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000173

CHP 9

PHC 9

ITEM 910

PIÈCE 910

SEE: MARCORD 4-21

VOIR: MARCORD 4-21

SHIP'S LOG/JOURNAL DE BORD

HMCS PRESERVER

FOR APRIL 19 81
POUR

DAYS AT SEA/JOURS EN MER 5

DAYS IN HARBOUR/JOURS AU PORT 25

DISTANCE RUN/DISTANCE PARCOURUE 1070 NM

M. Buhlmann LTCM

(NAVIGATING OFFICER/OFFICIER NAVIGATEUR)



JANUARY 1977



JANVIER 1977

(COMMANDING OFFICER/COMMANDANT)

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	Necessaire(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

Thursday the/le 2nd of April 19 81 AT/A Montreal

TO/À:

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

NOTICE FOR POWER/POSITION D'ATTENTE

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

CMG

Fuel Embarked/Carburant Embarqué

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur

1 200 (Z)

Position

Long.

Colours.

EXERCISED DUTY WATCH WITH SHIP TOUR OF FIXED SNOW FIXED

SUNSET

ROOMS LEFT

000177

SATURDAY the 4th of APRIL 1981 AT/A MONTREAL

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

Time
Heure

Narrative/Exposé

Position

Lat.

Long.

0530

SUNRISE

0800

COLOURS

1828

SUNSET

1837

EXERCISED EMERGENCY PARTY WITH A FIRE IN
THE SONAR INSTRUMENT SPACE.

2025

Round Conect

SUNDAY the/le 5th of APRIL 1981 AT/À MONTREAL			
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
0745	13'1"	22'4"	
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)			

Time Heure		Narrative/Exposé	Position	
	(A)		Lat.	Long.
0527		SUNRISE		
0750		Embarked Montreal Harbour Pilot Capt. Georges Pelletier		
0800		Colours		
0820		Slipped and proceeded by cold move from Vickers To shell Jetty, using tugs "Cathy McAlister," "SINMAC," "Salvage Monarch," and "Helen McAlister."		
0830		Gyro correct by ϕ		
0959		Secured STBD side To berth S103, Montreal.		
1010		Disembarked Montreal Harbour Pilot.		
		<i>A. Lued Lech.</i>		
1205		Commenced FUELLING.		
1806		EXERCISED EMERGENCY PARTY WITH A RUPTURED FUELLING HOSE AT STBD FUELLING POSITION.		
1828		SUNSET.		
2330		COMPLETED FUELLING, ALL FUELLING HOSES LANDED TO JETTY.		

Monday the 6 TH of APRIL 19 81 AT/A MONTREAL			
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
FIRST DOG		10.4	VAR
LAST DOG		35.8	VAR
FIRST		77.8	VAR
Day's Run/ Distance totale parcourue		120.6	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()			
2000 ()			
1200 (Z)			

Time Heure	Narrative/Exposé	Position Lat. Long.	
0527 Sunrise	SUNRISE		
0600	CAOIRS		
	G.M. (N)		
1230	SSD, CABLE PARTY CLOSED UP HANDS TO STATIONS FOR LEAVING HBR		
1235	EMBARKED PILOTS MR BELSILE MR VALLEE MR DUVAL		
1245 1300	SECURED TUG SINMAC PORT SIDE MIDSHIPS, CATHY McALLISTER PORT SIDE AFT		
1300	SLIPPED SHELL OIL JETTY S103 AND PROCEEDED TO SEA		
1305	ENGINE ROOM EMERGENCY		
1308	SECURED ENGINE ROOM EMERGENCY		
1310	ENGINE ROOM EMERGENCY		
1312	SECURED STBD SIDE TO SHELL OIL JETTY S103		
1335	SLIPPED TUGS		
1340	SECURED SSD, CABLE PARTY		
	KR Sennik LT(N)		
1630	COMMENCED BASIN TRIAL		
1656	SSD CABLE PARTY CLOSED UP HANDS TO STATIONS FOR LEAVING HBR		
1659	SECURED TUG SALVAGE MONARCH PORT BOW CATHY McALLISTER PORT SIDE AFT		
1705	SLIPPED SHELL OIL JETTY S103 CO. F Sp AS REQ'D TO PROCEED TO SEA		
1720	S/C 025 Sp 8 GYRO 2° LOW BY TRANSIT		
1725	SLIPPED TUGS		
	WIND 315° 20 KTS VIS 1/2 MILE CLOUD 3/8 SEA STATE 1		
	KR Sennik LT(N)		
1800	Sp 12 Co various to transit St. Lawrence Seaway		
1827	Sunset. Nav lights switched on		0080
1902	Gyro half degree low by transit		
	Wind 278° 20 KTS Vis 10 NM Cloud 3/8 Sea State 1		0005
	T. Green Led.		0001

[illegible]

TUESDAY the 7 th of APRIL 19 81 AT/A			
FROM/DE: MONTREAL, PQ		TO/A: HALIFAX, N.S.	
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
Watch Quart	Log Loch	DMG	CMG
MIDDLE		55 NM	VAR
MORNING		62.5	
FORENOON		60.2	
AFTERNOON		79.2	
FIRST DOG		10	035°(T) 240°(T)
LAST DOG		25.2	
FIRST		72	235
Day's Run/ Distance totale parcourue		244.5	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	47° 32.2 N	70° 08.7 W	
2000 ()			
1200 (Z)			

Time Heure	Narrative/Exposé	Position	
		Lat.	Long.
0230	DISSEMBARKED PILOTS		
	EMBARKED PILOTS M. ROMPRE & J. NOEL		
0258	VIS FIX WIND 295-6KTS VIS 8NM CLEAR SEA STATE 1 KR Serrick LT(N)	46° 50.5' N	71° 02.5' W
0625	Commenced Main Propulsion trials		
0700	Vis Fix WIND 290-20kts VIS 12nm clear, Seastate 1 P. Keeney LT(N)	47° 25.2' N	70° 25.4' W
0900	Vis Fix	47° 44.1' N	69° 53.8' W
1040	Vis Fix	47° 52.8	69° 45.1' W
1130	DISSEMBARKED PILOTS M. ROMPRE & J. NOEL SEC CO OSS Sp 14 WIND 240-22 KTS VIS 10NM CLEAR SEA STATE 2 T. Lavelle LT(N)		
1205	CO'S SP 14 REQ'D FOR ENGINEERING TRIALS.		
1408	Vis Fix.	48° 22.3' N	69° 16.6' W
	WIND 245/18 VIS 15NM CLOUDS 1/8 SEASTATE 2. P. Keeney LT(N)		
1650	COMMENCED ANCHOR TRIALS		
1723	RDR FIX	48° 30.5' N	69° 02.9' W
1737	COMMENCED BOW THRUSTER TRIALS WIND 240-16KTS VIS 10NM CLOUD 1/8 SEASTATE 2 KR Serrick LT(N)		
1814	SUNSET. NAV LTS SW/ON		
1840	Completed Bow Thruster trials		
1920	Completed Anchor trials		
1947	Vis Fix P. Keeney LT(N)	48° 33.3' N	69° 01.1' W

TUESDAY the /e 7th of APRIL 1981 AT/A

FROM/DE: MONTREAL, PQ

TO/À: HALIFAX, N.S.

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

Middle ans

Morning 10/13

64.8

0650

Day's Run/
Distance totale parcourue

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

0800 ()

2000 ()

1200 (Z)

Time (R)
Heure

Narrative/Exposé

Position

Lat.

Long.

. 1950

Commenced Steering Trials. Co of sp various

2015

DECCA Fix

2145

Steering Trials completed Set Co 235 Sp 18

2245

Stopped abeam Pilot Station Les Escoumins to disembark
trials staff via pilot boat

2359

Completed disembarkation of trials staff. Set co 065 Sp 9
Wind 270 SKts Vis 10nm Cloud 6/8 Sea state 1

T. loren 2 cd

WEDNESDAY the/le 8 TH of APRIL 1981 AT/À			
FROM/DE: MONTREAL, PQ		TO/À: HALIFAX, NS.	
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
MIDDLE		64	056°
MORNING		68.2	
FORE NOON		40 NM	080
AFTER NOON		52.8	
FIRST DOG		27 NM	118
LAST DOG		55 NM	118
FIRST		45	118°
Day's Run/ Distance totale parcourue		351.6	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 (A)	49° 13.4' N	66° 25.2' W	
2000 ()	48° 33' N	62° 45.4' W	
1200 (Z)	49° 08' N	66° 51' W	

Time Heure (A)	Narrative/Exposé	Position	
		Lat.	Long.
0230	Vis Fix	48°36.5'N	62°36.7'W
	Wind 175/14 Vis 15 NM OVCST SEA STATE 1		
	G Sullivan LT (W).		
0457	SUNRISE. NAV. LTS SW/OFF		
0525	RA & Decca fix	48°57.5'N	61°29.5'W
	SEA STATE 1, WIND 050-5 KTS, 1/8 CLOUD.		
	JW Buckman LT (W)		
0815	COMMENCED BAILEY METER TRIALS		
1000	RDR FIX	49°18.7'N	65°57.4'W
1145	COMPLETED BAILEY METER TRIALS		
	WIND 045-4 KTS VIS 12 NM CLOUD 7/8 SEA STATE 1		
	KR Sarniak LT (W)		
1300	Recommenced Bailey Meter Trials.		
1516	RDR & DECCA FIX	49°01.5'N	64°12.5'W
1547	Completed Bailey Meter Trials		
	Wind Vis 12 nm cloud 3/8 Sea State 1		
	P. Keene LT		
1600	Decca Fix	48°57.5'N	63°59'W
1608	EXERCISED MAN OVERBOARD DRILL.		
1618	MAN OVERBOARD DRILL COMPLETED. Set Co 118°(CT) Sp 16		
1730	DECCA FIX	48°48.4'N	63°32.5'W
	WIND 180 4 VIS 10 NM CLOUD 5/8 Sea State 1		
	T. Green LT (W)		
1755	SUNSET. NAV. LTS SW/OFF		
1903	DECCA FIX	48°36.2'N	62°57.4'W
1925	COMMENCED BAILEY METER TRIALS.		
	WIND 180 4 VIS 10 NM CLOUD 1/8 SEA STATE 1		
	G Sullivan LT (W).		

[illegible]

THURSDAY the 9 th of APRIL 1981 AT/A			
FROM/DE: MONTREAL P.Q.		TO/À: HALIFAX N.S.	
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			
Watch Quart	Log Loch	DMG	CMG
MIDDLE		48	120
MORNING		48	135
FORENOON		40.1	150
AFTERNOON		36.0	200
FIRST DOG		15.0	225°
LAST DOG		22.2	225°(T)
FIRST		42.5	
Day's Run/ Distance totale parcourue		251.8	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	46° 47.7' N	59° 58' W	
2000 ()			
1200 (Z)			

Time Heure ()	Narrative/Exposé	Position	
		L at.	Long.
2330	ADVANCED CLOCKS 1 HR TO TIME ZONE PLUS FOUR		
0200	DA/VIS FIX WIND 160-20 VIS 25 NM OVERCAST SEASTATE 2 IKR Service LT(N)	48° 01.2' N	61° 16.5' W
0524	Sunrise Fluo lts slw off		
0533	Ra+Decca Wind 180°-15Kts vis 20 nm overcast Sea State 1 P. Keeney	47° 20' N	60° 26.8' W
0800	Decca Fix	46° 47.7' N	59° 58' W
0845	Commenced Torsion GEAR TRIALS. Co { sp various		
0938	Completed Torsion GEAR TRIALS. Set Co 150 Sp 9 Kts.		
1030	Decca Fix	46° 25.2' N	59° 38' W
1115	Sp 16 Kts. WIND 180 22 Kts VIS 8 NM Cloud 1/8 SEA STATE 2 H. Green Lodi.		
1355	COMMENCED BAILEY METER TRIALS.		
1403	Decca Fix	45° 00.5' N	59° 39.1' W
	WIND 210/30 Kts VIS 5 NM Cloud 3/8 SEA STATE 5 G. Smithwick		
1700	Decca fix WIND 225°-25 KTS, SEA STATE 5, VIS 4 NM, 1/8 CLOUD J.M. Bukelman LT(N)	45° 42' N	59° 53' W
1837	SUNSET NAV LTS SWITCHED ON		
1900	DA/RDR FIX WIND 225-25 KTS SEA STATE 5 VIS 6 NM 3/8 CLOUD IKR Service LT(N)	45° 24.4' N	60° 17.2' W
2238	Decca fix Wind 225-30 Vis 10 nm 3/8 cloud P. Keeney	45° 03' N	60° 52' SW

FRIDAY the 10 of APRIL 19 81 AT/A			
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 - 1055	
Watch Quart	Log Loch	DMG	CMG
Middle		48.0	250° (T)
Evening		38.0	250° (T)
FORENOON		15.5	AS REQ TO ENTER HALIFAX HBR.
Day's Run/ Distance totale parcourue		101.5	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()			
2000 ()			
1200 (Z)			

Time Heure		Narrative/Exposé	Position	
			Lat.	Long.
0100	DECCA Fix		44° 54' N	61° 29.2' W
0300	DECCA Fix		44° 45' N	62° W
		WIND 225 - 30 KTS Vis 10 NM Cloud 6/8 SEA STATE 4		
		Th. Lownd Lcd.		
0530	RDR Fix		44° 35.7' N	62° 38.0' W
0534	SUNRISE			
		WIND 225/30 Vis 1 NM IN Fog SEA STATE 4		
		G. S. M. L.		
0830	SSD CABLE PTY CLOSED UP FOR ENTERING HFX HBR			
0925	^{HQS} EMBARKED QHM PILOT CAPTAIN BARKHOUSE			
1049	SECURED PORT SIDE TO JETTY & BERTH 82			
1055	RANG OFF MAIN ENGINES			
1100	SECURED SSD CABLE PTY			
		L. R. Sennik (N)		
1854	SUNSET			

000189

000190

Tuesday the/le 14th of APRIL 19 81 AT/A Berth 42, 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

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 ()

1 200 (Z)

Time (h)
Heure (h)

Narrative/Exposé

0530

SUNRISE

0800

Colours

0820

Cable party closed up, assumed NBCO 7.

0830

QHM Pilot Capt. Barkhouse embarked

0850

Slipped and proceeded to Tetty 4 by cold move, with
Tugs: CFAV Glenbrook, Listerville and Merrickville.

0942

Secured Port side to Jetty 4.

0945

Secured Cable Party. Reverted To NBCO 'X'. Disembarked

QHM Pilot.

1800

EXERCISED EMERGENCY PARTY- FIRE IN THE AVIONICS WORKSHOP.

1859

SUNSET

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

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)

Time (h)
Heure (h)

Narrative/Expose'

0528

SUNRISE

0800

COLOURS.

1000

EXERCISED EMERGENCY PARTY FIRE IN FWD DISTRIBUTION COMP.

1900

Sunset.

Lat.

Long.

 $LT(N)$

1996年12月

000193

Saturday the 18th of April 1981 AT/A Jett 4 Halifax NS

FROM/DE:

TO/A:

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

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

0524

Sunrise

0800

Colours

1330

EXERCISED EMERG. PARTY FIRE IN CLOTHING STORES

1904

SUNSET

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

Lat.

Long.

EXERCISE
EXERCICE
OPAREA
REGION

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

0800 ()

2000 ()

1 200 (Z)

Narrative/Exposé

0521

Surprise

5800

COLOUR

1545

EXERCISED EMERG PARTY - FIRE IN SONAR INSTRUMENT SPACE

1905

Sunset

Lat.	Long.
------	-------

000197

-000198

Wednesday the/le 22nd of April 1981 AT/A 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

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)

Time (Q)
Heure (Q)

Narrative/Exposé

Position

Lat.

Long.

0518	SUNRISE.
------	----------

0800	Colours
------	---------

AW Beckman LTCN

1813	EXERCISED EMERGENCY PARTY WITH A FIRE IN THE SPIRIT LOCKER
------	---

1909	SUNSET
------	--------

000200

[illegible]

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Document divulgué en vertu de la Loi sur l'accès à l'information

TO/A:

ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

EXTENDED

CMG

Fuel Embarked/Carburant Embarqué

Longitude

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur

1 200 (Z)

Narrative/Exposé

SUNRISE

COLOURS

D.1 Defect LT/V

EXPLISTED EMERGENCY PARTY - EXPLOSION/FIRE IN BATTERY CHARGING COMPTS

SUNSET.

MR. COLLIER TO PAGE 457 802 080 ABHT WILSON B.P. UNDER CLOSE CUSTODY

000202

—000203 —

SUNDAY the/le 26th of APRIL 19 81 AT/A JETTY 4 HALIFAX NS

TO/À:

ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE

TIME/HEURE	Forward De l'avant	Aft De l'arriere
------------	-----------------------	---------------------

Watch Quart	Log Loch	DMG	CMG
----------------	-------------	-----	-----

Fuel Embarked/Carburant Embarqué

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur

1200 (Z)

Position

SUNRISE

COLOURS

EXERCISED EMERG PARTY - FIRE IN EMERG GENERATOR COMPARTMENT

Sunset

-000204

MONDAY the/le 27 TH of APRIL 19 81 AT/A JERRY HALPER				
FROM/DE:			TO/A:	
EXERCISE EXERCICE OPAREA REGION			ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau			NOTICE FOR POWER/POSITION D'ATTENTE <i>Extended.</i>	
TIME/HEURE	Forward De l'avant	Aft De l'arriere		
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)				

[illegible]

Tuesday the 1e 28th of April 19 81 AT/A JERRY 4 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
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)			

[illegible]

[illegible]

THURSDAY the/le 30th of APRIL 19 81 AT/A JETTY 4, 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

0800 ()

2000 ()

1200 (Z)

Time (h)
Heure (h)

Narrative/Expose'

Position

Lat.

Long.

0606

SUNRISE

0802

COLOURS

0846

~~Y6~~ YBZ 60 SLIPPED

DIVING TENDER YDT 8 Alongside

15

YDT 8 SLIPPED

1800

EXERCISED EMERGENCY PARTY. FIRE IN #3 A/C PLANS

2019

~~Round 5~~ ⁶ ~~6~~ ⁷ ~~7~~ ⁸ ~~8~~ ⁹ ~~9~~ ¹⁰ ~~10~~ ¹¹ ~~11~~ ¹² ~~12~~ ¹³ ~~13~~ ¹⁴ ~~14~~ ¹⁵ ~~15~~ ¹⁶ ~~16~~ ¹⁷ ~~17~~ ¹⁸ ~~18~~ ¹⁹ ~~19~~ ²⁰ ~~20~~ ²¹ ~~21~~ ²² ~~22~~ ²³ ~~23~~ ²⁴ ~~24~~ ²⁵ ~~25~~ ²⁶ ~~26~~ ²⁷ ~~27~~ ²⁸ ~~28~~ ²⁹ ~~29~~ ³⁰ ~~30~~ ³¹ ~~31~~ ³² ~~32~~ ³³ ~~33~~ ³⁴ ~~34~~ ³⁵ ~~35~~ ³⁶ ~~36~~ ³⁷ ~~37~~ ³⁸ ~~38~~ ³⁹ ~~39~~ ⁴⁰ ~~40~~ ⁴¹ ~~41~~ ⁴² ~~42~~ ⁴³ ~~43~~ ⁴⁴ ~~44~~ ⁴⁵ ~~45~~ ⁴⁶ ~~46~~ ⁴⁷ ~~47~~ ⁴⁸ ~~48~~ ⁴⁹ ~~49~~ ⁵⁰ ~~50~~ ⁵¹ ~~51~~ ⁵² ~~52~~ ⁵³ ~~53~~ ⁵⁴ ~~54~~ ⁵⁵ ~~55~~ ⁵⁶ ~~56~~ ⁵⁷ ~~57~~ ⁵⁸ ~~58~~ ⁵⁹ ~~59~~ ⁶⁰ ~~60~~ ⁶¹ ~~61~~ ⁶² ~~62~~ ⁶³ ~~63~~ ⁶⁴ ~~64~~ ⁶⁵ ~~65~~ ⁶⁶ ~~66~~ ⁶⁷ ~~67~~ ⁶⁸ ~~68~~ ⁶⁹ ~~69~~ ⁷⁰ ~~70~~ ⁷¹ ~~71~~ ⁷² ~~72~~ ⁷³ ~~73~~ ⁷⁴ ~~74~~ ⁷⁵ ~~75~~ ⁷⁶ ~~76~~ ⁷⁷ ~~77~~ ⁷⁸ ~~78~~ ⁷⁹ ~~79~~ ⁸⁰ ~~80~~ ⁸¹ ~~81~~ ⁸² ~~82~~ ⁸³ ~~83~~ ⁸⁴ ~~84~~ ⁸⁵ ~~85~~ ⁸⁶ ~~86~~ ⁸⁷ ~~87~~ ⁸⁸ ~~88~~ ⁸⁹ ~~89~~ ⁹⁰ ~~90~~ ⁹¹ ~~91~~ ⁹² ~~92~~ ⁹³ ~~93~~ ⁹⁴ ~~94~~ ⁹⁵ ~~95~~ ⁹⁶ ~~96~~ ⁹⁷ ~~97~~ ⁹⁸ ~~98~~ ⁹⁹ ~~99~~ ¹⁰⁰ ~~100~~ ¹⁰¹ ~~101~~ ¹⁰² ~~102~~ ¹⁰³ ~~103~~ ¹⁰⁴ ~~104~~ ¹⁰⁵ ~~105~~ ¹⁰⁶ ~~106~~ ¹⁰⁷ ~~107~~ ¹⁰⁸ ~~108~~ ¹⁰⁹ ~~109~~ ¹¹⁰ ~~110~~ ¹¹¹ ~~111~~ ¹¹² ~~112~~ ¹¹³ ~~113~~ ¹¹⁴ ~~114~~ ¹¹⁵ ~~115~~ ¹¹⁶ ~~116~~ ¹¹⁷ ~~117~~ ¹¹⁸ ~~118~~ ¹¹⁹ ~~119~~ ¹²⁰ ~~120~~ ¹²¹ ~~121~~ ¹²² ~~122~~ ¹²³ ~~123~~ ¹²⁴ ~~124~~ ¹²⁵ ~~125~~ ¹²⁶ ~~126~~ ¹²⁷ ~~127~~ ¹²⁸ ~~128~~ ¹²⁹ ~~129~~ ¹³⁰ ~~130~~ ¹³¹ ~~131~~ ¹³² ~~132~~ ¹³³ ~~133~~ ¹³⁴ ~~134~~ ¹³⁵ ~~135~~ ¹³⁶ ~~136~~ ¹³⁷ ~~137~~ ¹³⁸ ~~138~~ ¹³⁹ ~~139~~ ¹⁴⁰ ~~140~~ ¹⁴¹ ~~141~~ ¹⁴² ~~142~~ ¹⁴³ ~~143~~ ¹⁴⁴ ~~144~~ ¹⁴⁵ ~~145~~ ¹⁴⁶ ~~146~~ ¹⁴⁷ ~~147~~ ¹⁴⁸ ~~148~~ ¹⁴⁹ ~~149~~ ¹⁵⁰ ~~150~~ ¹⁵¹ ~~151~~ ¹⁵² ~~152~~ ¹⁵³ ~~153~~ ¹⁵⁴ ~~154~~ ¹⁵⁵ ~~155~~ ¹⁵⁶ ~~156~~ ¹⁵⁷ ~~157~~ ¹⁵⁸ ~~158~~ ¹⁵⁹ ~~159~~ ¹⁶⁰ ~~160~~ ¹⁶¹ ~~161~~ ¹⁶² ~~162~~ ¹⁶³ ~~163~~ ¹⁶⁴ ~~164~~ ¹⁶⁵ ~~165~~ ¹⁶⁶ ~~166~~ ¹⁶⁷ ~~167~~ ¹⁶⁸ ~~168~~ ¹⁶⁹ ~~169~~ ¹⁷⁰ ~~170~~ ¹⁷¹ ~~171~~ ¹⁷² ~~172~~ ¹⁷³ ~~173~~ ¹⁷⁴ ~~174~~ ¹⁷⁵ ~~175~~ ¹⁷⁶ ~~176~~ ¹⁷⁷ ~~177~~ ¹⁷⁸ ~~178~~ ¹⁷⁹ ~~179~~ ¹⁸⁰ ~~180~~ ¹⁸¹ ~~181~~ ¹⁸² ~~182~~ ¹⁸³ ~~183~~ ¹⁸⁴ ~~184~~ ¹⁸⁵ ~~185~~ ¹⁸⁶ ~~186~~ ¹⁸⁷ ~~187~~ ¹⁸⁸ ~~188~~ ¹⁸⁹ ~~189~~ ¹⁹⁰ ~~190~~ ¹⁹¹ ~~191~~ ¹⁹² ~~192~~ ¹⁹³ ~~193~~ ¹⁹⁴ ~~194~~ ¹⁹⁵ ~~195~~ ¹⁹⁶ ~~196~~ ¹⁹⁷ ~~197~~ ¹⁹⁸ ~~198~~ ¹⁹⁹ ~~199~~ ²⁰⁰ ~~200~~ ²⁰¹ ~~201~~ ²⁰² ~~202~~ ²⁰³ ~~203~~ ²⁰⁴ ~~204~~ ²⁰⁵ ~~205~~ ²⁰⁶ ~~206~~ ²⁰⁷ ~~207~~ ²⁰⁸ ~~208~~ ²⁰⁹ ~~209~~ ²¹⁰ ~~210~~ ²¹¹ ~~211~~ ²¹² ~~212~~ ²¹³ ~~213~~ ²¹⁴ ~~214~~ ²¹⁵ ~~215~~ ²¹⁶ ~~216~~ ²¹⁷ ~~217~~ ²¹⁸ ~~218~~ ²¹⁹ ~~219~~ ²²⁰ ~~220~~ ²²¹ ~~221~~ ²²² ~~222~~ ²²³ ~~223~~ ²²⁴ ~~224~~ ²²⁵ ~~225~~ ²²⁶ ~~226~~ ²²⁷ ~~227~~ ²²⁸ ~~228~~ ²²⁹ ~~229~~ ²³⁰ ~~230~~ ²³¹ ~~231~~ ²³² ~~232~~ ²³³ ~~233~~ ²³⁴ ~~234~~ ²³⁵ ~~235~~ ²³⁶ ~~236~~ ²³⁷ ~~237~~ ²³⁸ ~~238~~ ²³⁹ ~~239~~ ²⁴⁰ ~~240~~ ²⁴¹ ~~241~~ ²⁴² ~~242~~ ²⁴³ ~~243</~~

JP Bartholomew SLT ozd

[illegible]

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 capevent.	La mer se creuse et l'écume des crêtes qui brisent commence à former des traînées 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 traînées 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

1. 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.
2. 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.
3. 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	¼(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.