W	7	270	15	1/2	250	1	98	01	1014.0	6.7	4.4	7.2
1300		9911.26	13.2	78.9	VAR	VAR	VAR	VAR	22°W												
1400		9928.34	17.1	73.6	VAR	VAR	VAR	VAR	22°W												
1500		9943.35	15.1	69.1	200	200	219	3°E	22°W												
1600	+4	9958.04	14.7	65.9	200	200	219	3°E	22°W	8	275	28	2	250	5	98	02	1011.5	8.3	6.7	7.2
1700		9972.12	13.5	64.5	200	200	219	3°E	22°W												
1740		9982.05	10.1		200	200	218	3°E													
1745		9983.15	1.0		250	250	272	1°W													
1800	+4	9986.56	3.3	67.3	200	200	218	3°E	21°W	8	275	28	3	250	5	98	02	1011.5	8.9	7.2	7.2
1821		9991.60	5.1		200	200	218	3°E	21°W												
1840		9995.73	5.1		270	270	291	0°	21°W												
1900		9997.18	2.2	60.3	180	180	200	1°E	21°W												
1940		0005.78	6.6		180	180	200	1°E	21°W												
2000	+4	0008.52	3.4	45.6	090	090	010	1°E	21°W	8	275	26	3	250	3	98	02	1012.0	8.9	7.2	8.9
2012		0010.40	1.5		090	090	010	1°E													
2100		0017.22	7.2	45.5	320	320	340	1°E	21°W												
2104		0017.81	0.6		320	320	340	1°E													
2148		0027.94	10.1		140	140	158	3°E													
2200		0029.42	1.5	62.2	320	320	340	1°E	21°W												
2233		0036.40	7.6		320	320	340	1°E													
2255		0039.84	3.4		335	335	355	1°E													
2300		0043.00	38	67.8	035	035	056 1/2	1/2°W	21°W												
2320		0047.55	4.5		035	035	056 1/2	1/2°W													
2328		0049.25	1.8		320	320	340	1°E													
2400	+4	0058.19	7.9	73.1	000	000	021 1/2	1/2°W	21°W	2	265	26	2	300	4	98	01	1012.5	9.4	8.3	8.3

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company										Anchor Bearings									
	210.2																			

1974

FROM

HALIFAX, N.S.

TO

SEA

-OR AT

REMARKS

Initials
of the
Officer
of the
Watch

0714 - SUNRISE

0730 - HANDS TO STATIONS FOR LETA VINL HARBOUR

0800 - S.S.D. BLIND PILOTAGE TEAM CABLE PARTY CLOSED UP ASSUMED NBCA CONDITION YANKEE COLOURS

0815 - PILOT MR ROSE ENBARKED 0825 - TUGS GLENDYNE, LISTERVILLE SECURED ASTERN 0830 - OBEYED TELEGRAPHS

0830 - BOTH ANCHORS READY FOR LIFTING GO 0831 - SLIPPED FROM BERTH 82 AND PROCEEDED ASTERN; CO'S SP LAR TO LEAVE BERTH

0845 - QNH PILOT DEPARTED 0846 - SLIPPED TUGS 0848 - S/C 130° SPB 0853 - A/C 140° 0854 - A/C 168°

0857 - A/C 170° 0858 - C/YR 1/4 100 Ø GEOS IS LT / MAUGHAN'S BEACON 0859 - A/C 153°

0901 - GEO. IS. LT 1P; SECURED RADAR 0904 - A/C 155°; SP10 0907 - IVES KNOLL BUOY 1ST; A/C 160 SP12

0909 - A/C 185° 0911 - PT PLEASANT SIGNAL BUOY 1ST 0913 - A/C 155° SP14 0915 - SP16; MAUGHAN'S BEACON 1ST

0920 - SP13; A/C 176°; IVES ROCK BUOY 1ST 0932 - A/C 158°; SECURED SSB AND CABLE PARTY

0936 - CHABUETO HD LT 1ST 0940 - A/C 140° 0945 - A/C 133°; BOTH ANCHORS SECURED FOR SEA

1020 - HMCS ALGONQUIN JOINED FROM THE SOUTH; COMMENCED SURFACE ENCOUNTER EXERCISE OF COMBATIVITY

PROTECTEUR, ALGONQUIN VS ANNAPOLIS AND ASSINIBOINE

1100 - A/C 160°

1137 - ALGONQUIN SIGHTED ENEMY 125°/R. 1141 - ALGONQUIN SIGHTED 2ND 150°/R FROM PROTECTEUR

1146 - DECCA RADAR TO OPERATE 1152 - A/C 230°

1200 - CO'S P UAC TO AVOID SURFACE ENCOUNTER 1244 - SP14 1259 - REPLENISHMENT STATIONS

1230 - COMPLETED SURFACE ENCOUNTER EX 1247 - SP 170

1235 - JOINED HMCS ASSINIBOINE TO COMMENCE 1257 - A/C 200°

ASW EX (AND COMBATER OPORD) 1258 - FLYING STNS

1306 - S/C 250° 1314 - S/C 160°

1310 - RECOVERED HELD CH 12433 1327 - S/C 250°

1313 - A/C 200° SP 16 KTS 1330 - RECOVERED HELD CH 12405

1428 - COMPLETED REPLENISHMENT WITH HMCS ASSINIBOINE

90 ROUNDS 3"50. AMMUNITION AND 1539 BBL DISTILLATE TRANSFERRED

1452 - HMCS ANNAPOLIS ALONGSIDE PORT SIDE - COMMENCED TRANSFER OF FUEL AND PERSONNEL

1547 - COMPLETED REPLENISHMENT WITH HMCS ANNAPOLIS 1550 - A/C 200° SP 17 KTS

1 MAN AND 1866 BBL DISTILLATE TRANSFERRED

3 MEN RECEIVED FOR DENTAL TREATMENT

1641 - HMCS ALGONQUIN ALONGSIDE PORT SIDE

COMMENCED SOLIDS & LIQUIDS TRANSFER

1645 - SUNSET; NAV LIGHTS SWITCHED ON

1720 - FLYING STATIONS CLOSED UP 1734 - SECURED REPLENISHMENT STATIONS

1731 - COMPLETED REPLENISHMENT WITH HMCS ALGONQUIN 1740 - S/C 250°

1000 LBS PROVISIONS AND 1585 BBL DIESEL TRANSFERRED 1745 - A/C 200° SP 12

1804 - SP14 1838 - LAUNCHED HELD 433 TO 1840 - A/C 180° SP10

1821 - A/C 170° ANNAPOLIS WITH 3 PAX 1855 - LOWERED SQUAD DOME

1833 - RECOVERED HELD 1839 - SECURED FLYING STNS

CH 12433 FM ANNAPOLIS FOR PAX TRANSFER

1940 - A/C 090°; ASSINIBOINE 1945 - RADAR OFF; HELD SILENCE

IN SECTOR SCREEN 30° 2000 (CONT'D) PROTECTEUR, ASSINIBOINE (CONT'D)

EITHER SIDE OF ROW ANNAPOLIS VS ALGONQUIN

4-7000" ANNAPOLIS ASTERN 2000 - COMMENCED NIGHT ENCOUNTER EXERCISE

2042 - A/C 320

2104 - A/C 140 SP15

2148 - A/C 320 SP10

2200 - COMPLETED NIGHT ENCOUNTER EX

2209 - SP15 2300 - COMMENCED TACK

2233 - A/C 335

2255 - A/C 035 SP14

2320 - A/C 320

2328 - A/C 000

2329 - SP15

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
0800	°	°		Time	Forward	Aft	
1200	43° 52.4' N	63° 03' W	1200 FIX (DECCA)	0800	28' 5"	29' 5"	STEAMING
2000	42° 43.5' N	63° 39' W	2000 FIX (DECCA)				

001361

HMCS PROTECTEUR

TUES DAY

19TH OF NOVEMBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0017		0062.25	3.9		000	000	021½	½°W													
0100		0073.50	11.9	75.7	350	350	011°	0	21°W												
0200		0088.01	14.2	71.1	VAR	VAR	VAR	VAR	21°W												
0300		0102.09	12.7	63.7	VAR	VAR	VAR	VAR	22°W												
0400	+4	0117.06	13.6	69.4	085	085	106	1°E	22°W	3	270	18	3	290	5	98	02	1012.0	8.9	8.3	8.3
0500		0132.00	13.6	69.3	VAR	VAR	VAR	VAR	22°W												
0518		0136.16	4.2		180	180	201	1°E	22°W												
0600		0147.40	9.4	69.4	165	165	184	3°E	22°W												
0700		0161.60	13.5	69.5	165	165	184	3°E	22°W												
0723		0161.90	0.3		300	300	321°	1°E	22°W												
0715		0164.95	3.1		045	045	067°	0	22°W												
0800	+4	0170.30	19.1	69.5	017	017	040°	1°W	22°W	4	325	16	2	290	3	98	01	1012.0	8.9	6.1	8.9
0900		0189.42	13.2	69.3	VAR	VAR	VAR	VAR	22°W												
1000		0204.50	15.0	69.6	VAR	VAR	VAR	VAR	22°W												
1100		0219.92	15.5	76.9	VAR	VAR	VAR	VAR	22°W												
1200	+4	0233.85	13.9	66.1	VAR	VAR	VAR	VAR	22°W	1	300	20	3	250	4	98	02	1012.5	14.1	7.2	8.3
1300		0248.19	13.1	65.3	VAR	VAR	VAR	VAR	22°W												
1400		0261.26	13.1	65.4	VAR	VAR	VAR	VAR	22°W												
1500		0274.36	12.2	60.9	160	160	179	3°E	22°W												
1600	+4	0286.96	11.8	56.4	160	160	179	3°E	22°W	2	290	13	3	280	5	98	02	1012.5	8.9	5.6	9.4
1653		0293.71	6.9		180	180	201	1°E	22°W												
1700		0294.75	1.1	40.8	310	310	330°	2°E	22°W												
1800	+4	0307.36	12.6	55.0	310	310	330	2°E	22°W	2	290	13	2	280	3	98	02	1012.5	8.9	5.6	8.9
1822		0311.40	4.0		310	310	331	¾°E													
1900		0320.50	9.1	63.7	270	270	292	¼°W	22°W												
2000	+4	0330.92	10.4	50.4	270	270	292	¼°W	22°W	2	250	16	1	245	3	98	01	1012.5	8.9	3.7	8.9
2008		0331.25	0.9		270	270	292	0													
2100		0339.84	7.3	41.2	345	345	006	1°E	22°W												
2111		0341.34	1.5		300	300	321	1°E													
2200		0348.14	6.8	41.2	270	270	292	0	22°W												
2210		0349.55	1.4		270	270	292	0													
2300		0356.79	6.9	41.2	000	000	022½	½°W	22°W												
2400	+4	0366.44	8.0	41.2	000	000	022½	½°W	22°W	2	255	16	2	250	4	98	02	1013.5	10.0	8.3	8.3

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company										Anchor Bearings									
	295.0																			

1974 FROM

TO

OR AT

SEA

REMARKS							Initials of the Officer of the Watch
0019 - J/C 350°							
0110 - J/C 036° SP 14 KTS							
0114 - J/C 140°							
0118 - COMMENCED ASW EXERCISE							
0214 - J/C 050°							
0215 - COMPLETED ASW EXERCISE							
0219 - SP 14 KTS							
0403 - J/C 160							
0445 - 1000 GAL HIF PUMP (FORM) TOTAL BURST OUT							
0518 - J/C 160°							
0529 - SPK REJOINING SCREEN							
0630 - HANDS TO FLYING STNS							
0700 - J/C 300 C/F CORREN							
0703 - LAUNCHED HELO CH 12405 FOR							
0708 - FLYING STNS STOOD DOWN							
0709 - SUNRISE; NAVLTS SWITCHED OFF							
0715 - J/C 017°							
0810 - J/C 017							
0812 - SPB							
0819 - J/C 270							
0820 - J/C 070							
0830 - REPLENISHMENT STATIONS							
0836 - J/C 350 SP 14							
0908 - HMCS ASSINIBOINE ALONGSIDE PORT							
0918 - STOOD DOWN FLYING STNS							
1015 - J/C 340							
1018 - J/C 335							
1019 - LAUNCHED CHS 12407							
1021 - RECOVERED CHS 12405							
1106 - SET CO 090 SP 12 ON COMPLETION ADEX							
1123 - SPB							
1131 - REPLENISHMENT STATIONS							
1136 - J/C 140							
1219 - J/C 160° IN 5° STEPS							
1230 - FLYING STATIONS CLOSED UP							
1241 - COMPLETED REPLENISHMENT WITH ALCONQUIN - 135 BBL'S JPS TRANSFERRED							
1301 - COMMENCED ASW EXERCISE							
1302 - J/C 270°							
1305 - LAUNCHED HELO CH 12405							
1400 - J/C 160°							
1431 - SP 8 KTS							
1440 - HANDS TO REPLENISHMENT STATIONS							
1507 - COMMENCED REPLENISHMENT WITH HMCS ASSINIBOINE							
1530 - COMPLETED REPLENISHMENT WITH HMCS ASSINIBOINE - 326 BBL'S DISTILLATE PASSED							
1532 - SP 8 KTS							
1533 - SECURED REPLENISHMENT STATIONS							
1609 - HANDS TO FLYING STNS							
1617 - RECOVERED HELO CH 12405							
1643 - SUNSET; NAVLTS SWITCHED ON; GYRO CORRECT BY ARC AMPOR SUN							
1645 - HANDS TO FLYING STNS							
1700 - RECOVERED HELO CH 12437 FROM ALCONQUIN FOR MAINTENANCE							
1706 - FLYING STNS STOOD DOWN							
1717 - SP 14							
1822 - J/C 270							
1845 - SP 14							
1918 - TURBO FL PUMP FAILURE							
REDUCED TO SPB							
2008 - J/C 345°							
2100 - J/C 300°							
2111 - J/C 270°							
2130 - FLYING STATIONS CLOSED UP							
2203 - LAUNCHED HELO CH 12437							
2209 - SECURED FLYING STATIONS							
2210 - J/C 000°							
Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
0800	43° 04.4' N	62° 53.5' W	0800 FIX (DECCA)	Time	Forward	Aft	STEAMING
1200	43° 32.5' N	62° 34.9' W	1200 DECCA				
2000	43° 02.1' N	62° 59.2' W	2000 DECCA				

HMCS PROTECTOR

Wednesday

20th of November

Time	Zone Suffix	Log (Stating type) E.N.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0020		0372.86	1.7		000	000	022	0	224												
0100		0374.55	6.3	41.1	290	290	312	0	22W												
0157		0383.14	7.2		290	290	312	0	22W												
0200		0383.79	0.8	41.1	180	180	201	1E	22W												
0300		0392.79	8.0	41.1	180	180	201	1E	22W												
0400	+4	0402.00	8.0	41.1	180	180	201	1E	22W	2	230	10	1	225	2	98	02	1014.0	7.8	6.1	
0403		0402.50	0.5		180	180	201	1E													
0500		0411.15	7.9	41.1	120	120	143	1 1/4 W	22W												
0600		0420.85	9.7	40.9	120	120	143	1 1/4 W	22W												
0700		0430.23	9.4	41.1	120	120	143	1 1/4 W	22W												
0719		0433.41	3.2		120	120	140	1 1/4 W													
0800	+4	0439.88	6.5	41.1	018	018	031	1W	22W	1	350	6	1	150	2	98	01	1015.	8.3	5.6	8.3
0900		0451.70	10.8	54.2	018	018	031	1W	22W												
1000		0466.43	12.6	63.0	020	020	033	1W	22W												
1100		0480.88	12.3	61.4	020	020	033	1W	22W												
1200	+4	0494.63	12.3	61.3	VAR	VAR	VAR	VAR	22W	3	330	7	1	260	3	98	02	1014.5	14.4	8.9	8.3
1300		0502.88	13.0	61.3	145	145	164	3E	22W												
1400		0522.80	13.0	61.3	195	195	216	1E	22W												
1445		0533.48	10.8		195	195	216	1E	22W												
1500		0537.04	2.2	61.4	120	120	139	3E	22W												
1600		0551.14	13.0	61.4	120	120	139	3E	22W	4	130	12	1	260	2	98	03	1013.0	13.3	10.0	9.4
1700		0564.99	13.9	61.2	120	120	139	3E	22W												
1708		0567.00	2.0		120	120	139	3E													
1739		0573.90	6.9		275	275	297	1 1/4 W	22W												
1800	+4	0579.59	5.7	66.5	301	301	322	3 1/4 E	22W	6	130	16	1	260	2	98	03	1012	8.9	7.8	9.4
1900		05953.9	15.1	75.4	310	310	331	1E	22W												
2000	+4	0611.34	15.1	75.3	310	310	331	1E	22W	4	130	16	1	130	3	98	02	1011.5	9.4	8.3	9.4
2100		0627.09	14.9	74.5	310	310	331	1E	22W												
2150		0639.60	11.0		290	290	311	1E													
2200		0642.07	2.5	65.4	000	000	022 1/2	1 1/2 W	22W												
2300		0657.80	13.8	65.4	000	000	022 1/2	1 1/2 W	22W												
2325		0664.52	6.7		000	000	022 1/2	1 1/2 W	22W												
2400		0671.96	7.1	65.5	215	215	237 1/4	3/4 W	22W	8	090	22	1	185	3	98	02	1006.0	8.9	7.8	8.9

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company										Anchor Bearings									
	283.9																			

1974

FROM

TO

, OR AT

SEA

REMARKS							Initials of the Officer of the Watch
0020 - a/c 290°							
0157 - a/c 180°							
0300 - ASSINIBOINE ASSUMED DUTIES OF OCS,							
0403 - a/c 120							
0630 - FLYING STATIONS							
0706 - LAUNCHED CHS 12405 FOR SCREENING DUTIES 0719 - a/c 018 0708 - STOOD DOWN FLYING STNS 0709 - SUNRISE							
0815 - HANDS EMPLOYED AT CLEANING STATIONS 0820 - FLYING STATIONS CLOSED UP 0830 - SP 13 KTS 0842 - COMMENCED MAIL HOIST TRANSFER WITH HELO CH 12405							
0901 - a/c 020° 0940 - HMCS ASSINIBOINE ALONGSIDE STBD SIDE COMMENCED LIQUID REPLENISHMENT							
1013 - FLYING STATIONS CLOSED UP 1014 - COMPLETED REPLENISHMENT WITH HMCS ASSINIBOINE 459 BBLs DISTILLATE TRANSFERRED							
1101 - STOOD DOWN FLYING STATIONS 1109 - a/c 060° IN 10° STEPS 1113 - a/c 120° IN 10° STEPS 1120 - a/c 145° IN 5° STEPS							
1234 - HMCS ALBION ALONGSIDE PORT SIDE COMMENCED LIQUID REPLENISHMENT							
1300 - a/c 195° IN 10° STEPS 1306 - FLYING STATIONS CLOSED UP 1317 - COMPLETED REPLENISHMENT WITH HMCS ALBION 185 BBLs DIESEL PASSED							
1431 - HANDS TO FLYING STNS 1435 - MEN DOWN FROM GOALPOST 1445 - FLYING STNS STOOD DOWN, a/c 120							
1535 - HANDS TO FLYING STNS 1541 - RECOVERED HELO CH 12405 1547 - FLYING STNS STOOD DOWN							
1640 - SUNSET							
1708 - a/c 275 1739 - a/c 301 SP 16							
1923 - COMMENCED LONG LCG 2162M							
2030 - HANDS TO REPLENISHMENT STATIONS - FLYING STATIONS CLOSED UP ; 2055 - COMED 2162M 2057 - LAUNCHED HELO CH 12405 ; 2058 - SP 14 KTS ; 2100 - a/c 290°							
2101 - SECURED FLYING STATIONS 2110 - HMCS ANNAPOLIS ALONGSIDE PORT SIDE - COMMENCED SOLID REPLENISHMENT 2146 - COMPLETED REPLENISHMENT WITH HMCS ANNAPOLIS - 45 ROUNDS OF 3"50 AMMUNITION AND 20 GALLONS OF PAINT TRANSFERRED 2150 - a/c 000° 2200 - HMCS ASSINIBOINE ALONGSIDE STBD SIDE - COMMENCED LIQUID + SOLID REPLENISHMENT							
2322 - COMPLETED REPLENISHMENT WITH HMCS ASSINIBOINE 146 BBLs JPS TRANSFERRED 26 ROUNDS 3"50 AMMUNITION PASSED AND RECOVERED 2325 - a/c 215°							
Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
0800	43° 03' 2N	63° 00' 2W	DECCA (0800)	Time	Forward	Aft	STEAMING
1200	43° 34' 8N	62° 32' 9W	1200 DECCA				
2000	43° 09' N	62° 42' W	2000 DECCA				

HMCS PROTECTOR

THURSDAY

21ST OF NOVEMBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		0685.95	14.0	58.2	215	215	238	3/4°W	22°W												
0200		0697.20	11.4	53.9	VAR	VAR	VAR	VAR	22°W												
0300		0709.34	12.1	55.5	010	010	032 1/2	1/2°W	22°W												
0400	+4	0721.51	11.3	56.3	010	010	032 1/2	1/2°W	22°W	8	090	30	1	135	3	98	02	1000	8.9	7.8	7.8
0500		0733.34	11.2	55.9	010	010	032 1/2	1/2°W	22°W												
0549		0739.95	7.3		010	010	032 1/2	1/2°W	22°W												
0600		0744.25	4.0	55.9	335	335	356	1°E	22°W												
0700		0752.22	10.2	50.9	333	333	354	1°E	22°W												
0740					333	333	354	1°E	22°W	8	080	40	5	075	5	96	61	992.0	5.0	5.0	5.6
0800	+4	0760.22	10.0	50.6	VAR	VAR	VAR	VAR	22°W												
0900		0766.45	5.2	31.2	VAR	VAR	VAR	VAR	22°W												
0929		0766.78	0.0	3.4	VAR	VAR	VAR	VAR	22°W												
1000																					
1100																					
1200	+4									8	150	7	-	-	-	96	61	989.0	7.2	7.2	-
1300																					
1400																					
1500																					
1600										8	150	7	-	-	-	96	50	988.0	7.4	7.4	-
1700																					
1800																					
1900																					
2000										7	130	5	-	-	-	97	01	990.0	8.9	8.9	-
2100																					
2200																					
2300																					
2400										6	200	3	-	-	-	97	01	990.0	7.8	7.8	-

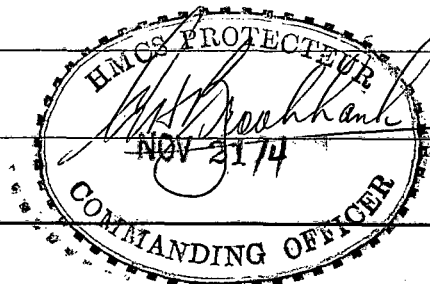
Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	Personnel not required for duty From 1600 Thurs 21 November to 0755 Fri 22 November			

1974 FROM SEA TO HALIFAX, NS. AND OR AT HALIFAX

REMARKS

Initials
of the
Officer
of the
Watch

0010-SP12
0035 { 43° 42.2'N
DECCA { 63° 33.0'W
0103-RED FLARE SIGHTED BY HMCS ASSINIBOINE A/C TO S/M SAFETY CO 000 0109-HMCS OKANAGAN SURFACED 270-5mi
0110-A/C 310 0115-FINEX COMBATER 0116-HMCS OKANAGAN REPORTED CONDITIONS NORMAL 0120-A/C 010
0126-SP15 0130-SP12 0150-SP8
0204-SP12
0237 { 43° 44.3'N
DECCA { 63° 26.0'W
0330 { 43° 53.9'N
DECCA { 63° 24.4'W
0430 { 44° 04.3'N
DECCA { 63° 23.4'W
0549-A/C 335°
0530 { 44° 14.5'N
DECCA { 63° 21.5'W
0600-A/C 333°
0630 { 44° 21.6'N
DECCA { 63° 25.3'W
0605-SP10
0718-0718 { 44° 29.1'N
DECCA { 63° 22.9'W
0718 - SUNRISE; NAV LHT SWITCHED OFF
0730 - SPECIAL SEA OUTWEN AND CABLE PATT GUID UP; 0740-BEAR COVE BUOY 1ST 0748-A/C 355°
0745 - FINE STATIONS CLOSED UP 0748-A/C 000° 0754-A/C 005° 0755-HMS ROOK BUOY 12
0758-A/C 355° 0800-A/C 345°
0802-A/C 340 0806-A/C 337; HAUGHER'S BEACH LT. NO. 1ST 0812-A/C 340 0814-SUNAR BONE HOUSE RD
0816-A/C 345 0817-A/C 0850; LAMONARD HELD CH 1945 TO SHAWMUTAL 0820-A/C 345; SECURED PAYING STNS
0827-SP4 0833-A/C 60 PORT COMMENCED APPROACH TO JETTY 8 BERTH 82; COURSE: SP 400; PILOT MR BOICE ENDORSED
0830-TUGS GLENBANK, GLENAYNE, SECONDARY; TUG KISTENWILE SECURED (HARD); TUG MARMONHEAD SECURED (PORT SIDE) MIDSHIP.
0842 { BRIDGE TR - 301 1/2
FIX { K JETTY 8 - 253 1/2
CUMMINS WHARF - 196 1/2
0949-SECURED BERTH 82 HMC DOCKWARD; REVERTED TO 12 HRS NOTICE FOR START; SHIPPED TUGS.
0930 SECURED SPECIAL SEA OUTWEN REVERTED TO NAID CONDITION 2000
0936-PILOT DISORIENTED



1530 TWO MEN REPORTED ONBOARD FROM CFB HALIFAX

1600 SECURED

1644 SUNSET

1815 Exercised Emergency Party at Fire stations - Hull technicians workshop

1915 ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon.
				Time	Forward	Aft	
0800	44° 35.1	63° 31.9	VISUAL FIX				
1200	°	°		1000	27' 0"	27' 5"	12 Hours
2000	°	°					

HMCS PROTECTOR

FRI DAY

22ND OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										6	CALM	-	-	-	-	97	02	990.0	6.7	6.1	-
0500																					
0600																					
0700																					
0800										8	300	4	-	-	-	97	02	989.0	4.4	5.0	-
0900																					
1000																					
1100																					
1200	+4									8	150	10	-	-	-	97	02	995	6.1	5.6	-
1300																					
1400																					
1500																					
1600										8	250	10	-	-	-	98	02	998	3.3	4.4	-
1700																					
1800																					
1900																					
2000										8	130	22	-	-	-	98	02	1003	2.8	1.7	-
2100																					
2200																					
2300																					
2400										7	150	10	-	-	-	98	02	1006	5.6	1.7	-
										~											

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY
FROM 1200 FRIDAY
TO 0755 MONDAY

1974

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0720 SUNRISE

0800 COLOURS HANDS EMPLOYED AT CLEANING STATIONS

0848 - FLOATING CRANE ALONG SIDE TO LIFT RAM TENSIONER

1010 - FLOATING CRANE AWAY

1011 - SHIPS DIVERS ENTER WATER - PLANNED MAINTENANCE ROUTINE ON ANODES

1105 - SHIPS DIVERS OUT OF WATER

1200 - SECURE

1643 - SUNSET

1920 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - GAS TURBINE COMPARTMENT

1920 - ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon	001369
0800	° ' '	° ' '		Time	Forward	Aft	12 HOURS	
1200	° ' '	° ' '						
2000	° ' '	° ' '						

HMCS

PROTECTOR

SATURDAY

23RD OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										6	105	17	-	-	-	98	02	1010	2.2	1.1	-
0500																					
0600																					
0700																					
0800										8	000	12	-	-	-	98	02	1016	2.3	1.1	-
0900																					
1000																					
1100																					
1200	+4									8	005	15	-	-	-	98	02	1018	2.8	1.1	-
1300																					
1400																					
1500																					
1600										8	000	05	-	-	-	98	02	1021	2.8	1.1	-
1700																					
1800																					
1900																					
2000										8	000	10	-	-	-	98	02	1022.5	1.7	5.6	-
2100																					
2200																					
2300																					
2400										8	CALM		-	-	-	98	02	1022	1.1	-0.6	-

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQ'D FOR DUTY FROM
0800 SATURDAY TO 0758 MONDAY

19 74 FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0722 - SUNRISE

0800 - COLOURS

0830 - DUTY WATCH EMPLOYED AT CLEANING STATIONS.

0930 - SECURED CLEANING STATIONS.

0956 - EXERCISED EMERGENCY PARTY - FIRE IN #50 MESS

1642 - SUNSET

1920 - ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 Hours
1200	° /	° /					
2000	° /	° /					

HMCS

PROTECTOR

SUNDAY

24TH OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	225	5	-	-	-	98	02	1021	0.6	0.0	-
0500																					
0600																					
0700																					
0800										7	CALM	-	-	-	-	98	03	1021	1.1	0.0	-
0900																					
1000																					
1100																					
1200	+4									6	CALM	-	-	-	-	98	02	1021.0	5.0	3.9	-
1300																					
1400																					
1500																					
1600										8	180	6	-	-	-	98	03	1016.0	8.3	6.1	-
1700																					
1800																					
1900																					
2000										8	180	10	-	-	-	97	02	1013.0	9.7	8.9	-
2100																					
2200																					
2300																					
2400										8	210	10	-	-	-	97	50	1012.0	11.1	10.0	-
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PERSONNEL NOT REQUIRED FOR DUTY FROM 0800 SUNDAY TO 0755 MONDAY																			

19

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0723 - SUNRISE

0800 - COLOURS

0830 - DUTY WATCH EMPLOYED AT CLEANING STATIONS

0930 - SECURED CLEANING STATIONS

1100 - EXERCISED EMERGENCY PARTY - FIRE IN WEAPONS WORKSHOP

1641 - SUNSET

1930 - ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 Hours
1200	° /	° /					
2000	° /	° /					

001373

HMCS PROTECTEUR

MONDAY

25TH OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	200	5	-	-	-	98	02	1010.0	11.1	11.7	-
0500																					
0600																					
0700																					
0800										8	230	5	-	-	-	97	02	1010.0	10.6	10.0	-
0900																					
1000																					
1100																					
1200	+4									8	270	5	-	-	-	98	02	1009	11.7	10.6	-
1300																					
1400																					
1500																					
1600										8	320	6	-	-	-	98	02	1008.5	12.8	11.1	-
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	-	98	02	1008	11.8	11.1	-
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	-	98	02	1005	11.7	11.1	-
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PERSONNEL NOT REQUIRED FOR DUTY FM 1600 MONDAY UNTIL 0735 TUESDAY																			

19 74 FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0724 - Sunrise

0800 - Columns - HANNS EMPLOYED AT CLEANING STATIONS

0830 - HMCS ONONDAGA SLIPPED AND PROCEEDED FM JETTY 84 TO SEA 0840 - HMCS NIPIGON SLIPPED & PROCEEDED FM JETTY 15 TO SEA

0858 - YMT 8 ALONGSIDE P&T QUARTER TO PLACE U/L Patches ON SEA BAY

0900 - HANNS EMPLOYED BY DEPARTMENT

1005 - FLEET DIVING UNIT DIVERS IN THE WATER TO PLACE 2 U/L Patches ON SEA BAYS

1210 - FLEET DIVING UNIT DIVERS COMPLETED DIVE 1245 - YMT 8 SLIPPED & PROCEEDED TO SHEARWATER

1600 - SECURE

1639 - SUNSET 1645 - EXERCISED EMERGENCY PTY AT FIRE STNS - HANNS AIR

1910 - ROUNDS CORRECT

2230 - GUARD OFFICER BOARDED & CHALLENGED

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 Hrs.
1200	° ' "	° ' "					
2000	° ' "	° ' "					

HMCS PROTECTOR

TUES DAY

26th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	94	50	1004	11.1	10.6	-	
0500																					
0600																					
0700																					
0800										8	180	20	-	-	-	95	62	994	12.8	12.8	-
0900																					
1000																					
1100																					
1200	#4									8	270	5	-	-	-	98	02	1009	11.7	10.6	-
1300																					
1400																					
1500																					
1600										8	320	6	-	-	-	97	02	1009	11.7	10.6	-
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	98	02	1008	11.8	11.1	-	
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	98	02	1005	11.7	11.1	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1600 TUESDAY UNTIL 0755 WEDNESDAY	

1974 FROM

TO

OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0724-SUNRISE

0800-0810URS-HANDS EMPLOYED AT CLEANING STATIONS

0830-HMS JONONAGA SHIPPED AND PROCEEDED FM JETTY 32 TO SEA 0840-HMS ALPION SHIPPED AND PROCEEDED FROM JETTY 15 TO SEA

0900-HANDS EMPLOYED BY DEPARTMENTS

0900 VMT'S ALONGSIDE PORT SIDE TO INSTALL SEABAY PATCHES ON HANDS EMPLOYED BY DEPARTMENT

1600-SECURE

1639-SUNSET

1800-EXERCISED EMERGENCY PARTY AT FIRE SENS-THEN IN ROOM

1910-ROUNDS CORRECT

2000-ROUNDS CORRECT

2215-GUARD OFFICER CHALLENGED AT TOWER

2230-GUARD OFFICER BOARDED AND CHALLENGED

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 Hours
1200	° ' "	° ' "					
2000	° ' "	° ' "					

HMCS PROTECTOR

WEDNESDAY

27th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	140 CALM	10	-	-	-	94	73 50	990.0 1004	-1.7 -1.7	-1.7 -1.7	-
0500																					
0600																					
0700																					
0800										8	265 180	20 15.8	-	-	-	94	73 62	994	-2.2 -2.2	-2.2 -2.2	-
0900																					
1000																					
1100																					
1200	+4									8	280	20	-	-	-	96	70	999	-2.2	-2.2	-
1300																					
1400																					
1500																					
1600										8	280	20	-	-	-	96	70	1002	-2.2	-2.2	-
1700																					
1800																					
1900																					
2000										6	280	20	-	-	-	97	01	1004	-2.2	-2.2	-
2100																					
2200																					
2300																					
2400										7	280	25	-	-	-	98	02	1004	-2.3	-2.3	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1550 WED TO 0755 THUR	

19 74 FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0724 - SUNRISE 0755 - HANDS TO DIVISIONS
0800 - COLOURS - HANDS EMPLOYED AT CLEANING STNS

0900 - HANDS EMPLOYED BY DEPT

1550 - SECURE

1638 - SUNSET

1743 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - MAIN GALLEY

1925 - TOWNS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 Hours
1200	° /	° /					
2000	° /	° /					

HMCS PROTECTEUR

THURSDAY

28th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										1	280	5	-	-	-	97	01	1009	-2.2	-2.2	-
0500																					
0600																					
0700																					
0800										1	297	5	-	-	-	98	01	1010	-1.7	-1.7	-
0900																					
1000																					
1100																					
1200	+4									4	060	5	-	-	-	98	03	1015.0	0.6	0.6	-
1300																					
1400																					
1500																					
1600										2	090	5	-	-	-	98	01	1014.0	1.7	1.7	-
1700																					
1800																					
1900																					
2000										6	060	10	-	-	-	98	03	1010.0	0.6	0.0	-
2100																					
2200																					
2300																					
2400										4	060	5	-	-	-	98	01	1010.0	0.0	-0.6	-
Distance run through the Water Midnight to Midnight		Leave Granted to Ship's Company										Anchor Bearings									
		PERSONNEL NOT REQUIRED FOR DUTY FROM 1550 THURSDAY TO 0755 FRIDAY																			

FROM

TO

OR AT

HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0800 - COLOURS - HANDS EMPLOYED AT CLEANING STNS

0815- ~~FLIGHT~~ DIVING UNIT TENDER ALONGSIDE PORT SIDE.

0845- DIVERS DOWN TO REMOVE PATCH ON W/W SEA BAYS.

0900- HANDS EMPLOYED BY DEPARTMENTS.

1025- 21 CHILDREN FROM BROOKSIDE SECONDARY SCHOOL ON BOARD FUEL TOWER

1100- LANDING CRAFT HOISTED ONBOARD

1150- DIVERS ONBOARD. WORK COMPLETED

~~1700-SECURITY~~

1315- DIVING TENDER SLIPPED.

1550-SECURE

1638-SUNSET

1930- ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
0800	° ' "	° ' "		Time	Forward	Aft	
1200	° ' "	° ' "					
2000	° ' "	° ' "					

12 Hours

HMCS PROTECTEUR

FRI DAY

29th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	040	5	-	-	-	97	03	1012.0	-1.7	-2.2	-
0500																					
0600																					
0700																					
0800										8	050	5	-	-	-	98	02	1012.0	-1.1	-1.1	-
0900																					
1000																					
1100																					
1200	44									8	275	10	-	-	-	98	02	1014.0	1.7	0.6	-
1300																					
1400																					
1500																					
1600										8	327	07	-	-	-	98	02	1015.0	3.9	1.1	-
1700																					
1800																					
1900																					
2000										8	320	10	-	-	-	98	02	1016.0	2.6	1.1	-
2100																					
2200																					
2300																					
2400										6	350	10	-	-	-	98	01	1019.0	2.2	1.7	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1150 FRIDAY TO 0725 MONDAY	

HALIFAX N.S.

1974 FROM

TO

, OR AT JETT 8

[illegible]

HMCS PROTECTOR

SATUR DAY

30th OF NOVEMBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenth	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	030	05	-	-	-	98	02	1020.0	0.6	0.6	-
0500																					
0600																					
0700																					
0800										1	040	05	-	-	-	98	01	1022.0	0.6	0.0	-
0900																					
1000																					
1100																					
1200	+4									6	300	12	-	-	-	98	03	1025	1.7	0.6	-
1300																					
1400																					
1500																					
1600										7	310	10	-	-	-	98	03	1025	1.7	0.6	-
1700																					
1800																					
1900																					
2000										7	310	10	-	-	-	98	02	1025	0.0	-1.1	-
2100																					
2200																					
2300																					
2400										7	280	5	-	-	-	98	02	1027	0.0	-1.1	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 0900 SATURDAY TO 0725 MONDAY	

19 74

FROM

TO

, OR AT

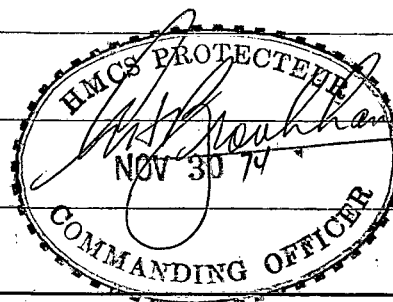
HALIFAX N.S.
JETTY 8

REMARKS

Initials
of the
Officer
of the
Watch

0015 - SMOKE OBSERVED COMING FROM POP MACHINE, ELECTRICITY SHUT OFF SMOKE DISAPPEARED INVESTIGATION REQUIRED

0730 - SUNRISE
0800 - COLOURS



0830 - DUTY WATCH EMPLOYED AT CLEANING STATIONS

0900
0930 - SECURED CLEANING STATIONS

1600 - SAGUENAY FROM BERTH 62 TO SEA
1635 - SUNSET

1950 - ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					12 HOURS
1200	° /	° /					
2000	° /	° /					

CAUTION - THE FOLLOWING RULES (INTERNATIONAL, ST. LAWRENCE RIVER, AND RULES OF THE ROAD FOR THE GREAT LAKES)
ARE SUBJECT TO CHANGE AND REFERENCE SHOULD BE MADE TO Q.R.C.N. AND OTHER RELEVANT PUBLICATIONS.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA

Established by Order-in-Council P.C. 1953-1287 dated 13 Aug. 1953. (Effective 1 January, 1954).

Part A.—Preliminary and Definitions

Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) In the following Rules, except where the context otherwise requires:

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery;
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the upper-most continuous deck;
- (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible", when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast from four to six seconds' duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

Part B.—Lights and Shapes

Rule 2

(a) A power-driven vessel when under way shall carry:

- (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (112½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (ii) Either forward of or abaft the white light mentioned in subsection (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.
- (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however, that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
- (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (vi) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

(b) A seaplane under way on the water shall carry:

- (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.
- (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Rule 3

(a) A power-driven vessel when towing or pushing another vessel shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

Rule 4

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

Rule 5

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a) (iv) and (v) and shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Rule 6

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points (22½ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Rule 7

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights:

(a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry:

- (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles.
- (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points (22½ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in subsection (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4 (a) and 11 (e).

Rule 8

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light, or flare-up lights at short intervals shall never exceed 10 minutes.

- (ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.
- (iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.

(d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

Rule 9

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor:

- (i) If power-driven vessels, shall show in the same position as the white light mentioned in Rule 2 (a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points (22½ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points (22½ degrees) on each bow to 2 points (22½ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).

- (ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.

- (iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shapes specified in Rule 11 (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sections (c), (d) or (e) and show the signal specified in Rule 11 (c). By night she shall show the light or lights specified in Rule 11 (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15 (c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

NOTE.—For fog signals for fishing vessels, see Rule 15 (c) (ix).

Rule 10

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

NOTE.—For vessels engaged in towing or being towed, see Rules 3 (b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Rule 11

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding sections of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

Rule 12

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorized elsewhere under these Rules.

Rule 13

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective Governments and duly registered and published.

(b) Whenever the Governments concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

Rule 14

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Rule 15

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this Rule for vessels under way shall be given:

- (i) by power-driven vessels on the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.

- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.

- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in subsections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.

- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.

- (vii) A vessel aground shall give the signal prescribed in subsection (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.

- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.

- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

Rule 16

Speed to be moderate in fog, etc.

(a) Every vessel, or seaplane when taxi-ing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

Part C.—Steering and Sailing Rules

Preliminary

1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.
2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.
3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

Rule 17

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Rule 18

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of this Rule and Rules 19 to 29 inclusive, except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

Rule 19

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule 20

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessels shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

Rule 21

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

Rule 22

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Rule 23

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 24

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points (22½ degrees) abaft her beam, i.e. in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Rule 25

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Rule 26

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Rule 27

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

Part D.—Miscellaneous

Rule 28

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorized or required by these Rules, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port."

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

Rule 29

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Rule 30

Reservation of Rules for Harbours and Inland Navigation

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

Rule 31

Distress Signals

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signalling method consisting of the group — — — — — in the Morse Code.
- (e) A signal sent by radiotelephony consisting of the spoken word "Mayday".
- (f) The International Code Signal of distress indicated by N.C.
- (g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- (h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

Note.—A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

Rule 32

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port".

ST. LAWRENCE RIVER REGULATIONS

Established by Order in Council P.C. 1954-1925. (Effective 8 December, 1954).

REGULATIONS FOR THE ST. LAWRENCE RIVER FROM FATHER POINT TO VICTORIA BRIDGE AT MONTREAL

1. These regulations may be cited as the St. Lawrence River Regulations.

2. These Regulations apply to the St. Lawrence River between Victoria Bridge at Montreal and Father Point including the harbours of Montreal, Three Rivers and Quebec.

3. When any aid to navigation or any mark or dredge of the Department of Transport is moved, carried away or damaged by any person, vessel or vehicle, such person or the person in charge of the vessel or vehicle shall forthwith replace or repair the aid to navigation, mark or dredge, to the fullest extent possible in the circumstances.

4. The owner of every vessel is liable to the Crown for damage done by such vessel to any aid to navigation or other property of the Crown.

5. No person shall encumber navigable waters or in any way obstruct the navigation thereof with stones, filth, rubbish, timber, logs, spars, rafts, cribs or wrecks of vessels; or throw therein fuel-oil, coal ashes, cinders, hay, straw, ballast or any other matter or thing by which navigation may be impeded or injured; and a further like penalty to that which is hereinafter imposed for a breach of this section shall be incurred by any person guilty of such breach, if he does not remove or cause to be removed any such obstruction within a reasonable time to the satisfaction of the Minister of Transport after being required to do so by any officer appointed for such purpose by the Minister; and a further like penalty shall be incurred for every subsequent day during which such obstruction is not removed.

6. No vessel while under way or drifting shall trail its anchor.

7. No vessel drawing nine feet of water or less and no barge or raft shall, except in case of accident, stress of weather or force of current use the deep water channels

(a) near Pointe aux Trembles (en haut);

(b) at, between or near Varennes and Buoy 5-M St. Ours Traverse, except between Buoys 104-M and 116-M, and between Buoys 122-M and 124-M;

(c) in Lake St. Peter between the upper end of the St. Francis Bank and the English Bank;

(d) at or near Port St. Francis;

(e) at, between or near Batiscan and Cap Charles;

(f) in the dredged channel below Quebec known as Madame Reef-Brule Bank Channel, between Buoys 120½B and 112B, except between Buoys 114½B and 114B; or

(g) at or near Buoys 109½B, 109B and 108B.

8. Vessels drawing nine feet of water or less and barges and rafts shall at all times keep to the proper side of the fairway and away from the established steamer track between Quebec and Father Point, except when crossing the steamer track at right angles.

9. Rafts descending the river, whether in tow or otherwise, shall

(a) keep to the north of Ile Deslauriers or Laurette Island, and Ile Bellegarde; and

(b) when opposite to Ile au Raisin in Lake St. Peter, keep to the south of the Ship Channel, as far as Nicolet Traverse.

10. No vessel, when passing any dredge, wreck or tow of barges, shall move at greater than slow speed.

11. Between Victoria Bridge at Montreal and the western limits of the harbour of Quebec every vessel overtaking another and intending to pass shall, at a distance of one-half mile from the other vessel, give one prolonged blast on its whistle, to which the other shall, if safe and practicable, reply by a similar signal, decrease its speed, to dead slow if necessary, and direct its course to port, and the overtaking vessel, upon arriving in close proximity to the overtaken vessel, shall also reduce its speed, maintaining only sufficient speed to enable it to pass the overtaken vessel to starboard; after having answered the prolonged blast of the overtaking vessel by a similar signal, if the overtaken vessel does not consider it safe and practicable to allow the other vessel to pass to starboard, it shall, after an interval of not less than one minute and not more than two minutes, give one short blast and direct its course to starboard and the overtaking vessel shall direct its course to port and pass accordingly.

12. A vessel navigating against the current or tide shall before meeting another vessel at any sharp turn or narrow passage, or where the navigation is intricate, stop, and if necessary, come to a position of safety below or above the point of danger and there remain until the channel is clear.

13. The following conditions apply to vessels being towed:

(a) if canal barges, there shall not be more than ten in number, five in length and two abreast;

(b) if sand barges, there shall not be more than six in number, three in length and two abreast;

(c) if mixed vessels, there shall not be more than eight in number, four in length and two abreast; and

(d) a complete tow from the stem of the tug to the stern of tow shall not exceed 1,000 feet in length.

14. (1) A steam vessel when at anchor shall, between sunrise and sunset, carry in its forward part a black ball not less than two feet in diameter, and at or near the stern another such ball; the forward ball shall be carried at a height above the superstructure or other erections other than the funnel on the vessel, but in no case less than twenty feet above the hull, and the stern or after ball shall not be less than fifteen feet lower than the forward ball; the above signals shall be reversed when the vessel is anchored only by the stern.

(2) Every vessel anchoring with a stern anchor shall notify the Signal Service at Quebec by wireless thereof, which in turn shall notify all vessels.

14A. (1) Every dredge shall show at its forward and after ends

(a) from sunrise to sunset, two black balls or shapes not less than two feet in diameter, and

(b) from sunset to sunrise, two red lights suspended one over the other not less than six feet apart and not less than ten feet outside the hull on the side on which other vessels are to pass.

(2) In the case of a dipper dredge, the shapes and lights prescribed by subsection (1) shall be suspended at a sufficient height and a sufficient distance from its side that they shall, with the dipper arm and boom athwartship, be visible at all times.

15. Every person who commits a breach of these regulations is liable on summary conviction to a penalty not exceeding five hundred dollars and the costs of the conviction and, in default of payment of such penalty and costs, to imprisonment for a period of not more than thirty days.

RULES OF THE ROAD FOR THE GREAT LAKES

Established by Order in Council P.C. 1954-1927. (Effective 8 December, 1954).

RULES OF THE ROAD FOR THE GREAT LAKES

Definitions

1. In these rules,

- (a) "motor boat" includes every vessel propelled by machinery and not more than sixty-five feet in length except vessels towing, the length to be measured from end to end over the deck, excluding sheer;
- (b) "pilot" includes the master, officer or other person in charge of the navigation of a vessel;
- (c) "prescribed" means prescribed by these Rules;
- (d) "steam vessel" includes any vessel propelled by machinery, whether under sail or not;
- (e) "sailing vessel" includes every steam vessel that is under sail and is not being propelled by machinery;
- (f) "under way" — a vessel is under way when she is not at anchor, made fast to the shore, or aground; and
- (g) "visible" when applied to lights means visible on a dark night with a clear atmosphere.

Application

2. (1) These rules apply on Lakes Ontario, Erie, Huron (including Georgian Bay), Michigan and Superior, their connecting and tributary waters, and the Ottawa and St. Lawrence Rivers and their tributaries as far east as the lower exit of the Lachine Canal and the Victoria Bridge at Montreal.

(2) The rules concerning lights apply in all weathers from sunset to sunrise, and during such time no other lights that could be mistaken for the prescribed lights or impair their visibility shall be exhibited.

Steam Vessels

3. (1) Except in the cases hereinafter expressly provided for, a steam vessel when under way shall carry,

- (a) on or in front of the foremast, or if a vessel without a foremast, then in the fore part of a vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles; such light shall be at a greater height above the water than the side lights required by paragraphs (b) and (c);
- (b) on the starboard side, a green light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side and of such a character as to be visible at a distance of at least two miles; and
- (c) on the port side, a red light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(2) The green and red lights required by paragraphs (b) and (c) of subsection (1) shall each be fitted with an inboard screen projecting at least three feet forward from the light, so as to prevent the light from being seen across the bow.

(3) A steam vessel of over one hundred feet register length when under way shall carry, in addition to the lights prescribed by subsection (1), a bright white light so fixed as to throw the light all around the horizon, and of such a character as to be visible at a distance of at least three miles, such lights to be placed in line with the keel at least fifteen feet higher than, and more than fifty feet abaft, the light required by paragraph (a) of subsection (1); or in lieu thereof two such lights of the same character and height as herein described placed not over thirty inches apart horizontally, one on either side of the keel, and so arranged that one or the other or both shall be visible from any angle of approach.

(4) A steam vessel not more than one hundred feet in length when under way shall carry, in addition to the lights prescribed by subsection (1), a bright white light aft to show all around the horizon; such light shall be placed in line with the keel higher than the light required by paragraph (a) of subsection (1).

Vessels towing, other than those towing rafts

4. A steam vessel having a tow other than a raft, shall in addition to the lights prescribed for vessels of her length by rule 3, carry forward a second bright white light; such light shall be of the same construction and character and fixed in the same manner as the light prescribed by rule 3 (1) (a) and shall be carried in a position not less than six feet vertically above or below that light; such steam vessel shall also carry a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam.

Vessels Towing Rafts

5. A steam vessel having a raft in tow shall, instead of the forward lights mentioned in rule 4, carry on or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, two white lights in a horizontal line athwartships and not less than eight feet apart, each so fixed as to throw the light all around the horizon and of such a character as to be visible at a distance of at least five miles; such steam vessel shall also carry the small white steering light aft, of the character and fixed as required by rule 4, and shall also comply with the requirements of rule 3 respecting side lights, screens and range lights.

Tugboats

6. (1) A tugboat under one hundred tons register (net) whose principal business is harbour towing, shall carry the red and green side lights carried by other steam vessels; and at the foremast head or, if the tugboat has no foremast, then on top of the pilot house, a white light so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least three miles; and when towing, except when towing a raft, shall carry an additional white light of the same character and construction as the headlight and carried not less than three feet vertically above or below the headlight.

(2) When towing a raft, two headlights shall be carried in a horizontal line athwartships not less than four feet apart, each so fixed as to throw the light all around the horizon, and of such a character as to be visible at a distance of at least three miles; such headlights shall be in lieu of the headlights prescribed by subsection (1).

Ferryboats

7. (1) Every double-end ferryboat propelled by machinery, except a cable ferry, shall carry the green and red side lights required for other vessels, and in lieu of the white lights shall carry two bright white lights as a central range, one at or near each end of the vessel; the white lights shall be placed at equal heights above the hull, in the centre line of the vessel, and so constructed as to be visible at a distance of at least three miles all around the horizon; the green and red side lights shall be of such a character as to be visible at a distance of at least two miles, and shall be fitted with inboard screens projecting at least three feet forward from the lights, to prevent them from being seen across the bow.

(2) Other ferryboats propelled by machinery, except cable ferries, shall carry the lights prescribed for steam vessels of their length.

Open Boats

8. (1) An open boat is not obliged to carry the side lights required for other vessels but shall, if she does not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision and in such manner that the green light shall not be seen on the port side nor the red light on the starboard side; an open boat, when at anchor or stationary, shall exhibit a bright white light; she shall not, however, be prevented from using a flare-up light in addition when considered expedient.

(2) A rowing boat or a canoe, whether having a sail or not, shall show a white light in sufficient time to prevent collision.

Motor Boats

9. (1) Motor boats as defined in these rules are classified as follows:
Class A: less than sixteen feet in length;
Class 1: sixteen feet or over and less than twenty-six feet in length;
Class 2: twenty-six feet or over and less than forty feet in length; and
Class 3: forty feet or over and not more than sixty-five feet in length.

(2) Such motor boats are not obliged to carry the lights prescribed by rule 3, but if they do not carry them they shall be provided with the following lights:

- (a) A motorboat of Class A or Class 1 shall carry
 - (i) a bright white light aft to show all around the horizon;
 - (ii) a combined lantern in the fore part of the vessel and lower than the white light aft so constructed and fixed as to show a green light from right ahead to two points abaft the beam on the starboard side and a red light from right ahead to two points abaft the beam on the port side.
- (b) A motorboat of Class 2 or Class 3 shall carry
 - (i) a bright white light in the fore part of the vessel, as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on either side;
 - (ii) a bright white light aft to show all around the horizon, placed higher than the white light forward; and
 - (iii) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from 1001390

ahead to two points abaft the beam on the starboard side; on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side; the sidelights shall be fitted with inboard screens of sufficient height and length and so placed as to prevent the lights from being seen across the bow.

(3) Every white light prescribed by this rule shall be of such a character as to be visible at a distance of at least two miles; every coloured light prescribed by this rule shall be of such a character as to be visible at a distance of at least one mile.

Sailing Vessels and Vessels Being Towed

10. (1) A sailing vessel under way and any vessel being towed shall carry the side lights prescribed by rule 3.

(2) A vessel being towed shall also carry a small white light aft, but such light shall not be visible forward of the beam.

(3) A sailing vessel shall, on the approach of another vessel, show temporarily a white light in the direction of the approaching vessel.

Small Vessels

11. (1) Whenever, as in the case of small vessels under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand lighted and ready for use and shall, on the approach of or to other vessels, be exhibited in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side nor, if practicable, more than two points abaft the beam on their respective sides.

(2) The lanterns containing the lights prescribed by subsection (1) shall each be painted on the outside with the colour of the light they respectively contain, and shall be provided with proper screens.

Canal Boats in Tow of Steam Vessels

12. (1) Canal boats when in tow of steam vessels shall carry lights as follows:

(a) When towed astern of steam vessels and towed singly or tandem they shall each carry a green light on the starboard side, a red light on the port side, and a small bright white light aft;

(b) When towed astern in one or more tiers, two or more abreast, the boat on the starboard side of each tier shall carry a green light on her starboard side and the boat on the port side of each tier shall carry a red light on her port side, and each of the outside boats in the last tier also shall carry a small bright white light aft;

(c) When towed alongside and on the starboard side of a steam vessel, the boat towed shall carry a green light on the starboard side, and when towed on the port side of a steam vessel, the boat towed shall carry a red light on the port side,

(d) When towed alongside a steam vessel, one boat on the starboard side and the other on the port side, the starboard boat shall carry a green light on the starboard side and the port boat shall carry a red light on the port side,

(e) When a tow of one or more boats is being pushed ahead of a steam vessel such tow shall carry a green light on the starboard side and a red light on the port side so placed that they mark the tow at its maximum projection to starboard and port respectively, and may carry an amber light at the extreme forward end of the tow as near the centre line as it is practicable to carry such light, such amber light shall be so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least three miles.

(2) The coloured side lights shall be so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides, and of such a character as to be visible at a distance of at least two miles; the minimum size of glass globes shall be six inches in diameter and five inches high in the clear; the said coloured sidelights shall be fitted with inboard screens so as to prevent them from being seen across the bow.

(3) The small bright white light aft required to be carried on a canal boat in tow shall not be visible forward of the beam.

(4) For the purposes of this rule, the term "canal boat" includes barges, scows and other nondescript craft.

Vessels not under command

13. (1) A vessel over sixty-five feet in length that is not under command shall carry where they can best be seen and, if a steam vessel, in lieu of the white light required by rule 3 (1) (a) two red lights in a vertical line one over the other not less than three feet apart, and of such a character as to be visible all around the horizon at a distance of at least two miles; such vessel, when not making way through the water, shall not carry the side lights required by rule 3 (1)(b) and (c), but when making way shall carry them.

(2) By day such vessel shall carry in a vertical line one over the other not less than three feet apart, where they can best be seen, two black balls, each two feet in diameter.

Vessels at anchor

14. (1) A vessel under one hundred and fifty feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light constructed so as to show a clear, uniform and unbroken light visible all around the horizon at a distance of at least one mile.

(2) A vessel of one hundred and fifty feet or upward in register length, when at anchor, shall carry in the forward part of the vessel two white lights at the same height of not less than twenty and not exceeding forty feet above the hull, and not less than ten feet apart horizontally and athwartships, except that each need not be visible all around the horizon but so arranged that one or the other, or both shall show a clear, uniform and unbroken light and be visible from any angle of approach at a distance of at least one mile; and at or near the stern of the vessel two similar lights, similarly arranged and at such height that they shall be not less than fifteen feet lower than the forward lights; in addition to the four anchor lights above specified, at least one white decklight shall be displayed in every interval of one hundred feet along the deck measuring from the forward lights, such decklights to be not less than two feet above the deck and arranged, so far as intervening structures will permit, so as to be visible from any angle of approach.

(3) Between sunrise and sunset every vessel over sixty-five feet in length, when at anchor, shall carry forward, where it can best be seen, one black ball not less than two feet in diameter.

(4) A vessel over sixty-five feet in length, which is aground, shall carry by night the white light or lights prescribed for a vessel at anchor and, in addition, shall carry, where they can best be seen by approaching vessels, two red lights in a vertical line one over the other, not less than three feet apart, visible all around the horizon at a distance of at least two miles; by day such vessel shall carry in a vertical line one over the other not less than three feet apart, where they can best be seen, three black balls each two feet in diameter.

Certain Naval or Military Vessels and Vessels not otherwise provided for

15. (1) Whenever it shall be determined to the satisfaction of the Minister of Transport that a naval or other military vessel of special construction or purpose cannot comply fully with the provisions of any of these rules with respect to number, position, range or arc of visibility of lights or shapes, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as shall have been determined by the Minister to be the closest possible compliance with these rules in respect to that vessel; provided that notice of such noncompliance with the rules together with the character and positions of lights or shapes to be displayed on such vessel, shall be published by "Notice to Mariners".

(2) Every vessel not otherwise provided for in these rules, when under way, or at anchor, shall carry a white light forward; such light shall be carried at least eight feet above the surface of the water, in a lantern so fixed and constructed as to show a clear, uniform and unbroken light all around the horizon, and of such a character as to be visible at a distance of at least one mile.

Rafts

16. (1) Rafts when under way, at anchor or moored shall carry lights as follows:

(a) a raft of one crib and not more than two in length shall carry one white light; a raft of three or more cribs in length and one crib in width shall carry one white light at each end of the raft; a raft of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all;

(b) a bag or boom raft shall carry a bright white light at each end of the raft, and one of such lights on each side midway between the forward and after ends.

(2) The white lights required by these rules for rafts shall be carried in lanterns so fixed and constructed as to show clear, uniform and unbroken lights visible all around the horizon, and of such a character as to be visible at a distance of at least one mile; such lights shall be carried at a height of not less than eight feet above the surface of the water.

Use of searchlights

17. No person shall direct the rays of a searchlight or other blinding light on the pilot house or navigating bridge of any vessel under way.

Fog Signals

18. (1) A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than eight feet from the deck, or in such other place where the sound will not be intercepted by any obstruction, and of such a character as to be heard in ordinary weather at a distance of at least two miles, and with an efficient bell; a sailing vessel shall be provided with an efficient fog horn and with an efficient bell.

(2) In fog, mist, falling snow or heavy rainstorms, or when visibility is low from any other cause, whether by day or by night, fog signals shall be used as follows:

(a) a steam vessel under way, excepting only a steam vessel with a raft in tow, shall sound at intervals of not more than one minute three distinct blasts of its whistle;

(b) every vessel in tow of another vessel shall, at intervals of not more than one minute, sound four strokes on a good and efficient and properly placed bell, by striking the bell twice in qu

succession, followed by a little longer interval, and then again striking twice in quick succession (as in striking "four bells" to indicate time);

- (c) a steam vessel with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds;
- (d) a sailing vessel when under way and not in tow shall sound on the foghorn, at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession, when with the wind abaft the beam three blasts in succession;
- (e) a vessel at anchor and a vessel aground in or near a channel or fairway shall at intervals of not more than two minutes ring the bell rapidly for from three to five seconds and, in addition, at intervals of not more than three minutes shall sound on the whistle or horn a signal of one short blast, two long blasts, and one short blast in quick succession;
- (f) a vessel of less than ten tons register tonnage, not being a steam vessel, shall not be obliged to give the signals prescribed by paragraphs (a) to (e), but if she does not she shall make some other efficient sound signal at intervals of not more than one minute;
- (g) any vessel or raft not otherwise provided for in this rule, when under way, anchored or moored, and not in port, shall make an efficient sound signal at intervals of not more than one minute.

Speed of ships in fog

19. In fog, mist, falling snow or heavy rainstorms, or when visibility is low from any other cause, every vessel shall go at a moderate speed; a steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and thereafter navigate with caution until the vessels shall have passed each other.

Steering and Sailing Rules

20. Risk of collision can, when circumstances permit, be ascertained by carefully watching the bearing of an approaching vessel; when the bearing does not appreciably change, risk of collision should be deemed to exist.

Sailing Vessels

21. When two sailing vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, as follows:

- (a) a vessel that is running free shall keep out of the way of a vessel that is closehauled;
- (b) a vessel that is closehauled on the port tack shall keep out of the way of a vessel that is closehauled on the starboard tack;
- (c) when both vessels are running free, with the wind on different sides, the vessel that has the wind on the port side shall keep out of the way of the other;
- (d) when both vessels are running free, with the wind on the same side, the vessel that is to windward shall keep out of the way of the vessel that is to leeward.

Steam Vessels Meeting End On

22. (1) When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each shall pass on the port side of the other.

(2) When steam vessels are meeting end on, or nearly end on, each steam vessel shall pass on the port side of the other; and the pilot of either steam vessel may be first in determining to pursue this course, and thereupon shall give, as a signal of this intention, one distinct blast of his whistle, which the pilot of the other steam vessel shall answer promptly by a similar blast of his whistle and thereupon such steam vessels shall pass on the port side of each other; but if the courses of such steam vessels are so far on the starboard of each other as not to be considered by their pilots as meeting end on, or nearly end on, the pilot so first deciding shall immediately give two distinct blasts of his whistle, which the pilot of the other steam vessel shall answer promptly by two similar blasts of his whistle, and they shall pass on the starboard side of each other.

Meeting in Rivers and Channels where there is a current

23. In all narrow channels where there is a current, and in the rivers Saint Mary, St. Clair, Detroit, Niagara, St. Lawrence and Ottawa, when two steam vessels are meeting, the descending steam vessel shall have the right of way, and shall before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate the side on which she intends to pass.

Steam Vessels Crossing

24. (1) When two steam vessels are crossing so as to involve risk of collision the vessel that has the other on her own starboard side shall keep out of the way of the other.

(2) When two steam vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steam vessel is overtaking another, the steam vessel that has the other on her own port side shall hold her course and speed; and the steam vessel which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other steam vessel or, if necessary to do so, slacken her speed or stop or reverse; the steam vessel having the other on her own port side shall blow

one distinct blast of her whistle as a signal of her intention to cross the bow of the other, holding her course and speed, which signal shall be promptly answered by the other steam vessel by one distinct blast of her whistle as a signal of her intention to direct her course to starboard so as to cross the stern of the other steam vessel or otherwise keep clear.

(3) If from any cause whatever conditions are such as to prevent immediate compliance by the vessels with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing the danger signal, and both vessels shall be stopped, and reversed if necessary, until signals for passing with safety are made and understood.

Steam and Sailing Vessels Approaching Each Other

25. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of a collision the steam vessel shall keep out of the way of the sailing vessel.

Right of Way

26. Where, by any of these rules one of two vessels is required to keep out of the way, the other shall keep her course and speed.

Duty to slacken speed or stop

27. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching such vessel, if necessary, slacken her speed or stop or reverse.

Overtaking Vessels

28. (1) Notwithstanding anything contained in these rules every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(2) When one steam vessel is overtaking another and the steam vessel astern shall desire to pass on the right or starboard side of the steam vessel ahead, she shall give one distinct blast of the whistle as a signal of such desire and, if the vessel ahead answers with one blast, she shall direct her course to starboard; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two distinct blasts of the whistle as a signal of such desire and, if the vessel ahead answers with two blasts, she shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to pass at that time, she shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle, not less than five; the steam vessel astern shall then hold back and, after an appropriate interval, if she still desires to pass, make the proper signal so indicating; but under no circumstances shall the steam vessel astern attempt to pass the steam vessel ahead until such time as they have reached a point where it can be safely done, and the steam vessel ahead shall signify her willingness by blowing the proper answering signal; the steam vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the other steam vessel.

(3) Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until the overtaken vessel is finally passed and cleared.

(4) As the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, when in doubt, assume that she is an overtaking vessel and keep out of the way.

Narrow Channels

29. (1) In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass; the steam vessel astern may then pass, subject, however, to the other rules applicable to such a situation.

(2) When steam vessels proceeding in opposite directions are about to meet in a channel less than five hundred feet in width, such steam vessels shall be slowed to a moderate speed, according to the circumstances.

Signals indicating course

30. (1) In all weathers every steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by a signal on her whistle, to be accompanied, whenever required, by a corresponding alteration of her course; and every steam vessel receiving a signal from another shall promptly respond with the same signal or sound the danger signal as provided in rule 31.

(2) Except as otherwise provided in these rules,

- (a) one blast shall mean "I am directing my course to starboard"; and
- (b) two blasts shall mean "I am directing my course to port".

(3) These signals shall be used, not only when an alteration of course is required, but at all times before vessels approach within half a mile of each other, from whatever direction, if their courses will bring them within that distance from each other.

Danger Signal

31. If, when steam vessels are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously, or from other causes, the pilot so in doubt shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle, not less than five, and if both vessels shall have approached within half a mile,

other, both shall be immediately slowed to a speed barely sufficient for steerageway and, when necessary, stopped and reversed, until the proper signals are given, answered and understood, or until the vessels shall have passed each other.

Cross Signals Prohibited

32. Pilots shall in no circumstances use "cross signals", that is, answering one blast of the whistle with two, or two blasts with one; whenever a pilot receives either of the whistle signals provided in rule 30 (2) and he deems it imprudent to comply with that signal, he shall immediately give the danger signal and observe the rule applying thereto (rule 31).

Approaching a short bend or curve in channel

33. Whenever a steam vessel is nearing a short bend or curve in the channel where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, the pilot of such steam vessel, when he has arrived within half a mile of such bend or curve, shall give a blast of the whistle of at least eight seconds duration, which shall be answered by a similar blast given by the pilot of any approaching steam vessel within hearing on the other side and within half a mile of such bend or curve; should such a signal be so answered by a steam vessel upon the farther side of the bend or curve, then the usual signals for meeting and passing shall immediately be given and answered.

Leaving a Dock or Berth

34. When a steam vessel is leaving a dock or berth she shall give one blast of the whistle of at least eight seconds duration, which shall be answered by a similar blast given by any approaching steam vessel; both vessels shall be governed by rule 35 until the course of the vessel leaving the dock or berth becomes apparent, after which time the applicable steering and sailing rules shall be observed.

Special Circumstances

35. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from them necessary in order to avoid immediate danger.

Neglect of Rules or Other Precautions

36. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Unnecessary Sounding of Whistle

37. No person shall authorize or permit unnecessary sounding of the whistle.

Distress Signals

38. When a vessel is in distress and requires assistance from other vessels or from the shore, the signals to be used or displayed, either together or separately, are as follows:

(a) In the daytime:

- (i) a gun or other explosive signal fired at intervals of about a minute;
- (ii) the distant signal, consisting of a square flag, having either above or below it a ball or some object resembling a ball;
- (iii) continuous sounding with any fog-signal apparatus.

(b) At night:

- (i) a gun or other explosive signal fired at intervals of about a minute;
- (ii) flames from the vessel (as from burning of a tarbarrel or oilbarrel);
- (iii) rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals;
- (iv) a continuous sounding with any fog-signal apparatus.

Bell and Whistle Signals Between Bridge and Engine Room

39. When signals between bridge and engine room are made by bell or whistle they shall be given as follows:

- | | |
|---|------------|
| 1 stroke or 1 blast (when engines are stopped)..... | Go Ahead |
| 1 stroke or 1 blast (when engines are turning)..... | Stop |
| 2 strokes or 2 blasts..... | Go Astern |
| 3 strokes or 3 blasts..... | Slow |
| 4 strokes or 4 blasts..... | Full Speed |
- 2 strokes or 2 blasts shall always mean "Go astern", irrespective of other signals previously given.

Supplement

Diagrams

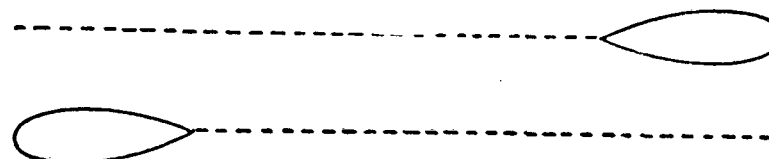
The following diagrams are intended to illustrate the steering and sailing rules:

First Situation



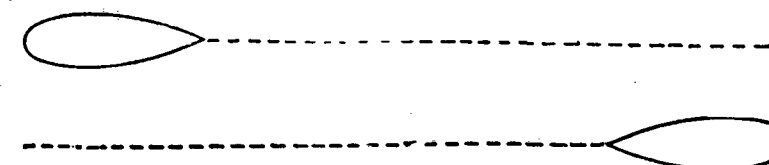
Here the two coloured lights visible to each will indicate their direct approach end on to each other. In this situation it is a standing rule that both shall direct their courses to starboard and pass on the port side of each other, each having previously given one distinct blast of the whistle.

Second Situation



In this situation the red light only will be visible to each, the screens preventing the green lights from being seen. Both vessels are evidently passing to port of each other, which is permissible in this situation, each pilot having previously signified his intention by one distinct blast of the whistle.

Third Situation



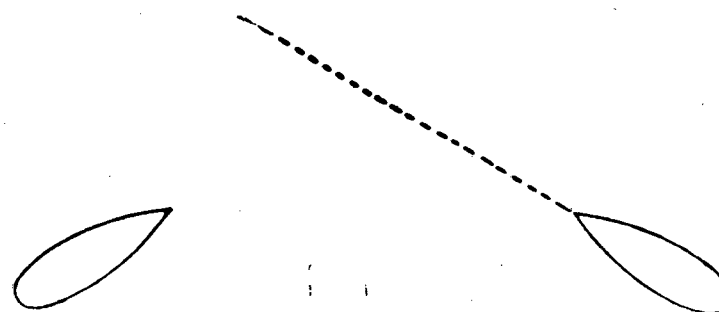
In this situation the green light only will be visible to each, the screens preventing the red light from being seen. They are therefore passing to starboard of each other, which is permissible in this situation, each pilot having previously signified his intention by two distinct blasts of the whistle.

Fourth Situation



In this situation one steam vessel is overtaking another steam vessel from some point more than two points abaft the beam of the overtaken steam vessel. The overtaking steam vessel may pass on the starboard or port side of the steam vessel ahead after the necessary signals for passing have been given, with assent of the overtaken steam vessel, as prescribed in rule 28.

Fifth Situation



In this situation two steam vessels are approaching each other at right angles or obliquely in such manner as to involve risk of collision, other than where one steam vessel is overtaking another.

The steam vessel which has the other on her own port side shall hold her course and speed, and the other shall keep clear by crossing astern of the steam vessel that is holding course and speed; or, if necessary to do so, shall slacken her speed or stop or reverse. Both steam vessels shall otherwise observe the provisions of rules 30 and 31 with respect to the signals for passing and the danger signal.

