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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

JUNE

19 74

Days at Sea	12
Days in Harbour	18
Total Distance Run	2370.5 3179.8

[Signature]
Navigating Officer.

[Signature] Capt (N)
Captain.

CAPTAIN IN CHARGE

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.

<p>00-03 CHANGE OF SKY IN LAST HOUR</p> <p>00 Cloud development not observed 01 Clouds becoming less developed 02 State of sky on the whole unchanged 03 Clouds developing</p> <p style="text-align: center;">04-10 HAZE, ETC.</p> <p>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 (visability 1/2 nautical mile or more)</p> <p style="text-align: center;">11-12 SHALLOW FOG</p> <p>11 In patches } Not deeper than 30' 12 More or less continuous } at sea or 6' ashore</p> <p>13-17 PHENOMENA WITHIN SIGHT BUT NOT AT STATION</p> <p>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</p> <p>17-19 PHENOMENA WITHIN LAST HOUR OR AT TIME OF OBSN.</p> <p>17 Thunder heard, but no precipitation at station 18 Squall(s) 19 Funnel cloud(s)</p> <p>20-29 PHENOMENA WITHIN HR. BUT NOT AT TIME OF OBSN.</p> <p>20 Drizzle 21 Rain 22 Snow 23 Rain and snow 24 Drizzle or rain, freezing } Not in showers</p> <p>25 Shower(s) of rain 26 Shower(s) of snow, or of rain and snow</p>	<p>27 Shower(s) of hail, or of hail and rain 28 Fog 29 Thunderstorm, with or without precipitation</p> <p>30-39 (Not likely to be used in ship reports)</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Slight or moderate</i></td> <td style="text-align: right;"><i>Severe</i></td> </tr> <tr> <td>30 Dust or sandstorm, decreasing</td> <td style="text-align: right;">33</td> </tr> <tr> <td>31 Dust or sandstorm, unchanging</td> <td style="text-align: right;">34</td> </tr> <tr> <td>32 Dust or sandstorm, increasing</td> <td style="text-align: right;">35</td> </tr> <tr> <td>36 Drifting snow, generally low</td> <td style="text-align: right;">37</td> </tr> <tr> <td>38 Blowing snow, generally high</td> <td style="text-align: right;">39</td> </tr> </table> <p style="text-align: center;">40-49 FOG</p> <p>40 Fog at a distance 41 Fog in patches</p> <p><i>Sky dis- cernible</i> <i>Visibility less than 1/2 mi. at time of observation</i> <i>Sky not discernible</i></p> <p>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</p> <p>50-59 DRIZZLE (Consists of numerous minute drops)</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Intermittent</i></td> <td style="text-align: right;"><i>Continuous</i></td> </tr> <tr> <td>50 Slight drizzle</td> <td style="text-align: right;">51</td> </tr> <tr> <td>52 Moderate drizzle</td> <td style="text-align: right;">53</td> </tr> <tr> <td>54 Thick drizzle</td> <td style="text-align: right;">55</td> </tr> </table> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Slight</i></td> <td style="text-align: right;"><i>Moderate or thick</i></td> </tr> <tr> <td>56 Freezing 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rain or snow)</p> <p>91-94 THUNDER HEARD DURING PRECEDING HOUR BUT NOT AT TIME OF OBSERVATION (Note, choose numbers 17 or 29 whenever applicable)</p> <table border="0" style="width: 100%;"> <tr> <td>91 Slight rain</td> <td rowspan="4" style="vertical-align: middle;">} Precipitation occurring at time of observation</td> </tr> <tr> <td>92 Moderate or heavy rain</td> </tr> <tr> <td>93 Slight snow and rain, or hail</td> </tr> <tr> <td>94 Moderate or heavy snow and rain, or hail</td> </tr> </table> <p>95-99 THUNDERSTORM AT TIME OF OBSERVATION</p> <table border="0" style="width: 100%;"> <tr> <td>95 Slight or mdt tstm without hail</td> <td rowspan="4" style="vertical-align: middle;">} Precipitation occurring at time of obsn.</td> </tr> <tr> <td>96 Slight or mdt tstm with hail</td> </tr> <tr> <td>97 Hvy thunderstm without hail</td> </tr> <tr> <td>98 Tstm with dust or sandstorm</td> </tr> <tr> <td>99 Heavy thunderstorm with hail</td> <td style="text-align: right;">(Ditto)</td> </tr> 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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†	Maximum Height in brackets	NBCD state	NBCD
								Abearm	↓
0	0	Less than 1	Calm.....	—	Sea like a mirror.....			Alter course	a/c
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.	—(1/2)		Anchor	↓
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.....	1/2(1)		As requisite	as req
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)		Base course	b/c
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.....	3 1/2(5)		Bearing	bg
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 (8 1/2)		Cable	c
6	24	22—27	Strong breeze...	Smacks double-reef gaff main-sails.	Large waves begin to form; the white foam crests are more extensive everywhere. (Probably some spray).....	9 1/2(13)		Cape	Cp
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)	13 1/2(19)		Cease fire	CF
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)		Compass	(C)
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)		Course	co
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 and speed	co & sp
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)		Dead reckoning position	DR
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		Direction finder	D/F
13	76	72—80						Distance	dist
14	85	81—89						Distance made good	DMG
15	95	90—99						Estimated position	EP
16	104	100—108						Fathom	fm
17	114	109—118						Feet	ft

* 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 Revns. 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		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	
	200.9	<p>Starboard and 1st of Port Watches.</p> <p>CPO & PO 1630 - 0755 Tuesday.</p> <p>LS & below 1640 - 0745 "</p> <p>OSUT 1640 - 0100 "</p> <p>WK 1640 - 1015 "</p>	1410	<p>Anchor</p> <p>{ Anglican Church Steeple 348°</p> <p>{ Dominion Coal Jetty 019°</p> <p>{ Old Railway Pt. 106°</p> <p>{ Careening Pt. Bw. 1000930</p>

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 - $\frac{1}{2}$ 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 1 pt. 1.1 m. (Ra) a/c 083°		
0450 - { Egg Is. Lt. 350°, 10.45 m. (Ra.) Egg Is. Buoy 000°, $\frac{5.7^{08}}$ 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).		
0730 - Lifebuy Sentry exercised Lifebuy Alarm tested		J.P.
0758 - { Liscombe Is. Lt. 281° Country Is. Lt. 352°		
0800 - Divisions and prayers.		
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 s.19(1)		
1030 Cape Canso bry. 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 bry. 000° - 7 m. (Ra.)		
1340 SSD closed up, assumed NBCD 1.		
1355 - Louisburg Bell Buoy 1 pt. 1 m. (Ra.) a/c 275° sp. 10 knots.		
1401 - Co. and sp. as req. for coming to 1. 1410 Let go pt. 1. 1415 Came to in 6 fms. with 3 sh. - on deck.		
1420 - SSD secured, Lt. 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 pt. side to. Reverted to 2 hour notice for steam.		
Co. & spd. as req. to berth alongside.		P.J.
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 - 0-32414 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
				Time	Forward	Aft	
0800	44° 53' 3"	61° 29' 1"	0758 (+4) FIX.				
1200	45° 25' 4"	59° 58' 8"	1159 (+4) (Ra.)	0145	12' 5"	16' 6"	
2000	'	'		1425	12' 3"	16' 4"	

HMCS PROTECTEUR

SATUR DAY

1 OF JUNE

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	01	1021.5	22.8	21.1	
0500																					
0600																					
0700																					
0800	+3	4953.49								7	180	5				98	03	1022	25.0	23.3	
0900		4958.74	5.2	10.2	VAR	VAR	VAR	VAR	14 1/2 W												
1000		4970.18	10.4	52.8	VAR	VAR	VAR	VAR	14 1/2 W												
1024		4974.50	4.4		080	080	097	2°W	15°W												
1100		4981.97	5.4	58.6	004	004	021	2°W	15°W												
1200	+3	4993.52	10.2	50.9	004	004	021	2°W	15°W	2	225	10	0.5	020	60	98	02	1023	28.3	25.0	26.1
1300		5006.73	13.21	60.4	004	004	021	2°W	15W												
1400		5020.98	14.23	61.2	004	004	021	2°W	15W												
1500		5034.04	13.06	61.7	004	004	021	2°W	15W												
1600	+3	5047.97	12.2	59.9	004	004	021	2°W	15W	7	220	12	0	025	6	98	02	1023	23.9	21.1	23.3
1700		5058.15	7.0	50.8	004	004	021	2°W	15W												
1800	+3	5072.00	12.0	60.5	004	004	021	2°W	16W	3	220	10	1/2	025	5	98	03	1023	25.6	23.3	2.9
1900		5085.30	13.3	60.0	004	004	021	1°W	16°W												
2000	+3	5099.30	13.0	62.8	004	004	021	1°W	16°W	3	220	10	0.5	030	5	98	02	1022	25.6	23.3	25.6
2100		5102.63	3.3	16.6	VAR	VAR	VAR	VAR	16°W												
2200		5112.58	9.6	48.4	004	004	021	1°W	16°W												
2300		5126.91	12.6	63.8	004	004	021	1°W	16°W												
2400	+3	5141.70	12.6	63.8	004	004	021	1°W	16°W	3	220	8	1	290	8	98	02	1019.5	22.8	21.1	24.4

Distance run through the Water Midnight to Midnight

171.7

Leave Granted to Ship's Company

Anchor Bearings

1974

FROM *BERMUDA*

TO *HALIFAX*

, OR AT

REMARKS

Initials of the Officer of the Watch

0613 - SUNRISE

0700 - Hands to stations for leaving Harbour

0740 - SSD + CP closed up - Assumed Cond. Yankee

0745 - Pilot onboard

0754 - Tug secured aft + Tug secured fwd. 0800 - COURSE.

0807 - Rung on Main Engines 0828 - Hoisted FMB. 0834 - Set Course 007 Sp 0859 - a/c 05F

0814 - Slipped from Jetty. Co + Sp as Reg'd to exit South Basin 0844 - a/c 01F

0825 - Slipped after tug 0830 - Slipped Fwd tug 0848 - a/c 3K5

0907 - a/c 096 0944 - a/c 080 0950 - Secured SSD + CP

0937 - a/c 110 0946 - SP 8

0938 - a/c a/c 135 0950 - SP 8 - Pilot Boat alongside - Pilot disembarked.

1005 - SP 12

1024 - a/c 004

1045 - COMMENCED BATTLE PROBLEM.

1109 - COMMENCED ENGINEERING TRIALS, SP VAR.

1140 - SWITCHED TO GYRO CONTROL

1146 - SWITCHED TO PORT STEERING SYSTEM

1112 - SWITCHED TO MCR CONTROL

1115 - COMPLETED BATTLE PROBLEM

1026 { ST. CATHARINE'S Pt. 265°
RDRQVIS { ST. DAVID'S HD. 5.9, 249.5

1130 { ST. CATHARINE'S Pt. 14.5 MI
RDRQVIS { COOPER'S IS. Pt. 207°, 16.1 MI.

1415 E.P. { 33° 05' N
64° 27' W

1601 - EXERCISED MOB
1605 - LAUNCHED RECOVERY BOAT
1608 - MAN RECOVERED

1616 - BOAT CLEAR OF WHEEL RESCUE A
1618 - S/C 004 SP 12; SECURED EMERGENCY STATIONS
1620 - RAPT STATIONS
1630 - SECURED RAPT STATIONS

1640 L.R.N. { 33° 35' N
64° 20' W

1800 L.R.N. { 33° 52' 9" N
64° 18' 5" W

2000 L.R.N. { 34° 18' 1" N
64° 17' 5" W

2002 CO - SP VAR TO INVESTIGATE RED BOAT IN WATER
2003 SP 0

2015 S/C 004 SP 12
2021 SP 0. COMMENCED ENGINEERING TRIALS
2023 SUNSET. NAV LTS SW. ON

2200 E.P. { 34° 37' 0" N
64° 15' 0" W

2115 COMPLETED ENGINEERING TRIALS
S/C 004 SP 12

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	°	'					
1200	32° 41.3' N	64° 30.3' W	1200 FIX	0800	25' 8"	28' 0"	STEAMING
2000	34° 18.1' N	64° 17.5' W	2000 (BRAN) FIX				

HMCS PROTECTOR

SUN DAY

2nd OF JUNE

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		5153.85	12.6	63.9	004	004	021	1°W	16°W												
0200		5170.00	12.6	63.9	004	004	021	1°W	16°W												
0300		5184.29	12.6	63.9	004	004	021	1°W	16°W												
0400	+3	5199.45	14.6	63.9	004	004	021	1°W	16°W	8	230	17	2	25°	5	97	40	1018.0	23.9	22.8	23.9
0500		5214.14	14.69	63.9	004	004	021	1°W	16°W												
0600		5228.83	14.65	63.9	004	004	022	1°W	17°W												
0700		5243.29	14.46	63.9	004	004	022	1°W	17°W												
0800	+3	5257.23	11.94	51.7	004	004	023	1°W	18°W	8	205	13	4	300	4	97	40	1018.0	23.3	22.2	25.6
0900		5265.96	10.73	47.2	004	004	023	1°W	18°W												
1000		5276.18	10.82	48.0	004	004	023	1°W	18°W												
1100		5287.86	11.08	47.3	004	004	023	1°W	18°W												
1200	+3	5298.42	8.5	42.5	004	004	023	1°W	18°W	6	225	10	4	290	4	98	01	1018.0	23.9	21.6	25.6
1300		5309.01	9.7	46.5	004	004	023	1°W	18°W												
1400		5318.76	8.1	40.2	004	004	023	1°W	18°W												
1500		5328.76	9.5	46.9	004	004	023	1°W	18°W												
1600	+3	5333.58	4.8	19.2	004	004	023	1°W	18°W	3	280	15	2	270	4	97	40	1017.0	26.1	22.8	25.6
1700		5345.91	12.3	52.8	004	004	023	1°W	18°W												
1800	+3	5359.41	13.5	60.8	004	004	023	1°W	18°W	6	240	10	1	240	4	96	40	1019.0	20.0	18.3	20.0
1900		5373.19	13.7	60.9	004	004	023	1°W	18°W												
2000	+3	5386.22	13.3	57.8	004	004	023°	1°W	18°W	7	000	8	0	200	2	98	01	1019.0	20.0	18.3	16.7
2100		5398.0	11.9	53.7	004	004	023°	1/2°W	18 1/2°W												
2200		5407.55	9.6	39.5	004	004	023°	1/2°W	18 1/2°W												
2300		5419.00	11.5	50.3	004	004	023°	NEL	19°W												
2400	+3	5430.83	10.2	50.1	004	004	023°	2°W NEL	19°W	8	040	10	1	080	4	98	03	1021.0	20.0	16.7	22.2

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	277.5			

1977

FROM *PERMUDA*

TO *HALIFAX*

, OR AT

REMARKS

Initials of the Officer of the Watch

0900 { 35° 37' N
LRN { 64° 12' W

ST

0600 - SUNRISE - NAV. LTS. SW OFF

0700 { 36° 27' N
LORAN { 64° 01' W

ST

0800 - HANDS TO CLEANING STATIONS

0801 { 36° 40' N
LORAN { 64° 08' W

0940 - COMMENCED ENGINEERING TRIALS; SWITCHED TO MER CONTROL; speed as req.
1000 - HANDS TO CEREMONIAL DIVISIONS

1015 { 37° 05' N
E.P. { 64° 05' W

1200 - COMPLETED ENGINEERING TRIALS

1200 { 37° 19' N
LRN { 64° 04' W

ST

1325 - RE-COMMENCED ENGINEERING TRIALS

1555 { 37° 58' N
LRN { 64° 06' W

ST

1800 { 63° 43.0' W
LRN { 38° 16.5' N

SPEEDS VARIOUS TO PROGRESS ENGINEERING TRIALS.

1930 { 38° 37.0' N
LRN { 63° 42.0' W

ST

2045. SUNSET. SW ON NAV LTS. DARKEN SHIP

2120. COMPLETED ENGINEERING TRIALS. SWITCH TO BRIDGE CONTROL. *SP 11*

2150 { AT 38° 50' N
LORAN { LONG. 63° 38' W

ST

Position	Latitude	Longitude	Depending on	Draught		Notice for Main Engines at Noon
				Time	Forward / Aft	
0800	36° 40.0' N	64° 08.0' W	0801 LORAN			STEERING
1200	37° 19.0' N	64° 04.0' W	1200 LORAN			
2000	38° 41.0' N	63° 41.0' W	1930 LORAN			

HMCS PROTECTEUR

MON DAY

3RD OF JUNE

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		5442.54	11.3	50.1	004	004	025	2W	19W												
0200		5453.97	11.3	50.2	004	004	025	2W	19W												
0300		5465.72	11.3	50.0	004	004	025	2W	19W												
0400	+3	5477.46	11.3	50.2	004	004	025	2W	19W	8	085	15	1	080	4	98	51 02	1021.0	20.8	15.6	
0500		5489.20	11.74	50.3	004	004	025	2W	19W												
0600		5501.03	11.83	50.3	004	004	026	2W	20W												
0700		5512.53	11.50	50.3	004	004	026	2W	20W												
0800	3	5523.80	11.4	50.2	004	004	026	2W	20W	8	130	18	2	120	4	98	02	1020	18.3	13.3	23.3
0900		5534.98	10.2	50.3	004	004	026	2°W	20°W												
1000		5546.38	10.3	50.6	004	004	026	2°W	20°W												
1100		5558.00	10.3	50.5	004	004	026	2°W	20°W												
1200	+3	5569.35	10.3	50.8	004	004	026	2°W	20°W	8	055	24	3	090	5	97	63	1021.0	11.7	10.0	11.1
1300		5580.62	10.6	50.1	004	004	026	2°W	20°W												
1400		5589.70	10.0	49.6	004	004	026	2°W	20°W												
1500		5599.10	9.8	48.1	004	004	026	2°W	20°W												
1600	+3	5609.79	10.0	50.9	004	004	026	2°W	20°W	8	095	30	3	080	5	97	63	1019	10.6	10.0	11.1
1700		5617.68	9.1	46.3	VAR	VAR	VAR	VAR	21°W												
1800	+3	5628.21	10.2	51.2	004	004	027	2°W	21°W	8	090	28	4	085	6	97	63	1017.5	11.1	10.0	10.0
1900		5638.62	10.0	50.5	004	004	027	2°W	21°W												
2000	+3	5649.39	10.69	50.9	004	004	027	2°W	21°W	8	075	30	4	080	7	96	21	1017.0	8.9	8.3	10.0
2100		5658.79	9.45	45.5	005	005	028	2°W	21°W												
2200		5664.18	5.39	35.6	VAR	VAR	VAR	VAR	21°W												
2205			2.6		005	005															
2300		5672.44	8.00	40.9	007	007	030	2°W	21°W												
2400	+3	5680.44	8.00	40.9	012	012	035	2°W	21°W	8	075	21	2	055	4	97	62	1017	8.3	7.8	5.1

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	244.3			

1974

FROM BERMUDA

TO HALIFAX

, OR AT

REMARKS		Initials of the Officer of the Watch
	0320 LORAN { 39° 54' N 63° 40' W	<i>[Signature]</i>
0547 - SUNRISE, SWITCHED OFF NAV LIGHTS		
	0640 LORAN { 40° 34' N 63° 40' W	
0800 - HANDS EMPLOYED CLEANING STATION		<i>[Signature]</i>
0900 - Hands employed degreasing internal spaces.	0830 LORAN { 40° 53' N 63° 34' W	
		<i>[Signature]</i>
1242 - COMMENCED ENGINEERING TRIALS, SP. VAR	1245 DECCA { 41° 38' N 63° 32' W	
1437 - COMPLETED ENGINEERING TRIALS, SP. 10.	1330 DECCA { 41° 45' N 63° 31' W	
	1500 DECCA { 41° 58' N 63° 30' W	
1611 EXERCISE MAN OVERBOARD COY SP VAR AS REQ'D 1620 LOWERED ZODIAC	1630 EXERCISE MAN OVERBOARD COMPLETED RAISED ZODIAC S/C 004 SP 10 1640 EXERCISED STEERING GEAR BREAKDOWN 1655 EXERCISE COMPLETED S/C 004 SP 10	
	1700 DECCA { 42° 14' N 63° 30' W	<i>[Signature]</i>
	1800 DECCA { 42° 24' N 63° 30' W	<i>[Signature]</i>
	1900 DECCA { 42° 34' N 63° 29' W	
	2000 DECCA { 42° 42' N 63° 29' W	<i>[Signature]</i>
2020-SP9 2029-SP8	2047 - SUNSET - NAV LTS SW ON - DARKENED SHIP	
2123 - EXERCISED MAN OVERBOARD COY SP AS REQ 2141 - LOWERED ZODIAC	2155 - RECOVERED ZODIAC SECURED RESCUE BINS 2159 - SET GO 4 SP 005/8	
	2033 DECCA { 42° 47' N 63° 29' W	
	2206 DECCA { 42° 55' N 63° 32' W	
2300 - AC012		
	2318 DECCA { 43° 02' N 63° 31' W	<i>[Signature]</i>

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	40° 49' 0" N	63° 39' 5" W	0830 LORAN				STEAMING
1200	41° 29' 0" N	63° 31' 0" W	1245 LORAN				
2000	42° 42' 0" N	63° 29' 0" W	2000 DECCA				

HMCS PROTECTEUR

TUES DAY

4th OF JUNE

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		
0052 0100		568830	7.86	41.3	012 015	012 015	035 038		2W 2W														
0200		5698.48	10.18	41.7	015	015	038		2W 2W														
0300		5708.61	10.13	53.2	VAR	VAR	VAR		VAR 2W														
0345 0400	+3	5715.01 5718.36	6.4 2.6	41 46.9	250 005	350 005	013 028		2W 2W	8	060	22	1	070	4	96	42	1018.0	7.2	6.7	5.6		
0500		5727.95	9.0	46.9	005	005	029		2W 22W														
0600		5737.54	4.5	47.8	005 VAR 002	005 VAR 002	029 VAR 029		2W VAR 22W														
0700		5743.40	5.0	33.6	VAR	VAR	VAR		VAR 22W														
0800	+3	5753.48	9.2	65.9	VAR	VAR	VAR		VAR 22W	5	070	15	1	070	4	98	01	1020.0	7.2	6.7	4.4		
0900		5768.60	12.8	65.3	VAR	VAR	VAR		VAR 22W														
1000		5778.70	10.1	50.4	VAR	VAR	VAR		VAR 22W														
1100		-	-	-	VAR	VAR	VAR		VAR 22W														
1200	+3									2	010	6				98	02	1021	17.8	14.4			
1300																							
1400																							
1500																							
1600										2	010	5				98	02	1020	14.4	13.9			
1700																							
1800																							
1900																							
2000										2	CALM					98	02	1020	15.6	13.8			
2100																							
2200																							
2300																							
2400										2	CALM					98	02	1021	12.8	11.1			

Distance run through the Water Midnight to Midnight	87.8	Leave Granted to Ship's Company PERSONNEL NOT REQUIRED FOR DUTY FROM 1120 TUESD. TO 0755 WED.	Anchor Bearings

HMCS PROTECTEUR

WEDNESDAY

5th OF JUNE

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										4	CALM					98	02	1022	10.6	10.0	
0500																					
0600																					
0700																					
0800										2	CALM					98	01	1021	11.1	10.0	
0900																					
1000																					
1100																					
1200	43									2	290	5				98	02	1022	18.3	15.6	
1300																					
1400																					
1500																					
1600										4	180	10				98	03	1019	21.1	18.3	
1700																					
1800																					
1900																					
2000										3	240	10				98	01	1021	15.6	12.8	
2100																					
2200																					
2300																					
2400										1	CALM					98	01	1021	14.4	12.2	

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY
FROM 1600 WEDNESDAY
TO 0755 THURSDAY

1974 FROM [] TO [] , OR AT HALIFAX, NS
 JETTY 8

REMARKS

Initials
 of the
 Officer
 of the
 Watch

0532 - SUNRISE

0800 - COLLECTORS' HANDS TO CLEANING STATIONS

0930 - SECURE CLEANING STATIONS; HANDS EMPLOYED BY DEPARTMENTS.

1035 - ABBN LEGAULT HAND INJURED WHILE LINEHANDLING HMS. HERMES.

1600 - SECURE

1910 - ROUNDS CORRECT

2052 - SUNSET

2127 - FIRE ALARM SET OFF, FALSE ALARM CAPD'S SEAVERY

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

HMCS PROTECTEUR

THURSDAY

6TH OF JUNE

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	CALM					98	03	1017	15.6	14.4	
0500																					
0600																					
0700																					
0800										5	050	8				98	01	1016	10.0	8.3	
0900																					
1000																					
1100																					
1200	+3									3	050	18				98	02	1016	9.4	12.8	
1300																					
1400																					
1500																					
1600										0	010	12				98	01	1024	15.6	12.8	
1700																					
1800																					
1900																					
2000										0	010	8				98	01	1025	17.2	11.1	
2100																					
2200																					
2300																					
2400										0	310	5				98	02	1025	12.2	8.3	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1600 THURSDAY TO 0755 FRIDAY	

1974

FROM

TO

, OR AT HALIFAX, NS

REMARKS

Initials
of the
Officer
of the
Watch

0532 - SUNRISE

0800 - COLOURS, HANDS TO CLEANING STATIONS.

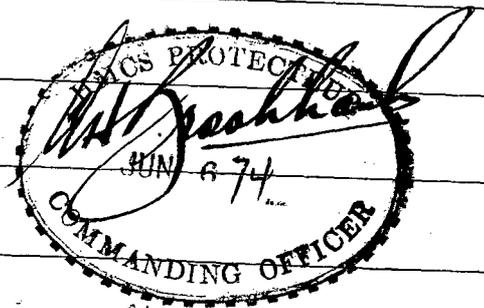
0800 - ONE MAN POSTED TO CFFS HALIFAX

0900 - SECURE CLEANING STNS; HANDS EMPLOYED BY DEPARTMENTS.

1600 - SECURE

1940 - ROUNDS CORRECT

2053 - SUNSET



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

HMCS PROTECTEUR

FRI DAY

7th OF JUNE

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										0	CALM					98	02	1024	9.4	7.8		
0500																						
0600																						
0700																						
0800										1	325	5				98	02	1024	11.1	8.9		
0900																						
1000																						
1100																						
1200	+3									4	025	10				98	03	1021	16.7	10.0		
1300																						
1400																						
1500																						
1600										4	020	12				98	02	1021	21.1	14.4		
1700																						
1800																						
1900																						
2000										4	025	5				98	02	1021	21.1	12.8		
2100																						
2200																						
2300																						
2400										3	015	6				98	02	1021	15.0	10.0		

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

AWAY FROM SECURE FRI
UNTIL 0755 MON

19 74 . FROM .

TO :

OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0531 - SUNRISE

0700 - COLOURS. HANDS EMPLOYED CLEANING STATIONS

DB

s.19(1)

1100 - [REDACTED] CAPT(N) BROCKBANK A.H. ASSUMED COMMAND OF HMCS PROTECTEUR
 1105 - [REDACTED] CAPT(N) MAINGUY D.N. POSTED TO NDHQ OTTAWA

1245 - SECURE

1700 - ROUNDS CORRECT

DC

2054 - SUNSET

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

HMCS PROTECTEUR

SATURDAY

8th OF JUNE

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	-	0				98	02	1024	15.6	10.6	
0500																					
0600																					
0700																					
0800										6	-	0				98	02	1024	15	11.1	
0900																					
1000																					
1100																					
1200	+3									2	320	5				98	02	1025	25	16.7	
1300																					
1400																					
1500																					
1600										1	340	10				98	01	1016	22.2	21.1	
1700																					
1800																					
1900																					
2000										5	-	0				98	03	1015	26.7	17.8	
2100																					
2200																					
2300																					
2400										7	320	5				98	03	1015	21.1	19.4	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PURFO FM 1730 SAT UNTIL 0755 MON	

1974

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0531 - SUNRISE

0600 - COLOURS, DRESSED SHIP ON OCCASION OF ARMED FORCES DAY

1030 - SHIP OPENED TO VISITORS

1730 - CLOSED SHIP TO VISITORS - TOTAL NUMBER OF VISITORS 640

1930 - ROUNDS CORRECT

2055 - SUNSET - UN-DRESSED SHIP

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

HMCS PROTECTEUR

SUN DAY

9TH OF JUNE

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										4	350	5				98	02	1017	16.1	13.9	
0500																					
0600																					
0700																					
0800										1	360	5				98	01	1015	20.0	15.6	
0900																					
1000																					
1100																					
1200 ⁺³										2	330	5				98	03	1004	21.1	17.8	
1300																					
1400																					
1500																					
1600										6	150	5				98	03	1004	25.6	19.4	
1700																					
1800																					
1900																					
2000										6	170	3				96	63	1006	18.3	18.3	
2100																					
2200																					
2300																					
2400										7	170	3				96	63	1008	18.2	18.2	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 0930 SUNDAY TO 0755 MONDAY	

1974

FROM

TO

OR AT HALIFAX, N.S.

REMARKS

Initials of the Officer of the Watch

0530 - SUNRISE

0800 - COLOURS

[Handwritten signature]

1245 - EXERCISED FIRE STATIONS, FIRE IN ELECTRICAL STORES.

124

1910 - ROUNDS CORRECT

2055 - SUNSET

[Handwritten signature]

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

HMCS PROTECTEUR

MON DAY

10TH OF JUNE

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. 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	330	5				98	03	1007	11.1	8.5		
0500																						
0600																						
0700																						
0800										7	190	3				98	01	1005	11.7	10.0		
0900																						
1000																						
1100																						
1200	13									8	185	10	-	-	-	98	03	1007.0	13.7	10.6		
1300																						
1400																						
1500																						
1600										8	180	8	-	-	-	98	02	1010.0	11.7	10.6		
1700																						
1800																						
1900																						
2000										4	180	10	-	-	-	98	01	1011.1	15.1	11		
2100																						
2200																						
2300																						
2400										2	CALM	-	-	-	-	98	01	1012.0	12.2	10		

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

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

REMARKS

Initials of the Officer of the Watch

0531 - SUNRISE

s.19(1)

0810 - CAPT TRUELOVE L. POSTED TO CFFS HALIFAX.
 0755 - HANDS TO CELEBRATE DIVISIONS ORDD - COLOURS, DRESSED WITH MASTHEAD INSIDE ON THE OCCASION OF PRINCE PHILLIP'S BIRTHDAY

AK

1600 SECURE

1745 - EXERCISE (EMERGENCY PARTY) AT FIRE STATIONS, FUEL TESTING LAB.

AK

2156 - SUNSET

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

HMCS PROTECTEUR

TUES DAY

11TH OF JUNE

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	62	1013.0	10.0	8.7		
0500																					
0600																					
0700																					
0800										2	CALM	-	-	-	98	02	1013.0	10.0	5.2		
0900																					
1000																					
1100																					
1200	+3									4	350	5			98	03	1014	13.9	10.6		
1300																					
1400																					
1500																					
1600										4	130	10			98	02	1014	17.7	13.3		
1700																					
1800																					
1900																					
2000										8	150	5			96	40	1012	13.9	11.1		
2100																					
2200																					
2300																					
2400										8	160	5			97	50	1010	14.4	12.8		

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PAUSED FROM SECURE TUES
UNTIL 0755 WED

1974

FROM

TO

OR AT

HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0500 - SUNRISE

0800 - ROUNDS ; HANDS EMPLOYED AT CLEANING STATIONS.

0900 - SECURED CLEANING STNS ; HANDS EMPLOYED BY DEPARTMENTS.

1600 - SECURE

1930 - ROUNDS CORRECT

1945 - DIVERS DOWN TO INVESTIGATE POSSIBLE FUEL LEAK.

2010 - DIVERS OUT OF WATER

2054 - SUNSET

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

HMCS PROTECTEUR

WEDNESDAY

12th OF JUNE

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	-	-	-	93	40	1010	13.9	12.8		
0500																					
0600																					
0700																					
0800										8	140	5	-	-	93	42	1010	15.8	10.6		
0900																					
1000																					
1100																					
1200	+3									3	130	5	-	-	95	42	1011	15.6	13.3		
1300																					
1400																					
1500																					
1600										3	130	5	-	-	95	04	1011	20.6	16.7		
1700																					
1800																					
1900																					
2000										7	040	4	-	-	96	25	1016	20.0	15.6		
2100																					
2200																					
2300																					
2400										7	060	5	-	-	96	04	1013	15.6	13.3		

Distance run
through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PNRF FROM 1600 WED.
UNTIL 0755 THURS.

1974

FROM

TO

, OR AT HALIFAX

REMARKS

Initials
of the
Officer
of the
Watch

0532 - SUNRISE

0800 COLOURS, HANDS EMPLOYED AT CLEANING STNS.

[Handwritten initials]

0900 - SECURED CLEANING STNS; HANDS EMPLOYED BY DEPARTMENTS.

1600 SECURE

1915 ROUNDS CORRECT
1930 EXERCISED EMERGENCY PARTY AT FIRE STATIONS IN TACAN SPACE.

[Handwritten initials]

1955 SUNSET

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

HMCS PROTÉCTEUR

1 HURS. DAY

13TH OF JUNE

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										3	CALM	-	-	-	96	01	1012	15.0	12.8			
0500																						
0600																						
0700																						
0800										8	CALM	-	-	-	94	44	1015	13.9	12.8			
0900																						
1000																						
1100																						
1200+3										2	CALM	-	-	-	97	42	1015	16.1	15.0			
1300																						
1400																						
1500																						
1600										2	25φ	1φ			98	02	1016	23.9	17.2			
1700																						
1800																						
1900																						
2000										2	CALM	-	-	-	98	02	1021	20.0	15.6			
2100																						
2200																						
2300																						
2400										2	CALM	-	-	-	98	02	1021.5	13.9	12.2			

Distance run through the Water Midnight to Midnight

Leave Granted to Ship's Company

Anchor Bearings

PNRFD FM SECURE THURSDAY UNTIL 0755 FRIDAY

1974

FROM

TO

FOR AT HALIFAX

REMARKS

Initials of the Officer of the Watch

0530 - SURISE

0800 - COLOURS - HANDS EMPLOYED AT CLEANING STATIONS

RAB

0900 - HANDS EMPLOYED BY DEPARTMENT

0930 - ENGINEERING DEPT MUSTERED IN HANGER FOR OPEN LIST INSPECTION

1110 - COMMENCED BOW THRUSTER TRIAL 1140 - COMPLETED OPEN LIST INSPECTION

1125 - BOW THRUSTER TRIAL COMPLETED

1600 - SECURE

1830 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - SCR.
 1847 - SECURED EMERGENCY PARTY

1920 - ROUNDS CORRECT

2057 - SUNSET

[Handwritten signature]



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

HMCS PROTECTEUR

FRI DAY

14TH OF JUNE

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 - 020					98 02	1021	13.9	12.2		
0500																					
0600																					
0700																					
0800										2	CALM - 020					98 02	1024	12.8	11.7		
0900																					
1000																					
1100																					
1200	+3									1	120	5				98 01	1024	21.1	16.1		
1300																					
1400																					
1500																					
1600										1	350	5				98 02	1020	26.1	17.8		
1700																					
1800																					
1900																					
2000										3	280	5				98 03	1021	23.3	16.1		
2100																					
2200																					
2300																					
2400										5	CALM					98 03	1020	19.4	18.3		

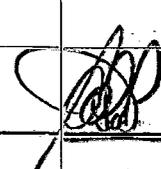
Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1600 FRIDAY TO 0750 SATURDAY		

1974

FROM

TO

OR AT HALIFAX, N.S.

REMARKS		Initials of the Officer of the Watch
0341 - INITIATED SHIP'S COMPANY RECALL		
0430 - EXERCISED "BOMB DISPOSAL" ORGANIZATION LOWER DECKS CLEARED TO ORGANIZE SHIP BOARD SEARCH "ASSUMED NOOB COND BY" 0445 - "BOMB" LOCATED IN GAS TURBINE COMPT.		
0446 - "BOMB" LOCATED IN REFRIG. MACH. SPACE 0459 - BOMBS DETERMINED TO BE ANTI-DISTURBANCE TYPE 0540 - CLD ORDERED TO REMOTELY ACTIVATE BOMB FOUND IN GAS TURBINE COMPT. NOBL PRECAUTIONS TAKEN TO ISOLATE AREA & ESTABLISH FIRE BOUNDARIES 0550 - ACTIVATED "BOMB" REMOTELY		
0630 - EXERCISE TERMINATED		
0800 - COLOURS - HALF MASTED ON OCCASION OF FUNERAL OF HRH THE DUKE OF GLOUCESTER 0810 - THREE MEN JOINED FROM HMCS ST. LAUREN 0930 - HANDS TO GENERAL PAYMENT		
1200 - SECURE		
1442 - EXERCISE EMERGENCY PARTY - FLOOD SONAR SPACE - 4 DECK		
1550 - 438 131 294 CAPT ATKINS J. FROM CPB BAGOTVILLE - ON BOARD		DB
1920 - ROUNDS CORRECT		
2059 - SUNSET		

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

HMCS PROTECTEUR

SAT DAY

15TH OF JUNE

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										5	CALM					98	00	1020	15.6	12.8	
0500																					
0600																					
0700																					
0800										3	CALM					98	01	1021	13.3	15.6	
0900																					
1000																					
1100																					
1200	+3									1	CALM					98	01	1021.0	13.3	15.6	
1300																					
1400																					
1500																					
1600										1	140	5	-	-	-	98	01	1022.0	21.1	18.3	
1700																					
1800																					
1900																					
2000										1	140	2	-	-	-	98	02	1021.0	21.1	15.6	
2100																					
2200																					
2300																					
2400										2	140	2	-	-	-	98	02	1020.0	15.0	12.8	

Distance run through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY FROM
0755 SATURDAY TO 0755 MONDAY

1974

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
 of the
 Officer
 of the
 Watch

s.19(1)

0530 - SUNRISE

0800 - COLOURS - DRESS SHIP COMMONWEALTH DAY
 0810 - [REDACTED] CAPT WOGAN J.C. JOINED FROM HMCS NIPIGON

DB

1049 EXERCISE EMERGENCY PARTY AT FIRE STATIONS, STEERING GEAR COMPARTMENT

1915 ROUNDS CORRECT

2058 SUNSET

[Handwritten signature]

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

HMCS PROTECTOR

SUNDAY

16th OF JUNE

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										2	140	5	-	-	-	98	02	1021.0	14.4	12.2	
0500																					
0600																					
0700																					
0800										1 338	330	2	-	-	-	98	42	1021.0	12.2	11.1	
0900																					
1000																					
1100																					
1200	+3									1 140	140	5	-	-	-	98	02	1022.0	20.6	16.1	-
1300																					
1400																					
1500																					
1600										1 180	180	15	-	-	-	98	02	1022.0	19.4	15.6	-
1700																					
1800																					
1900																					
2000										4	180	15	-	-	-	98	03	1022.0	19.4	15.6	-
2100																					
2200																					
2300																					
2400										8	180	5	-	-	-	95	47	1022.0	15.0	12.8	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PNRFD FROM 0755 SUNDAY TO 0755 MONDAY	

1974

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials
of the
Officer
of the
Watch

0530 SUNRISE

0800 COLOURS

[Handwritten signature]

1800 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS IN BOILER ROOM

1930 - ROUNDS CORRECT

[Handwritten signature]

2059 - SUNSET

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

HMCS PROTECTOR

MON DAY

17TH OF JUNE

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	-	-	-	93	45	1022.0	10.6	10.0		
0500																					
0600																					
0700																					
0800										8	150	15				95	02	1022	12.8	12.2	
0900																					
1000																					
1100																					
1200	+3									8	040	8				96	02	1022	15.6	14.4	
1300																					
1400																					
1500																					
1600										8	136	16				96	20	1023	15.6	13.9	
1700																					
1800																					
1900																					
2000										8	140	16				98	02	1023	15.0	14.4	
2100																					
2200																					
2300																					
2400										8	100	8				97	02	1022	13.1	12.2	

Distance run through the Water
Midnight to
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY FROM
1600 MONDAY TO 0755 TUESDAY

19 74 FROM

TO

Document disclosed under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

OR AT HALIFAX

REMARKS

Initials of the Officer of the Watch

s.19(1)

0530 - SUNRISE

0800 - COLOURS - HANDS EMPLOYED AT CLEANING STATIONS.

0810 - LT BACH E. JOINED FROM CFB BAGOTVILLE; 613 354 158 LT GILLESPIE POSTED TO CFB HALIFAX; ONE MAN JOINED FROM CFB SHEARWATER

0900 - HANDS EMPLOYED BY DEPARTMENT
0905 - HAVE HENDERS, HMCS ASSIGNED TO SAA

1100 - MEXICAN TUG SHIP CHI HUA HUA FROM SEA TO JETT 16.

1130 - COMMENCED BASIN TRIALS
1201 - COMPLETED BASIN TRIALS

1425 - COMMENCED AMMUNITIONING SHIP - SMOKE PLAKES
1445 - CEASED AMMUNITIONING

1600 - SECURE

1750 - EXERCISED EMERGENCY OTH AT FIRE STNS - #1 GENERAL STOR

1920 - ROUNDS CORRECT

2059 - SUNSET

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

HMCS PROTECTOR

TUES DAY

18TH OF JUNE

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	10					94	40	1022	13.3	12.2	
0500																					
0600																					
0700																					
0800										8	130	10				95	02	1021	13.0	10.6	
0900																					
1000																					
1100																					
1200	+3									8	145	10				95	60	1020	13.9	12.8	
1300																					
1400																					
1500																					
1600										8	145	10				93	63	1021	14.4	13.3	
1700																					
1800																					
1900																					
2000										8	130	8				95	65	1020	14.4	13.9	
2100																					
2200																					
2300																					
2400										8	140	10				93	51	1020	13.9	12.8	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	PARFED FROM 1600 TUES UNTIL 0715 WED.			

HMCS PROTECTEUR

WEDNES DAY

19TH OF JUNE

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	145	3	-	-	-	94	45	1020	13.8	13.3		
0500																						
0600																						
0700																						
0800	+4									8	145	5	-	-	-	93	45	1020.0	14.4	13.3		
0830		5781.78																				
0900		5783.36	1.8	13.3	VAR	VAR	VAR	VAR	22°W													
1000		5796.37	12.6	64.0	VAR	VAR	VAR	VAR	22°W													
1100		5811.98	14.5	74.9	VAR	VAR	VAR	VAR	24°W													
1200	+3	5827.73	14.8	75.0	VAR	VAR	VAR	VAR	24°W	8	220	7	-	160	2	91	41	1020.0	15.6	13.9	10.0	
1300		5843.41	15.7	75.0	222	222	244	0°W	22°W													
1400		5859.90	16.6	74.9	222	222	244	1°W	21°W													
1500		5874.33	14.4	74.8	222	222	244	1°W	21°W													
1600	+3	5889.95	15.6	74.9	222	222	244	1°W	21°W	8	216	14	1/2	160	2	97	40	1020.0	13.3	12.8	10.0	
1700		5905.59	15.6	69.9	222	222	243	1°W	20°W													
1800	+3	5921.75	16.1	74.8	222	222	243	1°W	20°W	5	216	10	1	110	2	97	02	1019.8	14.4	12.8	10.0	
1900		5936.90	15.2	74.8	VAR	VAR	VAR	VAR	20°W													
2000	+3	5952.90	16.0	74.9	VAR	VAR	VAR	VAR	20°W	3	216	10	1	120	2	97	02	1019.5	15.6	13.9	9.4	
2100		5968.09	15.6	74.9	218	218	239	1°W	20°W													
2106					218	218	239	1°W	20°W													
2200		5983.43	15.3	74.9	170	170	189	1°E	20°W													
2300		5999.91	16.4	74.9	170	170	189	1°E	20°W													
2400	+3	6015.01	19.4	74.9	170	170	188	1°E	19°W	1	220	10	1	190	4	97	40	1020.0	15.6	13.9	10.0	

Distance run through the Water Midnight to Midnight

319.4

Leave Granted to Ship's Company

Anchor Bearings

1974 FROM HALIFAX TO BERMUDA

OR AT HALIFAX

REMARKS		Initials of the Officer of the Watch
0531 SUNRISE		
0730 - HANDS TO STNS FOR LEAVING NRR		
0745 - 55D CARGO PARTY CLOSED UP ASSUMED AGED COND. Y		
0755 - PILOT CAPT ROSE ON BOARD TUGS GLENVIEW GLENBROOK GLENSIDE STANDING BY		RUB
0800 - COLOURS		
0822 - OBEYED TELEGRAMS; RAN ON MAIN ENGINE		
0830 - SLIPPED ALL LINES AND PROCEEDED		
0841 - COMMENCED TURNING AT BEST TO PORT		
0845 - PILOT DISMARRIED		
0846 - S/C 125 SPB		
0847 - WALKER MARKED ON		
0849 - WALKER CLEAR OF WATER		
0851 - A/C 137		
0857 - A/C 200		
0848 RADAR { D.S. - 800M DOT - 1400M NSH - 1825M		
0904 - A/C 159 SP10		
0910 - A/C 190 SP1R		
0912 - A/C 195		
0914 - A/C 160 SPB		
0920 - A/C 155		
0923 - SP 15		
0926 - A/C 179		
0930 - SP10		
0934 - A/C 160		
0942 - SP 15		
0950 A/C 170		
0951 - SECURED 55D CARGO PARTY		
0956 RADAR { PT 'A' 1.3 MI PT 'B' 0.7 MI 500 FT 150 K		
1022 A/C 236		
1052 A/C 250		
1054 A/C 270		
1104 A/C 222		
1137 A/C 222		
1245 DECCA { 44° 21.0' N 63° 28.6' W		
1025 DECCA { 44° 08.6' N 63° 46.4' W		
1245 DECCA { 43° 56' N 64° 00.5' W		
1330 DECCA { 43° 47.2' N 64° 11' W		
1430 DECCA { 43° 37.1' N 64° 25' W		
1532 DECCA { 43° 25.5' N 64° 39.2' W		
1602 - LIFERAFT STNS		
1630 - SECURED LIFERAFT STNS		
1627 DECCA { 43° 15.2' N 64° 50.5' W		
1700 DECCA { 43° 09.5' N 64° 59' W		
1800 - COMMENCED NATIONAL FISHERIES PATROL GEORGE AND BROWN BANK AREA		
1834 DECCA { 42° 53.0' N 65° 20.5' W		
1845 Co VAR. AS REQ'D TO APPROACH FISHING VESSELS		
1930 DECCA { 42° 46.5' N 65° 36.5' W		
1930 S/C 218		
2030 DECCA { 42° 35' N 65° 51' W		
2104 SUNSET SHIP DARKENED NAVLTS ON		
2106 9/170		
2150 DECCA { 42° 20' N 66° 01' W		
2200 - COMPLETED FISHERIES PATROL		
2230 DECCA { 42° 10' N 66° 00' W		

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	°	'					
1200	44° 04.6' N	63° 51.0' W	1200 (+3) DECCA.	0830	25' 11"	27' 11"	STEAMING
2000	42° 39.5' N	65° 44.5' W	1930 (+3) DECCA				

HMCS PROTECTEUR

T W U R S D A Y

20TH OF JUNE

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		603622	16.2	75	170	170	188	1°E	19°W												
0200		604659	15.4	74.8	170	170	188	1°E	19°W												
0300		606310	16.5	75	170	170	188	1°E	19°W												
0400	+3	6078.40	15.0	75.0	170	170	187.5	1°E	18.5°W	1	255	11	1	220	2	98	02	1019			
0500		6094.10	14.3	74.5	170	170	187½	1°E	18½°W												
0600		6110.09	14.8	74.9	170	170	187	1°E	18°W												
0700		6125.98	15.9	74.8	170	170	187	1°E	18°W												
0800	+3	6141.88	15.9	74.7	170	170	187	1°E	18°W	5	225	10	1	220	2	98	02	1020	22.2	19.4	27.2
0900		6159.26	15.9	74.7	170	170	187	1°E	18°W												
1000		6178.64	15.9	74.8	170	170	186	1°E	17°W												
1100		6189.65	15.8	74.8	170	170	186	1°E	17°W												
1200	+3	6205.54	15.9	74.8	170	170	186	1°E	17°W	4	190	5	-	180	3	98	41	1020.0	23.3	21.1	23.9
1300		6221.18	15.6	74.7	170	170	187	1°E	18°W												
1400		6237.03	15.9	74.8	170	170	187	1°E	18°W												
1500		6253.30	16.3	74.9	170	170	187	1°E	18°W												
1600	+3	6268.71	15.41	74.8	166	166	183	1°E	18°W	6	255	10	0	190	2	98	50	1019.5	23.9	22.2	24.9
1700		6281.03	12.7	63.2	VAR	VAR	VAR	VAR	17°W												
1800	+3	6296.53	15.5	75.6	166	166	182	1°E	17°W	6	240	12	φ	190	3	98	02	1020.0	25.6	23.3	28.3
1900		6311.85	15.4	75.6	166	166	182	1°E	17°W												
2000	+3	6326.99	15.1	75.5	166	166	182	1°E	17°W	4	240	18	1	190	4	98	02	1017.5	22.2	21.7	28.3
2100		6342.19	15.2	75.5	167	166	182	1°E	17°W												
2200		6357.43	15.2	75.4	167	166	182	1°E	17°W												
2242					167	166	182														
2300		6372.70	15.3	75.6	172	171	187	1°E	17°W												
2400	+3	6388.42	16.1	80.9	172	171	187	1°E	17°W	3	220	22	3	200	4	98	13	1017.5	24.4	22.2	

Distance run
through the Water
Midnight to
Midnight

356.0

Leave Granted to Ship's Company

Anchor Bearings

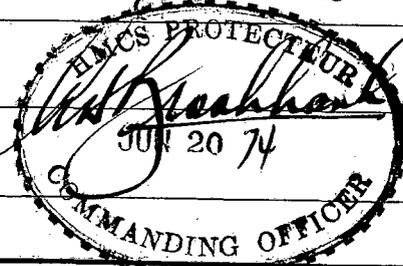
19 74

FROM HALIFAX

TO BERMUDA

, OR AT

REMARKS		Initials of the Officer of the Watch
	0021 DECCA { 41° 40.1 N 65° 50.1 W	
0552	SUNRISE NAV LTS SW. OFF	
	0530 OBS POS { 40° 45.0 N 65° 30.8 W	
0635	EMERGENCY STATIONS	
0646	SECURED EMERGENCY STATIONS	
0755	HANDS TO DIVISIONS.	Lab
0805	HANDS TO CLEANING STATIONS	
0846	RAFT STATIONS	
0855	SECURED RAFT STATIONS	
	0900 OR { 39 50 N 65 18.5 W	
0930	SECURED CLEANING STATIONS HANDS EMPLOYED BY DEPTS + AT STS EXERCISES	
	1118 OBS POS { 39 07 N 65 32.7 W	
	1322 OBS POS { 38° 47.1 N 65° 20.1 W	
1603	EXERCISED MANOEUVREBOARD. COX SP VAR + AS REQ'D	
1608	LOWERED ZODIAC	
1617	COMPLETED MANOEUVREBOARD EXERCISE. RAISED ZODIAC S/C 166 SP 15	
	1700 OBS POS { 38° 02.0 N 64° 58.0 W	Lab
2042	DARKEN SHIP; SUNSET	
	2130 OBS POS { 36° 58.1 N 64° 35.0 W	
2242	SP 171	
2257	SP 172	
2310	SP 16	



Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	40° 10.0 N	65° 20.0 W	0530 OBS POS				STEAMING
1200	33° 53.1 N	'	1118 OBS POS				
2000	37° 08.0 N	64° 54.0 W	1700 OBS POS				

HMCS PROTECTOR

FRI DAY

21st OF JUNE

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		6404.80	16.2	82.0	171	171	187	1°E	17°W												
0200		6419.72	15.7	78.9	171	171	187	1°E	17°W												
0300		6435.96	16.3	82.2	171	171	187	1°E	17°W												
0400	+3	6451.22	15.26	82.5	171	171	187	1°E	17°W	4	230	20	3	200	3	98	13	1017.5	23.3	21.1	29.4
0500		6467.86	16.0	82.4	171	172	187	1°E	17°W												
0600		6482.78	15.5	82.4	171	172	187		16°W												
0650		6496.12	13.3																		
0700		6498.71	15.4 ^{2.6}	81.6	182	183	199	1°W	16°W												
0800	+3	6514.39	15.7	75.6	182	183	199	1°W	16°W	4	240	8	1	050	3	98	02	1018.0	23.9	21.7	27.8
0900		6529.41	15.0	75.0	182	183	199	1°W	16°W												
1000		6544.85	15.4	74.9	182	183	198.5	1°W	15.5°W												
1100		6560.13	15.3	75.8	182	183	198.5	1°W	15.5°W												
1200	+3	6575.49	15.4	75.6	182	183	198.5	1°W	15.5°W	4	240	6	2	090	2	98	02	1018.4	23.9	21.1	27.8
1300		6590.90	15.2	75.5	182	183	198	1°W	15°W												
1400		6606.18	15.1	75.5	182	183	198	1°W	15°W												
1445		6621.54	10.9		182	183	198	1°W	15°W												
1500			4.2	75.4	155	156	172	2°W	15°W												
1531		6628.90	7.4		155	156															
1600	+3	6636.78	7.8	75.3	180	181	196	1°W	15°W	3	240	7	1	100	3	98	02	1019.0	26.1	22.2	29.4
1700		6646.10	9.32	70.7	VAR	VAR	VAR	VAR	15°W												
1800	+3	6658.81	12.71	60.5	VAR	VAR	VAR	VAR	15°W	3	240	7	1/2	120	2	9	02	1018.0	26.1	22.2	27.8
1900		6670.77	11.96	62.4	VAR	VAR	VAR	VAR	15°W												
2000	+3	6685.91	15.1	71.5	VAR	VAR	VAR	VAR	15°W	3	240	7	1	280	1	98	02	1018.5	26.7	20.5	30.2
2009		6688.23	3.2	59	VAR	VAR	VAR	VAR	15°W												
2100																					
2200																					
2300																					
2400	+3									2	210	10	-	-	-	98	01	1018.0	24.4	22.2	30.6

Distance run through the Water Midnight to Midnight
300.6

Leave Granted to Ship's Company

Anchor Bearings

2008
 ST CATHERINES FT LT - 08R 1/2
 LLOYDS SIG. TR. MARK - 125 1/2
 TANK CONSPIC - 184 1/2
 → BURGESS PT. - 214 1/2

1974

FROM HALIFAX

TO BERMUDA

AND/OR AT BERMUDA

REMARKS		Initials of the Officer of the Watch
		lab
0515 (FROM STARS) OBS POS { 35 00N 64 14.5W		
0603 SUNRISE 0650 1/2 182T 0656 5/15		
0927 EMERGENCY STATIONS - EXERCISED SB TEAMS 0936 SECURED EMERGENCY STATIONS 1000 SECURED FIRE EXERCISE		
1000 OBS POS { 33° 48.0'N 64° 09.0'W		
1320 OBS POS { 32° 56.7'N 64° 10.0'W		
1445 A/C 155		
1450 OBS POS { 32° 35.0'N 64° 10.0'W		
1531 A/C 180 1554 Tested 1st buoy release a lar in 1600 RAS STNS		lab
1615 RAS 550 CLOSED UP 1615 Co 185 Air Close PS 1635 Power Failure ship dead in water 1700 Power restored cos sp var to close PS		
1715 In waiting sta RAS Co 300 sp 12 1720 FIRST LINE FROM PS 1745 GDA VISIBLE 1750 1/2 280		
1810 RAS STATIONS SECURED 1435 1/2 305 SP 16 1816 REQUESTION - CHARLES MANHUR BOARD 1437 1/2 300 1828 COMPLETED MANHUR BOARD EXERCISE 1840 1/2 302 1827 SECURED RAS 550 + RESERVE STATIONS 1830 Co 300 SP 4		
1902 A/C 301 1930 550 CLOSED UP FOR ANKHORAGE 1930 550 CLOSED UP FOR ANKHORAGE BERMUDA Co: SP VAR		
1938 - a/c 207 ON TOWN CUT CHANNEL AND CHERYSTONE HILL 1944 - SPB 1948 - a/c 298 TO GENERAL THEMELAWS		
1951 - a/c 311 SP10 1957 - a/c 292 1959 - a/c 190		
1954 { ST. CATHERINES PT - 265° ST DAVID'S LT. - 145° HIGGS LT. - 109°		
2007 - 5 CABLES TO 340 GO SPS 2008 - 2 CABLES TO GO 2009 - CAME TO STBD IN 8 FMS WITH 7 1/4 SHACKLES AT WATERLINE, SLIPPED NOS L 1/2 LCUPS + FLB 2009 - SUNSET OUT STBD ROYAL BOOM AND PORT ACCORN, MADRE		2008 { ST. CATHERINES PT 47 - 08 1/2 LLOYDS SIG TR. - 125 1/2 TANK CONSPIC - 175 1/2 BURGESS PT - 214 1/2
2010 - ASSURED ANKHORAGE STAYS AND CONDY RELEASED TO HIAS NOTICE FOR STAYS 2024 - SUNSET		2040 { TANK (CONSPIC) - 186° LLOYDS MAST - 118 1/2 ST CATHERINES PT LT - 08.0
		2150 { TANK (CONSPIC) - 186° LLOYDS SIG TR. - 118° ST. CATHERINES POINT - 07 0
		2220 { TANK (CONSPIC) - 186° LLOYDS SIG TR. - 119° ST. CATHERINES POINT - 07 0
2330 - ASSURED ANKHORAGE STAYS TWO 2325 - 2 LCUPS AND RNB PATROLLING		2335 { TANK (CONSPIC) - 185 1/2 LLOYDS SIG TR. - 114 ST. CATHERINES PT LT - 07 9

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	34° 20' N	64° 06' W	0515 OBS POS				STEAM IN 6
1200	33° 20' N	64° 07' W	1000 OBS POS				
2000	.	.					

HMCS PROTECTOR

SATUR DAY

22ND OF JUNE

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	+3									2	235	14	-	EA	M	98	02	1017.0	24.4	22.2	25.0
0500																					
0600																					
0700																					
0800	+3									5	230	10	-	-	-	98	03	1016.0	26.1	21.7	23.3
0900																					
0930		6090.02			VAR	VAR	VAR	VAR	15W												
1000		6096.22	6.2	36.2	VAR	VAR	VAR	VAR	15N												
1100		6203.86	7.3	45.2	VAR	VAR	VAR	VAR	15W												
1112		6204.1	0.0	0.3	VAR	VAR	VAR	VAR	15W												
1200	+3									2	250	16				98	02	1016.0	26.7	22.8	
1300																					
1400																					
1500																					
1600										4	240	14				98	02	1015.0	29.4	23.9	
1700																					
1800																					
1900																					
2000										4	240	10				98	02	1016.0	27.2	24.4	
2100																					
2200																					
2300																					
2400										0	240	7				98	60	1016.0	25.6	23.3	

Distance run through the Water Midnight to Midnight

13.5

Leave Granted to Ship's Company

PERSONNEL NOT REQUIRED FOR DUTY FROM SECURE TO 0800 MONDAY.

Anchor Bearings

1974

FROM

TO

OR AT BERTH NO. 1

REMARKS

Initials of the Officer of the Watch

0018- BUBBLES DETECTED AROUND ANCHOR CHAINS
 0020- ASSUMED ANCHOR STAYS AND CONTINUED BULK EMERGENCY STAN.
 0025- COMMENCED BOTTOM SEARCH - 6 DIVERS
 0040- 2nd DIVER LOCATED 0041
 0041- COMMENCED D/L REPAIRS
 0045- 6 DIVERS RECOVERED
 0050- SECURED ANCHORS. REVERTED W/COB COB X

0030 { TANK (COUSPIC) - 186
 LLOYDS TR - 119
 ST. CATHERINES PT 079

0110- CAME TO ONE HOUR NOTICE FOR STEAM.

0130 { TANK (COUSPIC) - 185 1/2
 LLOYDS TR - 119
 ST. CATHERINES PT 079

0200- ANCHOR BRGS CORRECT.

0255 { TANK 184 1/2
 LLOYDS TR 117 1/2
 ST. CATHERINES PT 079

0330 { TANK 184 1/2
 LLOYDS TR 119
 ST. CATHERINES PT 078 1/2

0430 { TANK 185
 LLOYDS TR 118
 ST. CATHERINES PT 079

0530 { TANK 185
 LLOYDS TR 119
 ST. CATHERINES PT 080

0611- SUNRISE

0630 { TANK 185
 LLOYDS TR 119
 ST. CATHERINES PT 079

0800- COLOURS

0730 { TANK 186
 LLOYDS TR 121
 ST. CATHERINES PT 081

0810- IS PARTY DEPARTED SHIP
 0820- IS PARTY RETURNED ONBOARD
 0850- ICHP PROCEEDED TO NOB WITH BERTHING PARTY
 0855- SSB CABLE PARTY CLOSED UP; COMMENCED SHORTENING IN TO 4 SHACKLES
 0900- COMMENCED WEIGHING; RANG ON MAIN ENGINES AND OBTAINED PERFORMANCE
 0910- ANCHOR AWEIGH, S/C 229 SP8
 0930- CLEAR ANCHOR
 0935- SP 1
 0941- W/C 222; COURSES VARIOUS TO TRANSIT SOUTH CHANNEL AND BUNDONWILL CHANNEL
 1007- 8:30 AM 30 LIFT ENTERED GRASSY BAY
 1009- W/C 206 TO ENTER BUNDONWILL CHANNEL
 1011- ENTERED GREAT SOUND: W/C 178 SP10
 1013- SP B
 1015- SECURED SSB; CABLE PARTY; REVERTED TO CONDITION X
 1015- PILOT ASHORE
 1025- SP 6
 1026- ENTERED FORT ROYAL BAY
 1029- SP 4
 1030- CO:SP AS REQ TO BERTH NOB
 1031- TUGS POWERFUL; ANCHORS SECURED SSB SIDE
 1032- FIRST LINE ASHORE
 1000- W/C 291
 1051- W/C 242; SP 12

1200 - SECURE

1830- SENTRY ON THE JETTY
 1840- SHORE PATROL LANDED

1920 - ROUNDS CORRECT

2028- SUNSET

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward -	Aft	
0800	° /	° /					12 HRS
1200	° /	° /		1200	26' 3"	27' 0"	
2000	° /	° /					

HMCS PROTECTEUR

SUN DAY

23TH OF JUNE

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	250	8				98	02	1016	25.6	23.9		
0500																						
0600																						
0700																						
0800										5	220	8				98	02	1016	23.9	26.1		
0900																						
1000																						
1100																						
1200	+3									5	240	10				98	02	1016	26.7	26.4		
1300																						
1400																						
1500																						
1600										7	240	10				98	03	1016	28.9	26.1		
1700																						
1800																						
1900																						
2000										8	200	8				98	50	1015	26.1	24.9		
2100																						
2200																						
2300																						
2400										8	200	5				98	02	1014	25.0	23.9		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PNRFD From 1000 Sun 23 June To 0755 Mon 24 June	

HMCS PROTECTEUR

MONDAY

24th OF JUNE

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										3	230	10				98	01	1015	23.6	23.9		
0500																						
0600																						
0700																						
0800										5	200	15				98	03	1015	26.7	26.4		
0900																						
1000																						
1001		6704.77																				
1100		6717.55	11.6	64.2	VAR	VAR	VAR	VAR	15°W													
1200	+3	6731.19	13.64	63.1	VAR	VAR	VAR	VAR	15°W	6	200	17	1	180	3	98	02	1015	26.4	26.7	27.4	
1300		6747.68	16.5	82.6	130	130	142	3°E	15W													
1400		6763.95	16.2	82.1	130	130	142	3°E	15W													
1500		6779.96	16.1	81.8	130	130	142	3°E	15W													
1600	+3	6794.90	15.0	67.3	130	130	142	3°E	15W	7	215	21	2	170	5	98	02	1016	26.1	27.9		
1700		6797.31	4.8	23.7	VAR	VAR	VAR	VAR	15°W													
1800	+3	6807.50	11.7	58.3	VAR	VAR	VAR	VAR	15°W	6	200	20	2	180	5	98	02	1016	27.8	24.4	29.4	
1900		6825.54	16.2	81.7	130	130	142	3°E	15W													
1915		6829.31	3.8		130	130	142	3°E														
2000	+3	6839.84	10.5	81.7	140	140	154	1°E	15W	6	200	20	2	180	5	98	02	1016.5	25.6	23.9	25.6	
2100		6855.73	15.9	81.7	140	140	154	1°E	15W													
2200		6871.64	15.9	81.7	140	140	154	1°E	15W													
2300		6887.78	16.1	81.5	140	140	154	1°E	15W													
2400	+3	6903.90	10.1	81.5	140	140	154	1°E	15W	6	250	28	2	180	5	98	02	1019	24.4	23.3	26.9	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	200.0			

19 74 FROM BERMUDA TO HALIFAX , OR AT

REMARKS

Initials of the Officer of the Watch

0610 SUNRISE

0800 COLOURS HANDS EMPLOYED AT CLEANING STATIONS AND BY DEPARTMENTS

0900 PART SHIP HANDS CLOSEOUT

0915- #5 INFLATABLE LIFEBOAT TESTED.
 0930 550' CABLE PARTY CLOSED UP; ASSUMED CONDITIONY.
 0945- PILOT, MR. DAVIDS ON BOARD.
 0950- CINGERS UP
 0955- RANG ON FIRE
 ENCL AND OBYED TELEGRAMS; CAME TO IMMEDIATE NOTICE SYSTEMS
 0959- TUGS POWERFUL AND MANEUVERABLE SECURED MIDSHIP STBD SIDE.

1001- CLIPPED AND PROCEEDED TO SBA COURSES; SPREAD W/ R TO REQUEST DUNBAR AND SOUTH CHANNELS.
 1008- O/C 355 SP
 1012- ENTERED GREAT SOUND
 1017- O/C 220 ENTERED DUNBAR CHANNEL
 1028- O/C 111 ENTERED GRAY DAY
 1034- SP 16 a
 1044- O/C 111 OBY
 1050- O/C 111

1104- SP 14
 1106- SP 12 O/C 128
 1108- ENTERED NARROWS
 1111- O/C 135 SPB
 1115- SP 5
 1120- PILOT DISMANTLED
 1125- 550' CABLE PARTY SECURED S/C O/C SP 12
 1130- EXERCISED STEERING
 1142- EXERCISE COMPLETED
 1143- O/C 24 130 SP 16

1128 { TOWN CUT 263°
 ST. DAVIDS AD 274°
 SOLDIER'S PT 208°

1404 ASSUMED REMOVAL POLICY ALPHA-SHUT DOWN RAMP
 1414 ASSUMED REINFORCED ALBAT
 1420 SP 12

1455 SIGHTED SUBMARINE

1500 DR { 31° 46.5' N
 63° 47.5' W

1545 SP 14
 1550 SP 12
 1554 O/C 280 SPB
 1557 SP 12, FOR DEMOLITIONS DEMONSTRATION

1605 ROVED TO SHIPS N.F.S.
 1609 EMERGENCY STATIONS EXERCISED FIRE STATIONS IN BOYS STORES + HANGER

1635 SECURED EMERGENCY STATIONS
 TIE EXERCISE COMPLETED
 1645 CAME TO IMMEDIATE N.F.S.

1650 O/C SP VAL AS REQ'D FOR DEMOLITIONS DEMONSTRATION

1710 RAISED ZODIACS
 1726 COMPLETED DEMOLITIONS DEMONSTRATION
 S/C 130 SP 16

1900 DR { 31° 21' N
 63° 10' W

1910 LATS S/W ON

2200 LORAN { 30° 32' N
 62° 24' W

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' '	° ' '					
1200	° ' '	° ' '		0900	26' 1"	27' 5"	STEAMING.
2000	23° 51.0' N	62° 48.0' W	2000 DR POS				

HMCS PROTECTEUR

TUESDAY

25th OF JUNE

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. 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		6919.84	15.9	79.6	VAR	VAR	VAR	VAR	15W												
0200		6935.40	15.6	81.5	VAR	VAR	VAR	VAR	15W												
0300		6952.08	16.7	82.7	300	300	317	2W	15W												
0400	+3	6968.51	16.4	86.0	300	300	317	2W	15W	8	200	24	2	260	7	98	13	1020	25.0	23.9	3.0
0500		6985.10	16.3	87.1	300	300	317	2W	15W												
0600		7001.71	16.4	87.1	300	300	317	2W	15W												
0700		7018.21	5.9	87.9	030	030	044	1E	15W												
0800	+3	7034.38	5.5	90.3	300	300	317	2W	15W	8	200	18	2	260	5	98	02	1019.5	26.1	24.4	
0900		7051.76	17.3	91.1	300	300	317	2W	15W												
1000		7067.18	15.5	73.5	VAR	VAR	VAR	VAR	15W												
1100		7077.61	10.4	38.7	VAR	VAR	VAR	VAR	15W												
1200	+3	7078.59	0.8	1.6	VAR	VAR	VAR	VAR	15W	4	210	10	2	180	4	98	02	1020	29.4	16.1	25.6
1300		7083.87	5.1	25.4	000	000	015 1/2	1/2 W	15W												
1400		7100.07	16.2	81.4	000	000	015 1/2	1/2 W	15W												
1500		7108.58 7110.45 7116.34	8.4 1.7 5.2	82.5	000 280 000	000 280 000	015 1/2 295 1/2 015 1/2	1/2 W 1/2 W 1/2 W	15W												
1600	+3	7132.74	16.4	83.3	000	000	020	5E	15W	6	210	12	2	190	5	98	02	1020.5	30.8	27.2	29.4
1700		7149.24	16.5	83.3	000	000	020	5E	15W												
1800	+3	7168.54	16.2	83.0	000	000	020	5E	15W	7	220	12	2	190	3	98	02	1020.5	29.4	26.7	25.0
1900		7182.28	16.7	83.0	000	000	016	1/2 W	15W												
2000	+3	7198.41	16.1	83.1	000	000	016	1/2 W	15W	5	235	8	1	150	5	98	02	1020	27.2	25.0	26.1
2100		7215.20	16.6	83.1	000	000	016 1/2	1/2 W	16W												
2200		7225.80	13.4	66.8	VAR	VAR	VAR	VAR	16W												
2300		7240.15	11.7	57.6	VAR	VAR	VAR	VAR	16W												
2400	+3	7255.63	15.2	77.3	000	000	016 1/2	1/2 W	16W	3	235	9	2	150	5	98	02	1020	25.0	22.8	23.9

Distance run through the Water Midnight to Midnight

Leave Granted to Ship's Company

Anchor Bearings

351.0

1974

FROM BERMUDA

TO HALIFAX

OR AT

REMARKS

Initials of the Officer of the Watch

0012 - COMMENCED BLOWING SOOT 0040 - SP 15
 0030 - RADAR TO RADIATE 0055 - FORM 1, HURON GUIDE, 0030 SP 12
 0030 - A/C 300

0120 - SP 15 0148 - FORM Y, HURON GUIDE, 4000', 0030 SP 15
 0130 - HELD EMERG FROM HURON 0150 - COMPLETED BLOWING SOOT
 0146 - HELD RECOVERED HURON 0155 - SP 17
 0220 - PROTECTEUR GUIDE

0300 { 30° 19.0' N
 LORAN { 62° 33.0' W

0500 { 30° 52' N
 LORAN { 63° 19' W

0600 { 30° 54' N
 LORAN { 63° 32' W

0613 - SUNRISE 0640 - A/C 030 SP 18
 0738 - HURON A/C 300 SP 19 TO TAKE STATION 1000' RETURN PRESERVE, CO VAR TO TAKE STATION
 0745 - A/C 300 SP 17

0800 { 31° 18' N
 LORAN { 63° 44' W

0831 - SP 18

0912 - HMCS PROTECTEUR GUIDE BASE CO. 340 0935 - EXERCISED SBT AT FIRE FIGHTING
 0919 - SP 12
 0929 - SURFACE DEFENSE STATIONS/EMERGENCY STNS EXERCISED

1010 - COMPLETED FIRE FIGHTING EXERCISE 1040 - FOR EXERCISE ATTACKED BY 2 CFS A/C.
 1020 - SECURED SURFACE DEFENSE STATIONS/EMERGENCY STATIONS REVERTED TO TWO WATCH SURFACE DEFENSE 1041 - SP 0 - 30 MIN NOTICE PORT BEAM

1104 - COMMENCED TOWEX W. HMCS ASSINIBOINE. 1155 - RECOVERED TOWING HAWSER
 1117 - TAKEN INTO W. BY HMCS ASSINIBOINE. 1158 - HMCS PROTECTEUR GUIDE, BASE CO. 000 SP 16
 1132 - COMPLETED TOWEX

1225 - SET CO 000 SP 7
 1240 SP 9
 1255 SP 11 1300 SP 13

1305 SP 15
 1310 SP 16

1422 FLYING STATIONS 1440 HELD OVER DECK FOR TRANSFER OF PASSENGER
 1437 A/C 280 1445 SECURED FLYING STATIONS A/C 000

1451 { 32° 13.0' N
 OBS POS { 64° 15.5' W

1600 - COMMENCED TRANSFERRING FUEL FROM CARGO TO SHIP'S TANKS

1700 { 32° 46' N
 LORAN { 64° 11' W

1734 - COMPLETED BUNKERING SHIP. 4186 BBL'S DISTILLATE TRANSFERRED.

1845 { 33° 22.5' N
 LORAN { 64° 19.5' W

2032 SUNSET NAV LITS SWITCHED ON 2100 { 33° 57.0' N
 2040 RAS SSD CLOSED UP OBS POS { 64° 09.5' W
 2100 ASSINIBOINE COMMENCED RAS APPROACH

2106 ASSINIBOINE ALONGSIDE PORTSIDE 2155 COMMENCED FEULING ASSINIBOINE. 2150 HANDS TO RAFT STATIONS
 LINES PART. 2140 MAN OVER BOARD - HANDS TO RESCUE STATIONS
 2110 RAS LITS SW. ON. 2142 EMERGENCY BREAKAWAY; COMPLETED FUEL TRANSFER TO ASSINIBOINE - 6709 BLS DIST.
 CO - SP VAR - AS REC'D

2205 RAFT STATIONS CORRECT 2210 RAS SSD CLOSED UP, SP 14
 SECURED RESCUE RAFT STATIONS 2214 SP 16
 6/C 000 SP 10 2225 SP 10

2310 SP 12. ASSINIBOINE COMMENCED RAS APPROACH. 2352 SECURE RAS STNS & RAS STD
 2314 SP 16
 2318 ASSINIBOINE ALONGSIDE PORTSIDE RAS LITS SW. ON.

[Handwritten signature]

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' '	° ' '					
1200	° ' '	° ' '					
2000	33° 42.0' N	64° 18.0' W	2000(-3) LORAN.				STEAMING.

HMCS PROTECTEUR

WEDNESDAY

^{+h}
26 OF June

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		7271.83	16.20	83.1	000	000	022	6'E	16'W														
0200		7287.89	16.16	83.0	000	000	022	6'E	16'W														
0300		7304.96	17.0	83.0	000	000	022	6'E	16'W														
0400	+3	7320.77	15.8	82.5	000	000	022	6'E	16'W	2	225	16	1	150	4	98	02	1020	25.6	24.4	27.8		
0500		7337.02	16.3	82.7	060	000	017½	½°W	17°W														
0600		7353.33	16.3	82.9	000	000	017½	½°W	17°W														
0700		7369.46	16.1	82.7	000	000	017½	½°W	17°W														
0800	+3	7385.68	16.2	82.8	000	000	017½	½°W	17°W	7	200	22	3	200	7	97	02	1016.5	26.7	24.4	26.6		
0819		7390.25	4.5		000	000	017½	½°W	17°W														
0900		7401.70	13.8	82.5	325	325	343½	½°W	17°W														
1000		7417.36	16.1	82.2	325	325	343½	½°W	17°W														
1024		7421.15	7.1		325	325	343½	½°W	17°W														
1100		7429.43	7.2	70.4	240	240	268½	½°W	17°W														
1200	+3	7438.84	12.4	62.2	240	240	268½	½°W	17°W	7	210	30	5	210	14	96	02	1013.0	27.2	24.4	24.4		
1226					240	240	268½	½°W	17°W														
1300		7451.25	12.4	74.9	320	320	341	4'W	17'W														
1400		7466.52	15.3	86.4	320	320	341	4'W	17'W														
1500		7482.56	16.0	82.4	320	320	341	4'W	17'W														
1600	+3	7499.01	16.5	82.3	320	320	341	4'W	17'W	6	270	30	4	210	10	98	02	1014.0	26.7	24.4	25.6		
1700		7513.93	14.8	82.7	320	320	337½	½°W	17°W														
1800	+3	7529.88	16.4	82.9	320	320	337½	½°W	17°W	6	255	21	4	260	8	98	02	1014.0	25.6	22.9	25.0		
1900		7546.19	16.5	83.1	320	320	337½	½°W	17°W														
2000		7562.45	16.3	82.6	320	320	337½	½°W	17°W	7	255	18	6	260	8	98	02	1014.0	25.6	22.9	25.6		
2100		7594.49	17.6	76.2	VAR	VAR	VAR	VAR	17'W														
2200		7596.69	17.6	83.7	VAR	VAR	VAR	VAR	17'W														
2300		7609.45	14.9	95.7	310	310	327½	½°W	17°W														
2400	+3	7619.39	10.0	54.8	VAR	VAR	VAR	VAR	17'W	7	290	13	3	260	7	98	02	1015	23.3	20.0	20.0		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	375.5			

19 74

FROM

TO

, OR AT SEA

REMARKS		Initials of the Officer of the Watch
0006 BLEW SOOT		
0400 } 35 42N OR { 64 06W		<i>[Signature]</i>
0517 } 35° 47N LORAN { 63° 55 W		
0819 A/C 325		
0900 LRN { 36° 58.0N 64° 11.0W		<i>[Signature]</i>
1015 RAS SSD CLOSED UP. 1024 A/C 240 SP 12 1028 ASSINIBOINE COMPLETED RAS APPROACH ON STARBOARD. 1035 ASSINIBOINE ALONGSIDE 1108 COMMENCED FEEDING ASSINIBOINE 1111 HURON COMMENCED RAS APPROACH ON PORTSIDE 1116 HURON ALONGSIDE 1128 COMPLETED FEEDING ASSINIBOINE - 600 BBLs. ASSINIBOINE SHIPPED & RESUMED SECTOR SEARCH 1148 COMMENCED FEEDING HURON 1110-612 230 441 CAPT BIGRAS D. POSTED TO HMCS ASSINIBOINE.		<i>[Signature]</i>
1226 COMPLETED FUEL TRANSFER TO HURON - 850 BBLs DIESEL FUEL 1226 9/1320 SP 17		
1326 Commenced STS Damage control & nuclear transit exercise		1320 } 37° 19N LORAN { 64° 56W
1422 SP 16		1430 } 37 31.5N LORAN { 65 07W
1615 LORAN { 37° 53N 65° 25W		<i>[Signature]</i>
1840 LORAN { 38° 20.0N 65° 48.0W		<i>[Signature]</i>
2001 9/1310 2026 AE ALONGSIDE FOR NIGHT WIRE TRANSFER OF FILMS AND HELD WINCH ASSEMBLY MESSENGER; 2034 SUNSET. 2038 Completed transfer Co 1 Sp Var to take station 160-10 Mon HN		
2145 In station 9/1310 SP 18		2110 } 38 38N LORAN { 66 07W
2234 SP 17		2245 } 38 56N LORAN { 66 36W
2324 Co 1 Sp Var to exercise MOB & Steering Gear Breakdown		<i>[Signature]</i>

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	36° 41.0N	64° 01.0W	0800(+3) LORAN				STEAMING
1200	37° 08.5N	64° 38.0W	1200(+3) LORAN				
2000	38° 32.0N	65° 55.0W	1950(+3) LORAN				

HMCS PROTECTEUR

THURSDAY

27TH OF JUNE

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		7635.22	15.8	92.9	315	315	330 1/2	1 1/2 E	17° W													
0127					315	315	330 1/2	1 1/2 E														
0200		7652.16	16.9	96.2	325	325	340 1/2	1 1/2 E	17° W													
0300		7669.10	16.9	96.3	325	325	340 1/2	1 1/2 E	17° W													
0400	+3	7686.30	16.8	96.1	325	325	340 1/2	1 1/2 E	17° W	7	325	18	3	270	8	98	02	1015	17.2	15.0	23.9	
0500		7703.20	19.9	99.7	VAR	VAR	VAR	VAR	18° W													
0600		7720.15	20.2	101.3	345	345	φφ2	1° E	18° W													
0653		7735.05	18.1		345	345	φφ2	1° E														
0700		7737.13	2.1	101.3	φφφ	φφφ	φ18 1/2	1/2° W	18° W													
0711 0717 0800	+3	7750.42	13.3	64.2	φφφ φ4φ φ55	φφφ φ4φ φ55	φ18 1/2 φ57 1/2 φ73 1/2	1/2° W 1/2° E 1/2° E	18° W	7	35φ	18	3	27φ	4	98	φ2	1017.5	15.0	11.1	12.8	
0900		7766.26	15.8	82.5	055	055	073 1/2	1/2° E	18° W													
1000		7783.75	17.5	83.4	VAR	VAR	VAR	VAR	18° W													
1100		7797.95	14.2	89.6	VAR	VAR	VAR	VAR	18° W													
1200	+3	7814.26	16.3	93.7	VAR	VAR	VAR	VAR	18° W	4	280	15	2	025	6	98	02	1020.0	10.0	10.6	11.1	
1300		783φ.35	16.1	84.2	VAR	VAR	VAR	VAR	18° W													
1400		7846.31	16.φ	85.2	VAR	VAR	VAR	VAR	18 1/2° W													
1500		7862.51	16.2	89.1	VAR	VAR	VAR	VAR	18 1/2° W													
1600	+3	7878.76	16.3	84.9	VAR	VAR	VAR	VAR	19° W	2	φ2φ	16	2	φ5φ	5	98	φ2	1021.φ	10.φ	8.9	8.9	
1700		7895.14	16.4	83.9	φ4φ	φ4φ	φ6φ	1° W	19° W													
1800	+3	7911.61	16.4	84.φ	φ4φ	φ4φ	φ6φ	1° W	19° W	2	250	1φ	2	φ5φ	5	98	φ2	1021.5	12.2	1φ.φ	8.3	
1900		7928.98	17.37	81.8	040	040	061°	1°	20° W													
2000	+3	7938.72	9.6	56.0	040	040	061°	1° W	20° W	2	280	10	1	050	4	98	02	1023.0	12.8	10.0	8.9	
2001					040	039	061 1/2															
2100		7955.10	16.2	80.2	042	041	063 1/2	1° W	20 1/2° W													
2155					042	041	063 1/2															
2200		7965.22	10.1	40.2	041	040	062 1/2	1° W	20 1/2° W													
2237					041	040	062 1/2															
2300		7979.80	14.6	74.3	040	039	061 1/2	1° W	20 1/2° W													
2400	+3	7996.00	16.2	83.4	040	039	061 1/2	1° W	20 1/2° W	4	265	13	2	050	4	97	02	1022.5	11.7	10.6	10.0	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	305.3			

1974 FROM BERMUDA TO HALIFAX, OR AT SEA

REMARKS		Initials of the Officer of the Watch
0000 SPT 00 315 SP 19		
0127 0/c 325		
0115 LORAN { 39 09 N 66 54 W		
0415 SP 20 0455 A/c 345		
0442 A/c 345		
0449 A/c 340		
0600 COMMENCED NATIONAL FISHERIES PATROL GEORLES AND GROWNS BANK AREA		
0608 SUNRISE. NAV LYS SWOT. OFF.		
0659 A/c 000		
0705 SP 16 0747 SP 14		
0711 A/c 040 SP 14		
0715 SP 10		
0717 A/c 055		RAB
0805 SP 16		
0830 HANDS TO GENERAL PAYMENT.		
0924 CO 15P Var to intercept & photograph fishing vessels MLA 040 T		
1030 FOLLOWING RUSSIAN VESSEL SIGHTED IN POSITION 41° 01' N 67° 06' W, ENGAGED IN FISHING - PERLE SIDE NO. PA 0150, SHELEZNYAKOV CLASS; ONE SURVEYSHIP WITH TRAWLER ALONGSIDE.		
1030 LORAN { 41 01.0 N 67 06.0 W		
1030 RUSSIAN VESSEL SIGHTED IN POSITION 41° 01' N 66° 59' W ENGAGED IN TRANSFERRING CARGO - OSTON BERINGA - SEBERODYNSK CLASS WITH ONE TRAWLER EACH SIDE.		
1115 TWO RUSSIAN SHELEZNYAKOV CLASS TRAWLERS SIDE NO. KN 0058 AND KNE 0036 AND ONE BULGARIAN TRAWLER NAME SPYANI SIGHTED IN POSITION 41° 09' N 66° 56' W.		
1115 LORAN { 41 09.0 N 66 56.5 W		
1237 A/c 046 1257 A/c 045		
1245 A/c 030		
1249 A/c 045		
1251 A/c 032		
1230 LORAN { 41° 23.5' N 64° 44.1' W		
1316 A/c 110 1357 A/c 110		
1317 A/c 030		
1333 SP 17		
1345 A/c 070		
1330 LORAN { 41° 33.5' N 66° 33.0' W		
1419 A/c 030 1430 SP 18 1451 A/c 357		
1420 A/c 020 1431 A/c 085 1452 A/c 365		
1425 A/c 010 1437 A/c 200		
1428 A/c 040 1439 A/c 000		
1430 LORAN { 41° 40.0' N 66° 18.0' W		
1501 A/c 000		
1507 A/c 030		
1508 A/c 040 SP 16		
1530 LORAN { 41° 53.0' N 66° 15.0' W		RAB
1700 LORAN { 42° 13.0' N 65° 55.0' W		RAB
1720 FLYING STARS - VENTURE WITH AE HELICOPTER FOR MONEY AND FILMS TRANSFER.		
1900 LORAN { 42 38 N 65 30 W		
1852 Completed TORAS BEW secured flying stars		
1928 Emerged MOB 1930 RAISED SONAR DOME		
1936 SONAR DOME RAISED 2000 COMPLETED FISHERIES PATROL.		
2021 EXERCISED EMERGENCY STATIONS 2001 0/c 042 SP 18		
2042 SECURED EMERGENCY STATIONS		
2045 SP 14		
2001 LORAN { 42° 45.6' N 65° 19.4' W		
2115 SUNSET		
2122 SP 12		
2125 SP 5		
2155 A/c 001		
2144 DECCA { 43° 02.8' N 64° 56.5' W		
2205 SP 12 2258 HANDS TO RAS STATIONS		
2211 SP 14		
2212 SP 16		
2213 COMMENCED SOUNDING FOG SIGNALS		
2239 A/c 040		
2255 DECCA { 43° 10.6' N 64° 47.0' W		
2310 CEASED FOG SIGNALS		
2325 RAS SPD CARRIED UP		
2340 RAS ASSIGNED TO RAS		
2349 4MCS ASSIGNED ALONGSIDE		
2350 FIRST LINE PASSED FM NMCS		
2355 ASSIGNED COMMENCED RAS		
2342 DECCA { 43° 23.8' N 64° 29.8' W		RAB



Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	40° 47' N	67° 52' W	LORAN				
1200	41° 17.5' N	66° 51.5' W	LORAN				STEAMING
2000	42° 45.6' N	65° 19.4' W	LORAN				

HMCS PROTECTOR

FRI DAY

28TH OF JUNE

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		8008.22	12.8	63.7	VAR	VAR	VAR	VAR	210													
0200		8024.03	14.9	74.3	040	040	062	1°W	21°W													
0300		8039.67	14.2	71.1	040	040	062½	1°W	21½W													
0400	+3	8055.25	14.3	71.6	035	035	058	1°W	22°W	1	090	10	2	050	4	98	02	1022	11.7	10.6	8.9	
0500		8067.94	12.5	54.8	035	035	058	1°W	22°W													
		8076.45	10.1		035	035	058	1°W	22°W													
0600		8079.20	3.1	48.3	333	333	354	1°E	22°W													
0700		8088.72	8.1	39.5	VAR	VAR	VAR	VAR	22°W													
0800	+3	8096.74	5.1	28.1	VAR	VAR	VAR	VAR	22°W	0	CALM	0	-	0	98	02	1023.0	15.0	12.2	10.0		
		8098.75	2.1	9.8	VAR	VAR	VAR	VAR	22°W													
0900																						
1000																						
1100																						
1200	+3									1	210	5				98	02	1021.5	19.4	16.1		
1300																						
1400																						
1500																						
1600										1	220	10				98	02	1025	22.2	16.7		
1700																						
1800																						
1900																						
2000										3	210	10				98	03	1023.5	20.6	15.0		
2100																						
2200																						
2300																						
2400										0	210	7				98	01	1022	18	14		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	PNRFD FM SECURE FRI UNTIL 0755 TUES			
97.2				

1974

FROM

TO

OR AT

REMARKS		Initials of the Officer of the Watch
0018 EXERCISED MAN O'ERBOARD COMMENCED EMERGENCY BREWIKAWAY CO - SP VAR 1 AS RECID	0025 LOWERED ZODIAC	
0103 SP 15 0128 SP 14	0033 COMPLETED MAN O'ERBOARD RAISED ZODIAC 0034 HANDS TO RAFT STATIONS 0038 SP 9	0040 SP 12 0042 SP 14 0044 S/C 040 0058 SECURED RAFT STATIONS
		0040 DECCA { 43° 31.5' N 64° 20.3' W
		0132 DECCA { 43° 41.0' N 64° 08.0' W
0300 A/C 035		0230 DECCA { 43° 50.5' N 63° 55.0' W
		0330 DECCA { 44° 01.5' N 63° 41.5' W
0405-SP10		0430 DECCA { 44° 12' N 63° 31' W
0529-SUNRISE 0532- a/c 332° SP8	0534-GYRO CORRECT BY SUN AMPLITUDE. 0540- BUOY HA LPORT	0540 DECCA { 44° 22' N 63° 23' W
0614- COMMENCED STS EVOLUTIONS EXPLOSION AFT. HANDS TO EMERGENCY STATIONS	0630- a/c 335° 0640- a/c 330° 0654- a/c 332°, SP10	0658- NEVERFAIL BUOY L STB. 0659- a/c 355°
0618- a/c 330	0700- a/c 339° 0706- MAN O'ERBOARD BRANCH LPORT 0727- SP 8 0733- SP6	0715- a/c TO STAD. ARRIVES KNOLL LSTB 0742- MAN O'ERBOARD EMERGENCY 0748- PILOT CAPT ROYCE OUBOARD
0706- CHEBUETO HD LPORT, SEP AND CABLE PARTY CLOSED UP		0711 { SANMICH PT - 336 TRIBUNE HD - 293 HULLK - 257
0708- a/c 334° 0710- a/c 336°		
0801- MOB EXERCISE COMPLETED 0807- SC 070 SP6 0811- a/c 085° SP8 0815- CO'SP VAR TO APPROACH SHEPHERD JETTY	0820- FIRST LINE WORK 0834- SECURED PORT SIDE TO AT SHEPHERD 0835- REPORTED TO ADMIRAL NOTICE FOR STAFF	0838- REVERTED TO COM SECURED ESD; CABLE PARTY 0845- PILOT DISBARCKED.
1000- SECURE		
1000- TWO MEN JOINED FROM CFB HALIFAX		
1030- CFAV DUNDALK ALONGSIDE		
1045- COMMENCED DEFUELING TO CFAV DUNDALK		
1400- COMPLETED FUELING DUNDALK - 4300 BBLs		
1405- SLIPPED CFAV DUNDALK		
2000- ROUNDS CORRECT		
2020- CFAV DUNDALK ALONGSIDE		
2040- COMMENCED FUELING CFAV DUNDALK		
2101- SUNSET		
2200- COMPLETED FUELING CFAV DUNDALK - 3000 BBLs		
2210- SLIPPED CFAV DUNDALK		

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° /	° /					
1200	° /	° /		1000	26' 0"	27' 4"	EXTENDED
2000	° /	° /		2230	20' 11"	28' 11"	

HMCS PROTECTEUR

SATUR DAY

29th OF JUNE

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	240	5				98	02	1023	15.6	12.8	
0500																					
0600																					
0700																					
0800										2	-	0				98	01	1021	18.0	15.8	
0900																					
1000																					
1100																					
1200	+3									2	CALM	-	-	-	98	02	1021	23.3	15.6		
1300																					
1400																					
1500																					
1600										2	CALM	-	-	-	98	02	1024	23.3	15.6		
1700																					
1800																					
1900																					
2000										4	CALM	-	-	-	98	02	1023	18.3	16.1		
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	96	60	1023	16.1	15.6		

Distance run through the Water Midnight to Midnight

Leave Granted to Ship's Company

Anchor Bearings

PAUSED From 0900 SAT. UNTIL 0800 SUN

HMCS PROTECTEUR

SUN DAY

30TH OF JUNE

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	270	5	-	-	-	98	01	1021	15.6	15.0	
0500																					
0600																					
0700																					
0800										7	280	14	-	-	-	98	01	1021	17.2	15.6	
0900																					
1000																					
1100																					
1200	43									7	CALM	-	-	-	97	02	1020	21.1	17.8		
1300																					
1400																					
1500																					
1600										5	220	8	-	-	-	78	02	1021	22.2	17.1	
1700																					
1800																					
1900																					
2000										2	CALM	-	-	-	98	01	1021.0	15.6	13.3		
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	98	02	1019.0	12.8	11.1		

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

19 74

FROM

TO

, OR AT SHEARWATER JETTY

REMARKS

Initials
of the
Officer
of the
Watch

0533 SUNRISE

0800 COLOURS

~~DUTY WATCH ASSUMED~~ *B*

Res

[Signature]

[Signature]

1810- EXERCISED EMERGENCY PARTY AT FIRE STATIONS

1930- ROUNDS CORRECT

[Signature]

2100- SUNSET

HMCS PROTECTOR
[Signature]
 JUN 30 74
 COMMANDING OFFICER

[Signature]

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					
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 (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, which 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 rig

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 e000997 and properly placed bell, by striking the bell twice in

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 of each

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

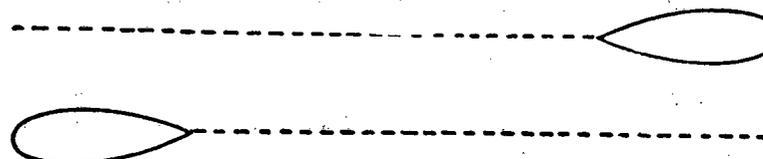
The following diagrams are intended to illustrate the steering and sailing rules:

First Situation



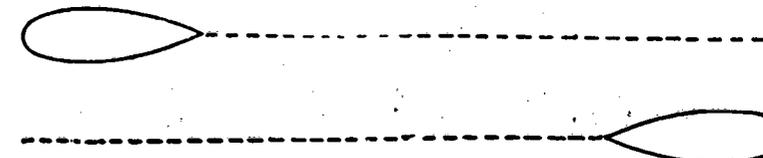
Here the two coloured lights visible to each will indicate their direct approach end on to each other. In this situation it is a standing rule that both shall direct their courses to starboard and pass on the port side of each other, each having previously given one distinct blast of the whistle.

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



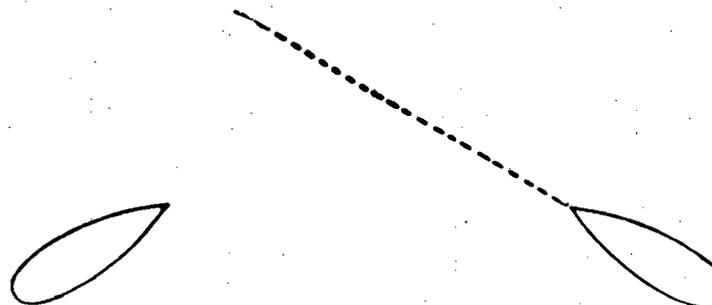
In this situation the green light only will be visible to each, the screens preventing the red light from being seen. They are therefore passing to starboard of each other, which is permissible in this situation, each pilot having previously signified his intention by two distinct blasts of the whistle.

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.

