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ITEM 910

PIÈCE 910

SEE: MARCORD 4-21

VOIR: MARCORD 4-21

SHIP'S LOG/JOURNAL DE BORD

HMCS PRESERVER

FOR MAY 19 81
POUR

DAYS AT SEA/JOURS EN MER 10

DAYS IN HARBOUR/JOURS AU PORT 21

DISTANCE RUN/DISTANCE PARCOURUE 479.2 NM

A W Breckmann LT(N)
(NAVIGATING OFFICER/OFFICIER NAVIGATEUR)

A J Cavan CAPT(N)
(COMMANDING OFFICER/COMMANDANT)

JANUARY 1977

JANVIER 1977

000214

ABBREVIATIONS/ABRÉVIATIONS

For Use in The Ship's Log/A utiliser dans le journal de bord

Aircraft	A/C	Aeronef
Abeam	⊥	Par le travers
Alter course	a/c	Changez la route
Anchor	⚓	Ancre
As requisite	as req	Nécessaire(s)
Barrel(s)	Bbl(s)	Baril(s)
Base course	b/c	Route prescrite
Bearing	bg	Relèvement
Berth	bth	Poste d'amarrage
Blind pilotage	BP	Pilotage aux instruments
Cable	c	Encablure
Cable party	cp	
Cape	Cp	Cap
Cease fire	CF	Cessez le feu
Compass	(C)	Compas
Course	co	Route
Course and speed	co & sp	Route et vitesse
Course made good	CMG	Route sur le fond
Damage control condition	DC	Condition sécurité
Dead reckoning position	DR	Point estimé
DECCA	DA	DECCA
Direction finder	D/F	Goniomètre
Distance	dist	Distance
Distance made good	DMG	Distance sur le fond
Estimated position	EP	Point corrigé
Exercise	EX	Exercice
Fathom	fm	Brasse
Feet	ft	Pieds
Fix by any method	fix	Point
Formation	Form	Formation
Green, in relative bearing	Gn	Vert (gisement)
Gyro	G	Gyro
Harbour	Hbr	Port
Head	Hd	Promontoire
High, for gyro error	H	Haut (erreur gyro)
Horizontal Sextant Angles	HSA	Angles Horizontal au Sextant
Hour	Hr	Heure
In accordance with	IAW	Conformément à
Island	Is	Ile
Jetty	Jty	Jetée
Knot	kt	Noeud

Left hand edge	←	Côté gauche
Light	Lt	Feu
Light Buoy	Lt By	Bouée lumineuse
Light House	Lt Ho	Phare
Light Vessel	Lt Vsl	Bateau-phare
LORAN	LRN	LORAN
Low, for gyro error	L	Bas (erreur gyro)
Magnetic	(M)	Magnétique
Man overboard	MOB	Homme à la mer
Manoeuvre	Mnvre	Manoeuvre
Metre	m	Metre
Minute(s)	min or '	Minute(s)
Nautical Mile(s)	NM	Mille(s) marin
Notice for Power (Steam)	NFP	Position d'attente
Observed Position	OP	Point observé
OMEGA	Ω	OMEGA
Open fire	OF	Ouvrez le Feu
Point	Pt	Point
Position	pos	Position
Radar	Ra	Radar
Radar Beacon	Racon	Balise radar
Radio Beacon	Ro Bn	Radiophare
Radio Direction Finder	Ro D/F	Radiogoniomètre
Red, in relative bearing	R	Rouge (gisement)
Reef	Rf	Recif
Revolution	rev	Tour
Right hand edge	→	Côté droit
Replenishment at Sea	RAS	Ravitaillement en Mer
Second(s)	sec or ''	Second(s)
Set course	s/c	Mettre le cap sur
Shackle	sh	Maillon
Special Sea Dutymen	SSD	Spécialistes de la manoeuvre
Speed	sp	Vitesse
Starboard	stbd	Tribord
Transit	Ø	Alignement
True	(T)	Vrai
Various	var	Variable(s)
Visibility	vis	Visibilité
Wharf	Whf	Quai
Yard	x	Verge
Zigzag	ZZ	En zigzag

SATURDAY the 1st of MAY 19 81 AT/A BERTH 43 HALIFAX N.S.

FROM/DE:

TO/À:

EXERCISE
EXERCICE
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE
EXTENDED

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur



Time
Heure ⁺⁽³⁾

Narrative/Expose'

Position

Lat.

Long.

0540

EMERGENCY STATIONS - FALSE ALARM IN ENGINE ROOM MINERVA SENSOR

05 45

SECURED EMERGENCY STATIONS

0600

SURPRISE

0800

COLOURS

KR Gerrick $W(N)$

1500

EMERGENCY STATIONS - FALSE ALARM IN ENGINE ROOM

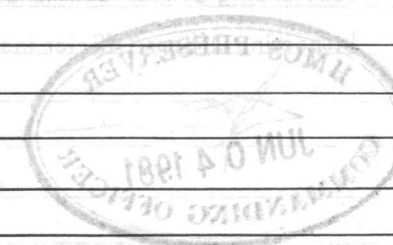
FLOOD LEVEL ALARM SYSTEM.

1505

SECURED EMERGENCY STATIONS

2023

SUNSET



SUNDAY the/le 3RD of MAY 1981 AT/A BERTH 43 HALIFAX NS

FROM/DE:

TO/À:

EXERCISE
EXERCICE
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

EXTENDED

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur



Time (p)
Heure

Narrative/Expose'

Position

Lat.

Long.

0559

SUNRISE

0000

COLOURS

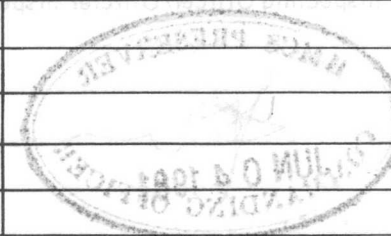
D. J. Sadowski LT(N)

1540

EXERCISED EMERGENCY PARTY WITH A SIMULATED FIRE IN
61 MESS.

2024

Sunset.



000218

Tuesday the /le 5th of May 1981 AT/A Berth 43 Halifax

TO/À:

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

NOTICE FOR POWER/POSITION D'ATTENTE

Aft
De l'arriere

CMG

Fuel Embarked/Carburant Embarqué

Inspecting Officer/Officier inspecteur

1 200 (Z)

HMCS PRESERVER
JUN 04 1988
COMMANDING OFFICER

Long.

Sunrise.

20/05/22

Ships Company to divisions

Embarked CoSea Cmor RIDGE.

Embarked Captain's Guests per Admirals
Divisions.

Embarked Admiral Felton

Comenced Admiral's Division's

Hoisted Com FLT pennant

Secured from Divisions

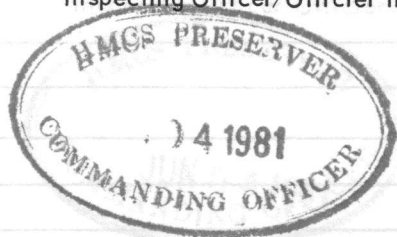
Admirable Fulton Disembarked.

Desembarked Captain's guests.


Disembodied Core Riddle (Cosea).

Exercised emergency party

—000220

WEDNESDAY the 6 TH of May 1981 AT/A BERTH 43 HALIFAX N.S.			
FROM/DE:		TO/À:	
EXERCISE EXERCICE OPAREA RÉGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	
		NOTICE FOR POWER/POSITION D'ATTENTE	
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	
0800 ()			
2000 ()			
1200 (Z)			
Commanding Officer/Commandant Inspecting Officer/Officier inspecteur 			

[illegible]


THURSDAY the 1e 7 TH of MAY 19 81 AT/A BERTH 43 HALIFAX N.S.			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arriere	
		NOTICE FOR POWER/POSITION D'ATTENTE	
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	
0800 ()			
2000 ()			
1200 (Z)			
Commanding Officer/Commandant Inspecting Officer/Officier inspecteur			
			

[illegible]

FRIDAY the 1e 8th of MAY 19 81 AT/A BERTH 43, HALIFAX, N.S.			
FROM/DE:		TO/À:	
EXERCISE EXERCICE OPAREA RÉGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	
NOTICE FOR POWER/POSITION D'ATTENTE			
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	
0800 ()			
2000 ()			
1200 (Z)			
Commanding Officer/Commandant Inspecting Officer/Officier inspecteur			

[illegible]

[illegible]

SUNDAY the/le 10 TH of MAY 1981 AT/À HALIFAX			
FROM/DE:		TO/À:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arriere	
		NOTICE FOR POWER/POSITION D'ATTENTE EXTENDED	
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	
0800 ()			
2000 ()			
1200 (Z)			
Commanding Officer/Commandant Inspecting Officer/Officier inspecteur 			

Time Heure		Narrative/Exposé	Position	
	(A)		Lat.	Long.
0651		SUNRISE		
0800		COLORS		
D. Keeney LT				
1100		EXERCISED EP- FIRE IN RESERVED SPACE 03 DECK		
2032		SUNSET		

A circular official stamp from the United States Coast Guard, Sector Atlantic. The outer ring contains the text "U.S. COAST GUARD" at the top and "SECTOR ATLANTIC" at the bottom. In the center, it reads "10 OCT 1981".

000225

MONDAY the 11 TH of MAY 1981 AT/A HALIFAX			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arriere	
		NOTICE FOR POWER/POSITION D'ATTENTE <i>EXTENDED</i>	
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	
0800 ()			
2000 ()			
1200 (Z)			
Commanding Officer/Commandant Inspecting Officer/Officier inspecteur <div>HMCS PRESERVER JUN 04 1981 COMMANDING OFFICER</div>			

[illegible]

TUESDAY the/le 12th of MAY 1981 AT/A BERTH 43 HALIFAX N.S.

FROM/DE:

TO/À:

EXERCISE
EXERCICE
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

EXTENDED

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur



Time (h)
Heure (h)

Narrative/Exposé

Position

Lat.

Long.

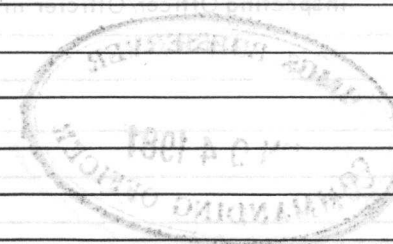
0547	SUNRISE
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0800	COLOURS
------	---------

HR Serrick LT(N)

1625	Exercised Emergency Party- Fire in Tiller Flat.
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2035 | SUNSET



—000227

000229

000230

TUESDAY the 19 th of MAY 1981 AT/A HALIFAX + APPROACHES			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE → MOT whf. 020°-051° Dartmouth φ LT. 318°-329° Water Tower NLT 076°	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	
0900	22'3"	25'0"	
NOTICE FOR POWER/POSITION D'ATTENTE 0400 - 4 HRS NOTICE 0925 - 30 MIN NFS 2245 - Reverted To 1 hr N.F.P.			
Watch Quart	Log Loch	DMG	CMG
FORENOON		14 NM.	VAR
AFTERNOON		45 NM	CMG 077.
FIRST DOG		34 NM	290
LAST DOG		39.8 NM	160°
FIRST		38.4 NM	VAR
Day's Run/ Distance totale parcourue		171.2	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()			
2000 (P)	44°26.1'N	63°03.9'W	
1200 (Z)			



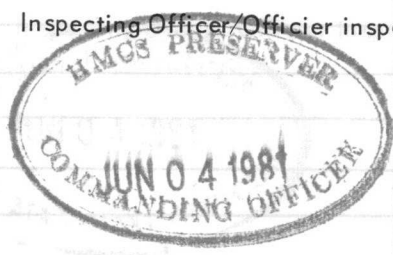
Time Heure (P)	Narrative/Exposé	Lat.	Long.
0539	SUNRISE		
0800	COLOURS		
0900	SSD, CP & BP CLOSED UP TO EXIT HFX HBR ASSUMED DC COND Y		
0900	GYRO CORRECT BY FIX		
0925	SECURED SSD CP & BP REVERTED TO DC COND X		
1045	SSD CP & BP CLOSED UP TO EXIT HFX HBR ASSUMED DC COND Y		
1109	SLIPPED JETTY 8 WITH CFAV TUG GLENSIDE ASSIST		
1114	SLIPPED CFAV TUG GLENSIDE Co & Sp AS REQ'D TO EXIT HFX HBR for Engineering Trials.		
1147	VIS FIX	44°36.1'N	63°32.7'W
1221	SECURED SSD, CP, & BP 5/8 157 SP 12 VIS 12 NM SEASTATE 2 CLOUD 6/8 WIND 225° 12 KTS K.R. Sernik LT(N)		
1430	DECCA	44°28.5'N	62°56.6'W
	VIS 10 NM SEA STATE 2 CLOUD OVERCAST WIND 225° 15 KTS G. Sullivan LT(N)		
1715	DECCA	44°34.5'N	62°28.5'W
	VIS 10 NM SS 3 4/8 Cloud WIND 235-15 KTS P. Kueff LT		
1900	DECCA	44°19.5'N	62°38.5'W
	VIS 10 NM SS 3 3/8 CLOUD WIND 235-20 KTS T. Good LT(N)		
2100	SSD + CP CLOSED, W.A. ASSUMED NBCD Y TO ENTER HALIFAX HBR		
2145	2145 Re fix		
2225	Came to port at 183° Halifax Shipyard Jetty 4.6 ca. in 55 ft,	44°36.4'N	63°32.4'W

EDWARDS Date 20th of May 19 81 AT/A Sea & Halifax HBR

FROM/DE: _____ TO/A: _____

EXERCISE EXERCICE <u>TRIALS</u>		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
OPAREA REGION		<u>Mot warf - 020-0510 Dart.</u> <u>0 LT 318° 328°(T) Water Tower</u> <u>N 45° 076°(T)</u>	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arriere	NOTICE FOR POWER/POSITION D'ATTENTE <u>1 HR N.F.S.</u>

Watch Quart	Log Loch	DMG	CMG
<u>MIDDLE</u>			
<u>MORNING</u>			
<u>FORENOON</u>		<u>40 NM</u>	<u>160°(T) 230°(T)</u>
<u>AFTERNOON</u>		<u>25 NM</u>	<u>180°</u>
<u>FIRST DOL</u>			
<u>LAST DOL</u>		<u>23 NM</u>	<u>VAR</u>
<u>FIRST</u>			
Day's Run/ Distance totale parcourue		<u>88.0</u>	Fuel Embarked/Carburant Embarqué

	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur 
0800 ()			
2000 (P)	<u>44° 39.3' N</u>	<u>63° 33.8' W</u>	
1200 (Z)	<u>44° 38.2' N</u>	<u>63° 33.2' W</u>	

Time Heure	Narrative/Exposé	Lat.	Long.
0245	<u>⊙ bearings correct.</u> <u>Wind 200 5 KTS cloud 8/8 vis 8 nm.</u> <u><i>[Signature]</i></u>		
0600	<u>⊙ BEARS CORRECT.</u>		
	<u>CALM cloud 7/8 vis 10 NM</u>		
	<u><i>[Signature]</i></u>		
0800	<u>COLOURS</u>		
0801	<u>SSD CP & BP CLOSED UP ASSUMED DC COND "Y"</u>		
0805	<u>COMMENCED WEIGHING ⚓</u>		
0840	<u>WEIGHED ⚓ PROCEEDED TO SEA Co & Sp AS REQUIRED TO</u>		
	<u>EXIT HFX HBR</u>		
0945	<u>SECURED SSD CP & BP 5/16 160 Sp 14</u>		
0950	<u>COMMENCED FULL POWER TRIALS</u>		
1000	<u>DA FIX</u>	<u>44° 23.8' N</u>	<u>63° 29.2' W</u>
	<u>WIND 250-14 KTS SEA STATE 1 VIS 9 NM IN HAZE CLOUD 6/8</u>		
	<u>KR Sennick LT(N)</u>		
1200	<u>DECCA</u>	<u>44° 05' N</u>	<u>63° 54' W</u>
	<u>WIND 230-10 KTS SEA STATE 1 VIS 10 NM CLOUD 4/8</u>		
	<u><i>[Signature]</i></u>		
1700	<u>DECCA</u>	<u>44° 07' N</u>	<u>63° 30.5' W</u>
	<u>WIND 250-10, SS1, vis 10 nm 5/8 clouds</u>		
	<u><i>[Signature]</i></u>		
1816	<u>DECCA fix</u>	<u>44° 24' N</u>	<u>63° 22' W</u>
1835	<u>SSD + CP closed up to enter Halifax Harbour</u>		
2002	<u>Came to 5700 ft with 5 shackles on deck, 183° Hal ships Ity</u>		
	<u>4.6 in. WSSD H.M. mud bottom.</u>		
2015	<u>Secured SSD + CP. Reverted to MBCO X</u>		
	<u><i>[Signature]</i></u>		

THURSDAY the/le 21ST of MAY 1981 AT/A

FROM/DE:

TO/A:

EXERCISE
EXERCICE TRIALS
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arrière

NOTICE FOR POWER/POSITION D'ATTENTE

1738 - 12 HRS NFS

Watch
Quart

Log
Loch

DMG

CMG

FORENOON

30 NM VAR

Afternoon

3 NM VAR

FIRST DOG

12 NM VAR

Day's Run/
Distance totale parcourue

45.0

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

0800 ()

2000 ()

1200 (Z)

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur



Time
Heure (M)

Narrative/Exposé

Lat.

Long.

0200

BRG'S CORRECT

CALM VIS 12 NM CLEAR SKY SEASTATE 1

GB Mil LT(N)

0400

BRG'S CORRECT

0537

SUNRISE

0600

BRG'S CORRECT

CALM VIS 12 NM CLEAR SKY SS 1

11. LOAN LOD.

0800

COLOURS

0801

SSD CP & BP CLOSED UP ASSUMED DC COND "Y"

0837

WEIGHED & PROCEED TO SEA

0848

GYRO CORRECT BY TRANSIT

0849

COMMENCED ECHO SOUNDER TRIALS

0911

COMPLETED ECHO SOUNDER TRIALS 9/197 Sp 9

1055 KRS
0945

SECURED SSD CP & BP MODIFIED SSD SFA WATCH CLOSED UP

COMMENCED EM LOG TRIALS

1035

VIS FIX

WIND 195-17 KTS VIS 10 NM SEA STATE 1 CLOUD 3/8

KR Sennik LT(N)

1400

VIS FIX

WIND 200-20 KTS VIS 12 NM SEA STATE 1 CLOUD 3/8

44° 31.6'N 63° 31.3'W

44° 29.7'N 63° 31.2'W

1600

SSD CP CLOSED UP

1611

HANDS TO STNS FOR ENTERING HFX HBR

1650

EMBARKED QHM PILOT CAPT BARKHOUSE

1653

SECURED CFAV TUG GLENBROOK STBD QUARTER

1704

SECURED PORTSIDE TO JETTY 4

1733

SLIPPED CFAV TUG GLENBROOK

1738

SECURED SSD CP REVERTED TO DC COND "X"

1740

DISSEMBARKED QHM PILOT CAPT BARKHOUSE

KR Sennik LT(N)

000238

[illegible]

Time Heure (H)		Narrative/Exposé	Lat.	Long.
0536	SUNRISE			
0800	Colours			
		<i>M. Buklman LT(N)</i>		
0940	CLOSED UP SSD & CP ASSUMED DC COND "Y"			
0948	GYRO CORRECT BY FIX			
0949	EMBARKED QHM PILOT CAPT HUNT SECURED CFAV TUG GLENEVIS STBD QUARTER			
0955	SLIPPED JETTY 4 AND PROCEEDED TO BEDFORD BASIN			
1008	^{KRS} SLIPPED DISEMBARKED QHM PILOT CAPT HUNT SLIPPED CFAV TUG GLENEVIS			
1023	SECURED SSD & CP MOD STBD SSD CLOSED UP			
1108	COMMENCED COMPASS SWING & RFDF CALIBRATION TRIAL			
1115	VIS FIX		44° 41' N	63° 38.5' W
1314	COMPLETED COMPASS SWING & RFDF CALIBRATION TRIAL			
1320	COMMENCED MOBEX			
1334	COMPLETED MOBEX			
1345	SSD & CP CLOSED UP			
1417	EMBARKED QHM PILOT CAPT HUNT			
1427	SECURED CFAV TUG GLENEVIS PORT QUARTER			
1445	SECURED STBD SIDE TO JETTY 4			
1450	SLIPPED CFAV TUG GLENEVIS			
1452	DISEMBARKED QHM PILOT CAPT HUNT			
1459	SECURED SSD & CP			
		<i>KR Sennik LT(N)</i>		
1610	WATER BARGE ALONGSIDE PORT SIDE			
1630	EXERCISED EMERGENCY PARTY WITH FIRE IN #2 AVIONIC WORKSHOP			
2046	SUNSET			

000240

SATURDAY the /le 23rd of MAY 1981 AT /A JETTY 4 HALIFAX

FROM/DE:

TO/À:

EXERCISE
EXERCICE
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELEVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

12 hrs

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur



Time (p)
Heure

Narrative/Exposé

Lat.

Long.

0535

SUNRISE

0800

COLOURS

1630

EXERCISED F&E PARTY WITH FIRE IN ANCHOR WINDLASS COMPARTMENT

2047

SUNSET

000241

EXERCISE
EXERCICE
OPAREA
REGION

Draught/Tirant d'eau

NOTICE FOR POWER/POSITION D'ATTENTE

12 HRS

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude	Longitude
----------	-----------

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur



Narrative/Expose'

0535	SUNRISE
------	---------

0800	COLOURS
------	---------


D. Dufourst. 27/11

1300	EXERCISED FP WITH SIMULATED B CLASS FIRE IN MAIN GALLEY
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2048	SUNSET
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Lat.	Long.
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—000242

MONDAY the/le 25 of MAY 1981 AT/A HALIFAX APPROACHES			
FROM/DE:		TO/A:	
EXERCISE TRIALS EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE PLOT WHARF - 020° - 051° (T) DART Ø LT - 318° - 328° (T) WATER TWR - NLT 076° (T)	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	
0815(L)	22' ½"	24' 5½"	
Watch Quart	Log Loch	DMG	CMG
Forenoon		20.0 NM	200° (T)
Afternoon		37.5 NM	060° (T)
FIRST DOG		14.5 NM	VAR
Day's Run/ Distance totale parcourue		720	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()			
2000 ()			
1200 (Z)			

Time Heure (A)	Narrative/Exposé	Lat.	Long.
0534	SUNRISE		
0800	COLOURS		
0801	ACTION STATIONS SSD: CP CLOSED UP ASSUMED DC COND "Z"		
0815	EMBARKED QHM PILOT CAPT BARKHOUSE		
0837	SLIPPED JETTY 4 WITH CFAV TUG ^{KRS} ASSIST E-LENBROOK		
	MERRICKVILLE ASSIST		
0844	DISEMBARKED QHM PILOT CAPT BARKHOUSE		
0900	REVERTED TO DC COND "Y"		
0934	SECURED ACTION STATIONS REVERTED TO 2 nd DEGREE OF READINESS		
0935	COMMENCED GYRO TRIALS		
0940	COMPLETED GYRO TRIALS		
0945	COMMENCED IFF: TACAN TRIALS		
0955	SECURED SSD: CP		
	KRServik H(N)		
1015	Completed TACAN TRIALS		
1040	DECCA Fix	44°22.5'N	63°27.5'W
1142	Commenced gun trials. A. Mount.		
1155	Completed gun trials expended 20 Rounds. Wind 290-15KTS vis 12nm cloud 2/8.		
1200	DECCA Fix	44°08.8'N	63°40'W
1230	Commenced SPF TRIALS		
1400	Completed SPF TRIALS		
1413	EXERCISED MAN OVERBOARD DRILL		
1425	MAN OVERBOARD DRILL COMPLETED.		
1540	DECCA Fix	44°28.2'N	63°28.2'W
	WIND 300-9 KTS VIS 12 NM CLOUD 4/8 SS 1 T. Green Red		
1550	SSD: CP CLOSED UP TO ENTER HFX HQR		
1635	VIS Fix	44°38.3'N	63°22.1'W
1649	CAME TO PORT WITH 5 SHACKLES ON DECK IN POSITION 2		000243

Time Heure (P)	Narrative/Exposé	Position	
		Lat.	Long.
1700	SECURED SSD, CP REVERTED TO DC COND "X" WIND 225-10 VIS 10NM SEASTATE 1 CLOUD 2/8 KR Serrick LT(N)		
1920	⚓ BRG CORRECT		
1938	ASSUMED AWKWARD STATE 3, DC COND "Y"		
2020	COMMENCED DIVING OPERATIONS		
2051	SUNSET		
2110	ASSUMED AWKWARD STATE 2		
2121	COMPLETED DIVING OPERATIONS		
2147	EMERGENCY STATIONS, ASSUMED AWKWARD STATE 1, DC COND "Z"		
2200	⚓ BRG CORRECT		
2201	SECURED EMERGENCY STATIONS, AWKWARD STATE 1 REVERTED TO PORT WOD, DC COND "X" WIND 130° SKTS, Sea Calm, VIS 10NM. AM Buhlman LT(N)		

000245

WEDNESDAY the 27th of MAY 19 81 AT/À HALIFAX APPROACHES

FROM/DE:

TO/À:

EXERCISE TRIALS

EXERCICE

OPAREA

RÉGION

ANCHOR SAFETY BEARINGS

RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward De l'avant

Aft De l'arrière

0800

30'3"

32'11"

Watch Quart

Log Loch

DMG

CMG

FORENOON

28.2

VAR

AFTERNOON

8.4

VAR

FIRST DUE

4.3

VAR

FIRST

42.1

VAR

Day's Run/Distance totale parcourue

83.0

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

0800 ()

2000 ()

1200 (Z)

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

HMCS PRESERVER

JUN 04 1981

COMMANDING OFFICER

Time Heure (p)	Narrative/Exposé	Position	
		Lat.	Long.
0532	SUNRISE.		
0800	Colours.		
0801	SSD CP Blind plotage closed up. hand to Stations Leaving Jetty 3 Inp. O.I. Assumed A.C. Y.		
0830	Embark Pilot Barkhouse QHM. tug Glenside secured Starboard quarter.		
0851	Departed jetty 3.		
0905	Disembarked pilot secured tug.		
0950	Secured SSD reconnected to modified SSD Port watch.		
0951	COMMENCED DEGAUSSING RUNS		
1309	COMPLETED DEGAUSSING RUNS		
1310	SSD CP CLOSED UP		
1322	EMBARKED QHM PILOT CAPT HUNT		
1325	SECURED CFAV TUG GLENSIDE PORT QUARTER		
1347	SECURED STBD SIDE TO CFAD JETTY SLIPPED CFAV TUG GLENSIDE		
1348	DISSEMBARKED QHM PILOT CAPT HUNT		
1350	SECURED SSD CP		
1426	COMMENCED AMMUNITIONING		
1530	COMPLETED AMMUNITIONING		
1540	SSD CP CLOSED UP		
1556	EMBARKED QHM PILOT CAPT HUNT		
1558	SECURED CFAV TUG GLENEVIS PORT QUARTER		
1601	SLIPPED CFAD JETTY AND PROCEEDED TO E		
1609	SLIPPED CFAV TUG GLENEVIS		
1615	DISSEMBARKED QHM ^{KRS} TUG PILOT CAPT HUNT		
1624	VIS FIX	44° 42' N	63° 38.2' W
1715	CAME TO PORT 8 IN ANCHORAGE POSITION 1 229° FLAME TOWER 4.7 CR WITH 3 SHACKLES ON DECK		
1725	SECURED SSD CP REVERT TO DC COND "X" KR Servak LT(N)		
1740	BRG's correct AM Bullock LT(N)		
1815	SSD CP's BP CLOSED UP ASSUMED DC COND "Y"		
1929	WEIGHED E		
1938	STEERING GEAR BREAKDOWN		

000246

THURSDAY the/le 28 th of MAY 1981 AT/A			
FROM/DE:		TO/À:	
EXERCISE TRIALS EXERCICE OPAREA RÉGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	NOTICE FOR POWER/POSITION D'ATTENTE
0930	30'4"	32'10"	
Watch Quart	Log Loch	DMG	CMG
MIDDLE		3.2 NM	
FORENOON		2.1 NM	
Day's Run/ Distance totale parcourue		5.3	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur HMCS PRESERVER JUN 04 1981 COMMANDING OFFICER
0800 ()			
2000 ()			
1200 (Z)			

Time Heure (P)	Narrative/Exposé	Lat.	Long.
0011	SLIPPED YSF 219		
0059	CAME TO PORT & 278° SOUTH MCKAY BRIDGE TOWER		
	8 CA WITH 5 SHACKLES ON DECK		
0100	SWITCHED OFF NAVIGATION LIGHTS SWITCHED ON		
	& LIGHTS AND A/C WARNING LIGHTS		
0102	SECURED SSD CP & BP REVERTED TO DC COND "X"		
	STBD WOD CLOSED UP		
	MR Sennick LT(N)		
0230	& BRG's Correct		
	VIS 6NM WIND 140/8 CLOUD 8/8 SEA STATE 0 (CALM)		
	Griffiths LT(N)		
0400	& BRG's Correct		
0531	Sunrise		
0700	& BRG's Correct		
	VIS 5 NM WIND 140/6 CLOUD 7/8 Sea State 1		
	11. Green Lcd.		
0745	SSD, CP, Blind pilotage closed up commenced shortening in port anchor.		
0800	Colours.		
0822	Anchor aweigh courses and speeds as required to come stbd side to Jetty 4.		
0854	QRM pilot, Capt Hunt embarked. tug.		
	Glenside post quarter.		
0905	Line to Glenside. Parksville standing by post bow.		
0925	Secured stbd side to Jetty 4. SLIPPED GLENSIDE		
0931	SECURED CP & SSD REVERTED TO DC COND X		
0932	DISSEMBARRED QRM PILOT CAPT HUNT		
	MR Sennick LT(N)		

TO/À:

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

Forward
De l'avant

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

12 HRS

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

0800 ()

2000 ()

1200 (Z)



Narrative/Expose'

1812

EXERCISED EMERGENCY PARTY WITH A FIRE IN
THE ENGINEERS WORKSHOP

2052

SUNSET

Lat.

Long.

000249

FRIDAY the 1e 29th of MAY 19 81 AT/A BERTH 43 HALIFAX
N.S.

FROM/DE: _____ TO/A: _____

EXERCISE
EXERCICE
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur



Time (p)
Heure

Narrative/Exposé

Lat.

Long.

0531	SUNRISE
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0643	EMERGENCY STATIONS - SEA TRAINING EXERCISE
	WITH A FIRE IN THE CREW'S LAUNDRY

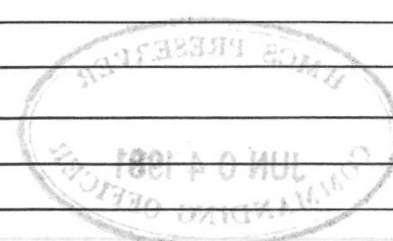
0705	SECURED	EMERGENCY	STATIONS
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0800	COLOURS
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J. L. Bartholomew LSW

1800	EXERCISE) EMERGENCY PARTY - FIRE BATTERY CHARGING COMPT
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2052	SUNSET
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SUNDAY the/le 31st of MAY 19 81 AT/A HALIFAX

FROM/DE:

TO/A:

EXERCISE
EXERCICE
OPAREA
REGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft

De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

12 hours

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur



Time (p)
Heure

Narrative/Expose'

Position

Lat.

Long.

0530

SUNRISE

0800

COLOURS


1555

EXERCISED EMERGENCY PARTY - FIRE IN STBD JUNGLE
DECK FRAME 83

2054

$$\Sigma \cup W \quad S_i \in T$$

000252

MONDAY the 1 st of JUNE 1981 AT HALIFAX			
FROM/DE:		TO/À:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	
		NOTICE FOR POWER/POSITION D'ATTENTE 12 HOURS	
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur 
0800 ()			
2000 ()			
1200 (Z)			

ÉCHELLE DE BEAUFORT ET TABLE D'AGITATION CORRÉLATIVE

Degré Beaufort	Vitesse moyenne du vent (noeuds)	Limites de vitesse du vent (noeuds)	Termes descriptifs	Observations depuis la côte	Observations à la mer	Table d'équiv. approx. d'agitation en pleine mer*
						Haut. moy. prob. des lames en pi.† Haut. max. entre ()
0	0	0-1	Calme	---	Mer plate comme un miroir.	
1	2	1-3	Très légère brise	Suffit à donner de l'erre aux bateaux de pêche naviguant vent arrière.	Rides en forme d'écailles, mais sans écume à la crête.	-(½)
2	5	4-6	Légère brise	Les bateaux de pêche portant huniers et voiles de petit temps et, naviguant au près bon plein atteignent 2 noeuds.	Petites vaguelettes, encore courtes mais plus prononcées; crêtes d'aspect vitreux qui ne déferlent pas.	½(1)
3	9	7-10	Petite brise	Les bateaux portant huniers et voiles de petit temps commencent à giter légèrement; ils atteignent 3 noeuds au près bon plein.	Vaguelettes plus grandes. Les crêtes commencent à déferler. Écume d'aspect vitreux. Moutonnement possible ça et là.	2 (3)
4	13	11-16	Jolie brise	Brise qui porte bien. Les bateaux gîtent considérablement toutes voiles dehors.	Petites lames un peu plus grosses; moutons assez fréquents.	3½ (5)
5	19	17-21	Bonne brise	Les bateaux diminuent de voiles.	Lames modérées, prenant une forme longue plus prononcée; moutons nombreux. (Probablement quelques embruns)	6 (8½)
6	24	22-27	Vent frais	Les bateaux à voile aurique prennent deux ris.	De grosses lames commencent à se former; les crêtes d'écume blanche sont plus serrées partout. (Sans doute des embruns).	9½ (13)
7	30	28-33	Vent grand frais	Les bateaux restent au port et ceux qui sont en mer capeyent.	La mer se creuse et l'écume des crêtes qui brisent commence à former des trainées dans le sens du vent. (poudrin visible)	13½ (19)
8	37	34-40	Coup de vent	Les bateaux se mettent à l'abri si possible.	Lames modérément hautes, de longueur plus importante; les franges des crêtes commencent à être arrachées. L'écume forme des trainées nettes dans le sens du vent.	18 (25)

ÉCHELLE DE BEAUFORT ET TABLE D'AGITATION CORRÉLATIVE

Degré Beaufort	Vitesse moyenne du vent (noeuds)	Limites de vitesse du vent (noeuds)	Termes descriptifs	Observations depuis la côte	Observations à la mer	Table d'équiv. approx. d'agitation en pleine mer*
						Haut. moy. prob. des lames en pi.† Haut. max. entre ()
9	44	41-47	Fort coup de vent	---	Fortes lames. Épaisses traînées d'écume dans le sens du vent. Les crêtes commencent à crouler, rouler et déferler. Les embruns peuvent gêner la visibilité.	23 (32)
10	52	48-55	Tempête	---	Très hautes lames à longues crêtes en surplomb. Les grandes plaques d'écume qui se forment s'étalent en traînées blanches très denses, dans le sens du vent. Toute la surface de l'eau devient blanche. La mer est très agitée, les lames se heurtent lourdement. Visibilité réduite.	29 (41)
11	60	56-63	Violente tempête	---	Lames exceptionnellement hautes. (Les navires de taille petite ou moyenne peuvent disparaître par moments derrière les vagues.) La mer est entièrement couverte de plaques d'écume blanche allongées dans le sens du vent. Les crêtes des lames sont pulvérisées en embruns. La visibilité est mauvaise.	37 (52)
12	68	64-71	Ouragan	---	L'air est plein d'embruns et d'écume. La mer est toute blanche; la visibilité est très mauvaise.	Plus de 45
13	76	72-80	* Mesurée aux stations côtières pour une hauteur de 33 pieds au-dessus du niveau de la mer. † Les chiffres entre parenthèses indiquent la hauteur maximale probable atteinte par une lame sur dix environ.			
14	85	81-89				
15	95	90-99				
16	104	100-108				
17	114	109-118				

NOTA

- La table d'équivalences approximatives d'agitation est uniquement destinée à donner des indications grossières de ce qu'on peut s'attendre à trouver en pleine mer, loin de la terre. Il ne faut *jamais* s'en servir à l'envers, c-à-d. pour inscrire ou pour transmettre des observations. En eaux fermées ou près de la côte avec un vent de terre, la hauteur et la longueur des lames seront moindres.
- On appelle lame le mouvement de la mer sous l'action du vent. On appelle houle le mouvement de la mer qui a pris naissance à une certaine distance de l'observateur et qui, en général, est poussé dans une direction autre que celle du vent.
- La hauteur d'une lame est la distance verticale entre la crête et le creux.

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	Approx. Equiv. Sea Disturb. Table in Open Sea *
						Prob. Mean Ht. of Waves in Ft.† Max. Ht. in brackets
0	0	Less than 1	Calm	---	Sea like a mirror	
1	2	1-3	Light air	Sufficient to give good steerage to fishing smacks with the "wind free".	Ripples with the appearance of scales are formed but without foam crests.	-(½)
2	5	4-6	Light breeze	Fishing smacks with topsails and light canvas, "full and by", make up to 2 knots.	Small wavelets, still short but more pronounced; crests have a glassy appearance and do not break	½(1)
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)
4	13	11-16	Moderate breeze	Good working breeze. Smacks heel over considerably on a wind under all sail.	Small waves, becoming longer; fairly frequent white horses.	3½(5)
5	19	17-21	Fresh breeze	Smacks shorten sail.	Moderate waves, taking a more pronounced long form; many white horses are formed. (Chance of some spray).	6 (8½)
6	24	22-27	Strong breeze	Smacks double-reef gaff mainsails.	Large waves begin to form; the white foam crests are more extensive everywhere. (Probably some spray).	9½(13)
7	30	28-33	Moderate gale	Smacks remain in harbour and those at sea lie to.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind. (Spindrift begins to be seen).	13½(19)
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)
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)
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)
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)
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
13	76	72-80				
14	85	81-89				
15	95	90-99				
16	104	100-108				
17	114	109-118				

* 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.