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000341



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 FEBRUARY 19 79  
POUR

DAYS AT SEA/JOURS EN MER	<u>17</u>
DAYS IN HARBOUR/JOURS AU PORT	<u>11</u>
DISTANCE RUN/DISTANCE PARCOURUE	<u>2,996.3</u>

*W Johnston* LCDR  
(NAVIGATING OFFICER/OFFICIER NAVIGATEUR)

*M Cumming* CAPT(N)  
(COMMANDING OFFICER/COMMANDANT)



JANUARY 1977  
JANVIER 1977



000342



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







FRIDAY the 2ND of FEBRUARY 19 79 AT/A ROOSEVELT RDS. P.R.				
FROM/DE:		TO/A:		
EXERCISE EXERCICE OPAREA RÉGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE		
CARIBOPS 'A PR OPAREAS (SOUTH)				
Draught/Tirant d'eau				
TIME/HEURE	Forward De l'avant	Aft De l'arrière		
0700	28'11"	30'3"	NOTICE FOR POWER/POSITION D'ATTENTE 0750 - came to I.N.F.S	
Watch Quart	Log Loch	DMG	CMG	
MEAN RPM				
FORENOON		27.6	120°	0900 35.2 1100 21.2 1000 66.3 1200 76.8 1300 71.0 1500 56.7 1400 71.2 1600 43.5 1700 31.7 1900 49.4 1800 50.7 2000 49.7
AFT'NOON		37.6	090°	
FIRST DOG		7.1 NM	142°	
LAST DOG		19 NM	160	
FIRST				2100 50.8 2300 50.2 2200 50.0 2400 50.3
Day's Run/ Distance totale parcourue		174.2	Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur	
0800 ( )				
2000 (Q)	17°31'N	64°06'W		
1200 (Z)				

Time Heure (Q)	Narrative/Exposé	Position	
		Lat.	Long.
0655	SUNRISE.		
0730	SSD CLOSED UP FOR DEPARTURE NSRR		
0745	USN HARBOR PILOT CHIEF ROBINSON EMBARKED		
0755	SLIPPED LAST LINE FROM JETTY 3. YTB 688 SECURED STBD QUARTER		
0804	YTB 688 SLIPPED		
0818	USN HARBOR PILOT CHIEF ROBINSON DISEMBARKED		
0913	SECURED SSD		
0930	RADAR Fix, RAS SSD CLOSED UP.	18° 04.5'N	65° 38.6'W
0945	FLYING STNS.		
0950	A/C 090 SPI4 FOR RAS.		
1018	COMMENCED VERTREP CH12428A		
1024	MARGAREE ALONGSIDE PORT FIRST LINE OUT		
1057	OTTAWA ALONGSIDE STBD		
1058	FIRST LINE OUT TO OTTAWA		
1049	COMMENCED PUMPING FUEL TO MARGAREE		
1117	RAS COMPLETED FUELING MARGAREE		
1119	LAST LINE GONE TO MARGAREE DEPARTING PORT		
1120	COMPLETED VERTREP. CH12428A RECOVERED FOR HOT REFUEL.		
	VIS 6 NM INHAZE Cloud 2/8 WIND 335-4 KTS		
1133	COMPLETED HOT RE-FUEL LAUNCHED CH12428A		
1137	COMMENCED FUELING HMCS OTTAWA		
1156	EXERCISED EMERGENCY BREAKAWAY		
1157	LAST LINE GONE STBD		
1158	HMCS OTTAWA DEPARTED TO STBD		
1210	HMCS SHEENA TOOK STATION STBD SIDE FOR FUEL AND JACKSTAY.		
1212	FIRST LINE PASSED TO HMCS SHEENA		
1222	PAUL LATHIMER JACKSTAYED TO HMCS SHEENA		
1225	FLYING STATIONS		
1241	COMMENCED HIR CH12421A		
1256	RECOVERED CH12421A		
1300	STOOD DOWN FLYING STATIONS		
1324	HMCS OTTAWA TOOK STATION PORT SIDE FOR LIGHT LINE		





SATURDAY the 16 <sup>th</sup> of FEBRUARY 1979 AT/A PETER IS B.V.I			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		CARIBOPS '79  ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE  → LITTLE ISLE NLT 277° NMT 291° → NORMAN ISLE NLT 193° NMT 199° → PETER ISLE NLT 122° NMT 132°	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arrière	NOTICE FOR POWER/POSITION D'ATTENTE  0930 REVERTED TO 2 HRS NFS
Watch Quart	Log Loch	DMG	CMG
MIDDLE		37.4	340°
MORNING		43.6 10.5	345 280 VAR
FORENOON		10.5	VAR
AFTERNOON		0	—
FIRST DOG			1700 1800
LAST DOG			1900 2000
FIRST			2100 2200
Day's Run/ Distance totale parcourue		108.8	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 (G)	18°14'N	64°29'W	
2000 ( )			
1200 (Z)	18°14'N	64°29'W	

Time Heure (G)	Narrative/Exposé	Position	
		Lat.	Long.
0200	Ω FIX	17°26'N	63°54'W
0330	WX WIND 020° 20 KT SEA 010° 4 FT VIS 10 NM		
0530	Ω FIX	18°04'N	64°09'W
0629	SUNRISE EMERGENCY STATIONS. FIRE IN THE MCR		
0636	SECURED EMERGENCY STATIONS. FIRE EXTINGUISHED		
0649	SUNRISE VIS 15NM CLOUD 1/8 WIND 030/15 SEA STATE 2		
0722	RDR FIX	18°12.7'N	64°22.9'W
0820	SSO, CP, BLIND PILOTAGE TEAM CLOSED UP		
0908	CAME TO STBD & PETER ISLE IN 14 FMS.	18°20.6'N	64°35.05'W
0930	SECURED SSO, CP, BLIND PILOTAGE TEAM, REVERTED TO 2 HRS NFS		
	WX: WIND 030-10 KTS, SEA 030-1/2', SWELL NIL, VIS 10NM CLOUD 5/8		
1400	ANCHOR BEARINGS CORRECT		
1506	HANDS TO RECREATIONAL SWIMMING		
1530	FLYING STNS.		
	WIND 030-6 KTS, SEA 030-1/2' SWELL NIL, VIS 12 NM		
1550	launched Helo 421 to Roosevelt Roads - stood down flying stns.		
1700	All hands inboard		
1730	Wind NEly 15 knots - clear -		
1744	FLYING STNS		
1754	RECOVERED HELO 421 FROM ROOSEVELT ROADS - STOOD DOWN FLYING STNS		
1813	SUNSET - 1/2 HRS SW ON		
1845	1/2 BRES CORRECT		
	WX WINDS NE 10-15 KTS CLOUDY		

[illegible]



SUNDAY the/le 4 <sup>th</sup> of FEBRUARY 19 79 AT/À <sup>Page</sup> PETER IS. B.V.I.				
FROM/DE:		TO/À:		
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE		
Draught/Tirant d'eau		L.H. LITTLE ISLAND NL 277° NM 291° L.H. NORMAN ISLAND NL 193° NM 199° R.H. PETER ISLAND NL 122° NM 132°		
TIME/HEURE	Forward De l'avant	Aft De l'arrière	NOTICE FOR POWER/POSITION D'ATTENTE	
			24R N.F.S.	
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 (G)	Narrative/Exposé	Position	
		Lat.	Long.
0200	± BEARINGS CORRECT WIND 035/8KT VIS 10NM CLOUD 2/8 <i>Discoe LT(N)</i>		
0600	± BEARINGS CORRECT		
0651	SUNRISE S/W OFF UDL AND ± LTS WX: WIND 040-10KTS, VIS 12NM, CLOUD 3/8 <i>D.J. Dinmore LT(N)</i>		
0800	COLOURS		
1015	± BEARINGS CORRECT WIND 100-10KTS, VIS 12NM CLOUD 4/8 <i>W. Thomson ST</i>		
1345	± BRGS CORRECT		
1400	HANDS TO RECREATIONAL SWIMMING		
1502	HANDS SECURED FROM RECREATIONAL SWIMMING WIND 065/8KT VIS 15NM CLOUD 2/8 <i>Discoe LT(N)</i>		
1545	± BRGS CORRECT WX: WIND 050-5, VIS 12NM, CLOUD 6/8 <i>D.J. Dinmore LT(N)</i>		
1813	SUNSET S/W ON UDL AND ANCHOR LIGHTS		
1900	± BRGS CORRECT WIND 070-5KTS, VIS 12NM CLOUD 3/8 <i>W. Thomson ST</i>		
2145	± BRGS CORRECT WIND 045-10KT, VIS 12NM CLOUD 2/8 <i>Discoe LT(N)</i>		

MONDAY the 1e 5 <sup>th</sup> of FEBRUARY 19 79 AT/A			
FROM/DE: PETER IS BVI.		TO/A: ROOSEVELT RDS - PR.	
EXERCISE CARIBOPS '79 EXERCISE OPAREA PR OPAREAS (SOUTH) REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE  L.H. LITTLE ISLAND NL 271° NM 291° L.H. NORMAN ISLAND NL 193° NM 199° R.H. PETER ISLAND NL 122° NM 132°	
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant	Aft De l'arriere	
NOTICE FOR POWER/POSITION D'ATTENTE  2 HRS NFG 0800 - CAME TO I.N.F.S.			
Watch Quart	Log Loch	DMG	CMG
MIDDLE			
MORNING			
FORENOON		34 NM	217°
AFTERNOON		39.7	225° 180° 230°
FIRST DUG		7 NM	075°
LAST DUG		20 NM	090°
FIRST		48.2 NM	VAR FOR RAS
Day's Run/ Distance totale parcourue		168.2	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 (G)			
2000 (G)	17° 28' N	64° 36' W	
1200 (Z)			

Time (H) Heure	Narrative/Exposé	Position	
		Lat.	Long.
0145	↓ BRGS CORRECT WX: WIND 050-3 KTS, VIS-12 NM, CLOUD 2/8 D.J. Dismount LN		
0600	↓ BRGS CORRECT		
0651	SUNRISE UDL AND ↓ NIGHTS S/W OFF WIND 030-10 KTS, VIS 12 NM CLOUD 3/8 S. Thompson SAT		
0745	SSD CLOSED UP		
0753	COMMENCED SHORTENING TO 2 SHACKLES		
0900	COLOURS		
0811	WEIGHED ANCHOR S/C 180 SP 8		
0835	SECURED SSD		
0905	FLYING STATIONS		
0931	LAUNCHED CH 124A21		
0933	STOPPED DOWN FLYING STATIONS		
1030	RDR FIX WIND 065 13 KTS, VIS 15 NM CLOUD 3/4 KJ Waller SAT	18° 03' N	64° 46' W
1135	FLYING STATIONS		
1148	RECOVERED CH 124A-421		
1155	RDR & VIS. FIX	17° 53.2' N	64° 56.3' W
1332	EXERCISED EMERGENCY FLYING STATIONS, CLOSED UP RAS SSD		
1339	SECURED EMERGENCY FLYING STATIONS, FLYING STATIONS		
	RECOVERED CH 124A-401		
1345	SECURED FLYING STATIONS		
1406	HMCS ATHABASKAN TOOK STATION PORT SIDE FOR FUEL		
1407	FIRST LINE PASSED TO HMCS ATHABASKAN		
1410	HMCS SHEENA TOOK STATION STBD SIDE FOR FUEL & JACHSTAT		
1415	COMMENCED FUELLING HMCS ATHABASKAN		
1420	FIRST LINE PASSED TO HMCS SHEENA		
1423	EMBARKED PADRE LANTHIER FROM HMCS SHEENA		
1428	COMMENCED FUELLING HMCS SHEENA		
1444	COMPLETED FUELLING HMCS ATHABASKAN		
1445	LAST LINE GONE TO PORT		
1446	HMCS ATHABASKAN DEPARTED TO PORT		
1452	EXERCISED EMERGENCY BREAKAWAY		



MONDAY the/le 5 <sup>th</sup> of FEBRUARY 19 29 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			
Watch Quart	Log Loch	DMG	CMG
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	
0800 ( )			
2000 (Q)	17°28.4'N	64°30.8'W	
1200 (Z)			
Commanding Officer/Commandant Inspecting Officer/Officier inspecteur			

Time Heure ( )	Narrative/Exposé	Position	
		Lat.	Long.
1454	LAST LINE GONE TO STBD, HMCS SHEENA DEPARTED TO STBD		
1456	SECURED RAS SSD		
1829	EXERCISED MOB		
1544	SECURED RESCUE STATIONS		
	WX: WIND 085°-10 KTS, SEA 070°-1/2', SWELL 070°-1', VIS-13NM		
	CLOUD 1/8 D.J. Dimmock LT(N)		
1630	RAS SSD CLOSED UP		
1706	R FIX	17°23. N	64°57' W
1718	HMCS OTTAWA TOOK STATION TO STAD		
1720	FIRST LINE PASSED		
1730	COMMENCED FUELING		
	WIND 080-10KTS, SEA 075° 1FT. SWELL 070 1FT VIS 12NM M. Thomson SLT		
1745	FLYING STNS		
1749	COMPLETED FUELING		
1755	LAST LINE GONE HMCS OTTAWA DEPARTED STBD		
1830	RADAR FIX	17°24' N	64°41' W
1758	LAUNCHED CH104A09 TO HMCS NIPIGON		
1800	STOOD DOWN FLYING STNS		
1816	SUNSET		
	VIS 15NM WIND 060-10KT SEASTATE 2 CLOUD 2/8 S. Siscoe LT(N)		
2047	ROR+VIS FIX	17°29.7' N	64°36.3' W
2130	CLOSED UP RAS SSD RAS CO 270 SPIR		
2212	HMCS SHEENA TOOK STATION STBD FOR FUEL & SOLIDS		
2213	FIRST LINE PASSED TO STBD		
2217	HMCS ATHABASHAN TOOK STATION PORT FOR FUEL		
2222	FIRST LINE PASSED TO PORT		
2228	COMMENCED FUELING STBD		
2252	COMMENCED FUELING PORT		
2259	COMPLETED FUELING TO STBD		
2312	EXERCISED EMERGENCY BREAKAWAY TO STBD		
2314	LAST LINE GONE TO STBD, HMCS SHEENA DEPARTED TO STBD		
2320	COMPLETED FUELING TO PORT		
2323	LAST LINE GONE TO PORT, HMCS ATHABASHAN DEPARTED TO PORT		

MONDAY the/le 5 <sup>th</sup> of FEBRUARY 19 79 AT/À			
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]



TUESDAY the/le 6 <sup>TH</sup> of FEBRUARY 19 79 AT/A				
FROM/DE: PETER IS. BVI		TO/A: ROOSEVELT RDS. P.R.		
EXERCISE CARIBOPS '79 EXERCICE OPAREA PR OPAREAS (SOUTH) 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	MEAN R.P.M.
MIDDLE		13NM	055°	0100 49.2 0300 49.7 0200 55.8 0400 40.4 0500 41.8 0700 40.1 0600 39.5 0800 40.6 0900 39.1 1100 40.4 1000 40.3 1200 57.4 1300 60.9 1500 59.2 1400 60.1 1600 61.0 1700 61.4 1800 57.3 1900 49.4 2000 50.1 2100 50.0 2300 49.7 2200 50.0 2400 50.1
MORNING		17.2 9.2	090 270°	
FORENOON		32.1	VAR	
AFTERNOON		24NM	130°	
FIRST DOG		23NM	120°	
LAST DOG		24.4NM	120° 275° + 290°	
FIRST		38.5NM	300°	
Day's Run/ Distance totale parcourue		239.8	Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur	
0800 (G)	17° 35' N	64° 33.8' W		
2000 ( )	16° 56.8' N	64° 20.1' W		
1200 (Z)	17° 35' N	64° 33.8' W		

Time Heure (G)	Narrative/Exposé	Position Lat. Long.	
0130	RAS SSD CLOSED UP		
0159	HMCES SKEENA ALONGSIDE TO STBD		
0200	HMCES ATHABASKAN ALONGSIDE TO PORT		
0203	FIRST LINE ACROSS TO PORT		
0205	FIRST LINE ACROSS TO STBD		
0220	EXERCISED EMERGENCY BREAKAWAY		
0221	ALL LINES GONE FROM HMCES ATHABASKAN		
0222	ALL LINES GONE FROM HMCES SKEENA		
0224	SECURED RAS SSD		
0245	VISUAL FIX WIND 045-14 KTS, SEA 060 1/2', SWELL 045 1FT VIS 14NM H. London SET	17° 27.9' N	64° 51.2' W
0620	RADAR FIX	17° 35' N	64° 30.5' W
0647	SUNRISE VIS 10NM WIND 060-10KT SEASTATE 2 CLOUD 3/8 Visual LT (N)		
0800	FLYING STATIONS		
0815	RECOVERED CH124A-H36		
0818	LAUNCHED CH124A-H36		
0819	STOOD DOWN FLYING STATIONS		
0915	ROR & VIS FIX	17° 31.7' N	64° 39.4' W
0925	FLYING STATIONS FOR CH124A-H39 HEADRUN		
1020	STOOD DOWN FLYING STATIONS		
1100	FLYING STATIONS, RAS SSD CLOSED UP		
1115	LAUNCHED CH124A-H39 A/C TO 270 SPI2 FOR RAS WX: WIND 055-15 KTS, SEA 040-1', SWELL 040-3', VIS 14NM, CLOUD 6/8 D. J. Peniston LT (N)		
1139	HMCES SAGUENAY TOOK STN TO PORT, HMCES NIPIGON TOOK STN TO STBD		
1140	FIRST LINE TO STBD		
1141	FIRST LINE TO PORT		
1146	COMMENCED FUELING PORT		
1148	COMMENCED FUELING STBD		
1155	EXERCISED MOB		
1230	COMPLETED FUELING PORT		

**000354**



WEDNESDAY the 7<sup>TH</sup> of FEBRUARY 1979 AT/A SEA / ROOSEVELT ROADS, P.R.

FROM/DE: PETER IS. BVI

TO/A: ROOSEVELT RDS. P.R.

EXERCISE  
EXERCICE CARIBOPS '79  
OPAREA  
REGION PR OPAREAS (SOUTH)

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

1034- REVERTED TO 2HRS NFS

1700 - REVERTED TO 12 HRS NFS

Watch  
Quart Log  
Loch DMG CMG MEAN RPM

MIDDLE	40.1 NM	310°	0100 50.7	0300 48.4
MORNING	34.6 NM	VAR	0200 50.9	0400 45.9
FORENOON	18.2 NM	VAR	0500 45.0	0700 44.2
			0600 44.8	0800 48.3
			0900 52.4	1100 14.6
			1000 51.8	

Day's Run/  
Distance totale parcourue

99.1

Fuel Embarked/Carburant Embarqué

Latitude Longitude

0800 (Q) 17°53'N 65°39'W

2000 ( )

1200 (Z) 17°53'N 65°39'W

Commanding Officer/Commandant  
Inspecting Officer/Officier inspecteur



Time  
Heure (Q)

Narrative/Exposé

Position

Lat. Long.

0200 - FIX

WIND 115° 14 KTS CLOUD 3/4 VIS 15 NM SEASTATE 3

KJ Malloy SLT

0600 RDR & VIS

0640 FLYING STATIONS

0653 SUNRISE

0709 LAUNCHED CHIRAH-421

0710 STOOD DOWN FLYING STATIONS

WX: WIND 095°-15 KTS, SEA 080°-2', SURF 070°-3', VIS 12 NM  
CLOUD 1/8

DJ Dinmore LT(N)

0900 RDR/VIS FIX

0915 SSD, CP CLOSED UP

1004 USN HARBOR PILOT CHIEF ROBINSON EMBARKED

1034 SECURED ALONGSIDE NAVAL STATION ROOSEVELT ROADS PER 3  
PORT SIDE TO. REVERTED TO 2HRS NOTICE FOR STEAM

1037 SECURED SSD

Sisco LT(N)

1405 ASSUMED DC CONDITION "Y" TO RECEIVE FRASER

1430 HMCS FRASER SECURED ALONGSIDE STBD SIDE TO.

1440 REVERTED TO DC CONDITION "X"

1505 STARTED PUMPING FUEL TO FRASER

1538 STOPPED PUMPING. DISTILLATE 288 M<sup>3</sup>, J.P. 5 13 M<sup>3</sup>

1555 ASSUMED DC CONDITION "Y"

1625 HMCS FRASER SLIPPED

1640 REVERTED TO DC CONDITION "X"

1925 ROUNDS CORRECT (GM)

1819 SUNSET S/W ON HDL

1925 ROUNDS CORRECT

[illegible]



FRIDAY the 9<sup>th</sup> of FEBRUARY 19 79 AT/A ROOSEVELT ROAD SP.

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

12 HOURS N.F.S.

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/Expose'

Lat.

Long.

0652	SUNRISE	S/W OFF UDL
0800	COLOURS	

P Gregory LH  
2000

1820

Sunset - SW on U.D.L.

1930

Rounds Correct

[illegible]



TO/À:

EXERCISE  
EXERCICE  
OPAREA  
REGION

ANCHOR SAFETY BEARINGS  
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE

Forward  
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De l'arriere

## NOTICE FOR POWER/POSITION D'ATTENTE

12 N.F.S.

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Log  
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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 ( )  
Heure ( )

Narrative/Exposé

0652

SUNRISE

0800

## COLOURS

1500

RECEIVED HMCS SKENA ALONGSIDE STBD

1520

COMMENCED FUELING

1630

COMPLETED FUELING

1915

SLIPPED HMCS SKENNA

2000

RECEIVED HMCS MARGAREE ALONGSIDE STBD

2015

COMMENCED FUELING

2045

COMPLETED FUELING

2100

SLIPPED	HMC5	MARGAREE
---------	------	----------

Lat.

Long.

000359

MONDAY the/le 12<sup>TH</sup> of FEBRUARY 1979 AT/A

FROM/DE: ROOSEVELT RDS. P.R. TO/A: LA GUAIRA VENEZUELA

EXERCISE  
EXERCICE  
OPAREA  
REGION

## ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE	Forward De l'avant	Aft De l'arriere
1600(2)	24' 5"	29' 1"

NOTICE FOR POWER/POSITION D'ATTENTE

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

1 <sup>ST</sup> DOG			VAR
LAST DOG		15.4	180°, 090°
FIRST		26.0m	090°, 180°

1700	15.7	
1800	50.0	
1900	40.7	
2000	40.3	
2100	41.1	2300 41.0
2200	41.6	2400 41.3

Day's Run/ Distance totale parcourue	62.4	Fuel Embarked/Carburant Embarqué
---	------	----------------------------------

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

Commanding Officer/Commandant  
Inspecting Officer/Officier inspecteur

0800 ( )		
2000 (P)	18° 02' N	65° 25' W
1200 (Z)		

Time (s)  
Heure

Narrative/Expose'

0651	SUNRISE	S/W OFF UDL
0800	COLOURS	

St. Thomas 5/17

1550	SSD CLOSED UP ASSUMED CONDITION "Y"
1606	USN HARBOR PILOT CHIEF ROBINSON EMBARKED
1623	SLIPPED FROM PIER 3 NSRR ENROUTE LOCAL OPAREAS

1645	USN HARBOR PILOT CHIEF ROBINSON DISEMBARKED
------	---

1720	FLYING STNS
1740	RECOVERED CN 12440
1745	SECURED SSD
1747	SECURED FLYING STNS

VIS 10NM WIND 065-15KT CLOUD 6/8 SEASTATE 1

*Discal LT(N)*

1821	SUNSET
1830	FLYING STATIONS

1901	RDR & VIS FIX
------	---------------

1910 LAUNCHER CH 124A-440

1911	STOOD DOWN FLYING STATIONS
------	----------------------------

WX: WIND 070-15, SKR 060-2', SWELL 050-2', VIS 12NM, CLOUD ?/8

DJ Rinsmore LTN

2115 FLYING STNS

2140 RECOVERED CH124A-440

2200 SECURED FLYING STNS

2210	VISUAL	FIX
------	--------	-----

WIND 068-14KTS SEA 070-1' SWELL 080-2' VIS 10NM

W. Thomson SK

18°02.2'N 65°32.6'W

18° 01' N 65° 10' W

+000360



TUESDAY the/le 13 of FEB 19 79 AT/A				
FROM/DE: ROOSEVELT RDS. P.R.		TO/À: LA GUAIRA VENEZUELA		
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	MEAN RPM
MIDDLE		4.2 23.1 4.0	180° 000° 180°	0100 40.4 0300 40.6 0200 41.1 0400 40.8 0500 40.2 0700 37.9 0600 35.2 0800 40.6 0900 31.7 1100 42.4 1000 29.7 1200 60.4 1300 60.5 1500 60.5 1400 59.0 1600 60.3 1700 66.8 1800 61.2 1900 59.4 2000 44.1
MORNING		28.2	180	
FORENOON		27.1	125	
AFTERNOON		48.2	VAR	
FIRST DOG		23.2	160°, 180	
LAST DOG		23.1	180	
FIRST		39.2	180°	2000 61.4 2200 44.3 2300 65.8 2400 39.2
Day's Run/ Distance totale parcourue		233.8	Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur	
0800 (P)	17° 28.0' N	65° 09.5' W		
2000 ( )	16° 23' N	64° 46' W		
1200 (Z)	17° 28.0' N	65° 09.5' W		

Time Heure ( )	Narrative/Exposé	Position Lat. Long.	
0200	RADAR FIX VIS 15NM CLOUD 5/8 WIND 075°/10NM SEASTATE 2	18° 54' N	65° 12.9' W
0615	RDR+VIS	17° 43' N	65° 11.1' W
0649	SUNRISE WX: WIND 110°-5KTS, SEA 100°-12', SWELL 145-3', VIS 12NM, CLOUD 3/8		
0900	LR FIX	17° 24' N	65° 05' W
1000	COMMENCED PHOTEX		
1030	FLYING STNS		
1047	COMPLETED PHOTEX		
1050	CLOSED UP RAS SSD		
1055	LAUNCHED CH124A-440		
1109	HMCS MARGAREE ALONGSIDE PORT		
1116	HMCS NIPIGON ALONGSIDE STBD		
1119	COMMENCED FUELING PORT		
1121	RECOVERED CH124A-440 WITH VADM COLLIER COMMANDER MARITIME COMMAND EMBARKED		
1123	STOOD DOWN FLYING STNS.		
1124	COMMENCED FUELING STBD WIND 115-8KTS, SEA 110-1' SWELL 130-3' VIS 12NM		
1148	COMPLETED FUELING HMCS MARGAREE		
1154	COMPLETED FUELING HMCS NIPIGON		
1155	COMPLETED DRANNISON TRANSFER TO HMCS MARGAREE		
1212	COMPLETED FUELING HMCS MARGAREE DEPARTED PORT		
1216	HMCS SKEENA ALONGSIDE PORT		
1224	COMMENCED FUELING HMCS SKEENA		
1236	HMCS NIPIGON DEPARTED STBD		
1248	COMPLETED FUELING HMCS SKEENA		
1250	HMCS SKEENA DEPARTED PORT		
1251	SECURED RAS SSD		
1315	LR FIX	17° 06' N	64° 43' W
1340	RAS SSD CLOSED UP		
1359	HMCS ALGONQUIN ALONGSIDE TO PORT ATHABASKAN TO STBD		

TUESDAY the/le 13 of FEB 19 79 AT/À				
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	
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	
		Lat.	Long.
1410	COMMENCED FUELING HMCS ATHABASKAN AND ALGONQUIN		
1433	COMPLETED FUELING HMCS ALGONQUIN		
1435	LAST LINE GONE HMCS ALGONQUIN DEPARTING TBT		
1500	HMCS FRASER ALONGSIDE TO PORT FIRST LINE ACROSS		
1506	COMPLETED FUELING HMCS ATHABASKAN		
1508	ALL LINES GONE TO HMCS ATHABASKAN DEPARTING STBD		
1512	COMMENCED FUELING HMCS FRASER		
1514	HMCS SAGUENAY ALONGSIDE TO STBD		
1526	COMMENCED FUELING HMCS SAGUENAY		
1527	COMPLETED FUELING HMCS FRASER		
1528	ALL LINES GONE TO HMCS FRASER DEPARTED PORT VIS 15NM WIND 160/10KT CLOUD 3/8 SEA STATE 2		
1603	COMPLETED FUELING HMCS SAGUENAY		
1613	LAST LINE GONE FROM HMCS SAGUENAY SECURED RASSED		
1649	FLYING STATIONS		
1702	RECOVERED CH124A-439 DISEMBARKED LT(N) LEWIS (M200)		
1714	LAUNCHED CH124A-439 TO HMCS SAGUENAY		
1715	STOOD DOWN FLYING STATIONS		
1730	FIX	16°53.1'N	64°43.2'W
	WX: 160°-8KTS WIND, SEA 150°-1', SWELL 170°-3', VIS 14NM CLOUD 3/8		
1750	FLYING STNS		
1815	COMMENCED HIFR SUNSET S/W ON NAV LTS		
1838	COMPLETED HIFR		
1842	RECOVERED CH124A-440		
1846	STOOD DOWN FLYING STNS		
1900	OBS POS/D.R. WIND 130-8KTS, SEA 160-1' SWELL 150-2' VIS 12NM	16°34'N	64°45'W
1930	FLYING STNS		
1945	RASSED CLOSED UP		
1959	LAUNCHED CH124A09		



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WEDNESDAY the/le 14 <sup>th</sup> of FEBRUARY 1979 AT/A SEA				
FROM/DE: ROOSEVELT RDS P.R.		TO/A: LA GUAIRA VENEZUELA		
EXERCISE EXERCICE CARIBOPS 79		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE		
OPAREA RÉGION				
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		31.6	180°	0100 38.0 0300 38.9 0200 38.8 0400 38.0 0500 38.4 0700 37.9 0600 38.8 0800 41.7 0900 67.0 1100 72.8 1000 50.80 1200 58.9 1300 50.4 1500 50.5 1400 49.2 1600 50.5 1700 49.9 1800 50.0 1900 50.5 2000 50.1 2200 40.1 2100 40.6 2300 40.1 40.0 0000 40.0
MORNING		34.4	180°	
FORENOON		43.7	000°	
AFTERNOON		39.0	210	
FIRST DOG		22.0	210	
LAST DOG		20.0	210	
FIRST		36.0	210°	
Day's Run/ Distance totale parcourue		225.6	Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur	
0800 (Q)	14°54'N	64°44'W		
2000 (Q)	14°21'N	65°23'W		
1200 (Z)	14°54'N	64°44'W		

Time Heure	Narrative/Exposé	Position	
		Lat.	Long.
0200	FIX WX: 110°-11KTS, SEA 100°-1/2', SWELL 150°-2', VIS 12NM, CLOUD 7/8 DJDinsmore LT(N)	15°27'N	64°47'W
0530	FIX	15°00.6'N	64°47.9'W
0645	SUNRISE		
0730	FLYING STNS WX 130°-8KTS, SEA 300°-1' SWELL 300°-2' VIS 12NM K Mallow S/LT		
0745	RAS SSD CLOSED UP		
0755	LAUNCHED CH124A09		
0758	STOOD DOWN FLYING STNS		
0805	COMMENCED RAS APPROACHES ON HMCS MARGAREE		
0830	COMPLETED RAS APPROACH ON HMCS MARGAREE		
0834	COMMENCED RAS APPROACHES ON HMCS SKEENA		
0945-0950	FLYING STNS		
0950	COMPLETED RAS APPROACHES ON HMCS SKEENA		
0954	SECURED RAS SSD		
1001	RECOVERED CH124A09		
1006	RAS SSD CLOSED UP		
1010	FIX	15°18'N	64°37'W
1012	STOOD DOWN FLYING STNS		
1013	COMMENCED RAS APPROACHES ON HMCS MARGAREE VIS 12NM WIND 10/10KT CLOUD 4/8 SEA STATE 2 Discal		
1145	COMPLETED RAS APPROACHES	15°15'N	64°52'W
1400	FIX WX: WIND 125°-11KTS, SEA 110°-1', SWELL 150°-1', VIS 14NM, CLOUD 9/8 DJDinsmore LT(N)		
1700	FIX WIND 105/10, SEA 110-1' SWELL 105-2' VIS 12NM M. Thomson S/LT	14°41'N	65°13'W







000366



[illegible]

Saturday the 17th of February 1979 AT/A La Guaira, Venezuela

TO/À:

ANCHOR SAFETY BEARINGS  
RELÈVEMENTS AU MOUILLAGE

NOTICE FOR POWER/POSITION D'ATTENTE

12 Hrs N.F.S.

CMG

Fuel Embarked/Carburant Embarqué

Inspecting Officer/Officier inspecteur

1 200 (Z)

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

Sunrise, S/W off UDL  
Colours

P. Gregory, Lt (N)

SHIP OPEN TO VISITORS

SHIP CLOSED TO VISITORS.

SUNSET S/W ON LDL

ROUNDS CORRECT





MONDAY the/le 19<sup>TH</sup> of FEBRUARY 19 79 AT/A

FROM/DE: LA GUAIRA, VENEZUELA

TO/A: ROOSEVELT ROADS P.R.

EXERCISE  
EXERCICE CARIBOPS '79  
OPAREA  
REGIONANCHOR SAFETY BEARINGS  
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

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

0800(0) 24' 25' 9"

NOTICE FOR POWER/POSITION D'ATTENTE

0810 - CAME TO I.N.F.S.

Watch  
QuartLog  
Loch

DMG

CMG

MEAN REVOLUTIONS

FORENOON

025°

0900 16.4 1100 75.8  
1000 75.9 1200 76.5  
1300 75.3 1500 74.0  
1400 76.2 1600 74.5  
1700 74.7

AFTERNOON

57.3

012°

FIRST DOG

29 NM

000°

LAST DOG

29.8

002°

FIRST

60.2

000°

2000 75.2 2200 75.1  
2100 75.0 2300 74.9Day's Run/  
Distance totale parcourue

228.4

Fuel Embarked/Carburant Embarqué

2400 - 75.1

Latitude

Longitude

0800 ( )

10°35'2 N

66°56' W

2000 ( )

13°17.0 N

66°20' W

1200 (Z)

10°35.2 N

66°56' W

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

Time  
Heure (0)

Narrative/Exposé

Position

Lat.

Long.

0647

SUNRISE

0800

COLOURS

SSD + CABLE PARTY CLOSED UP - HANDS TO STATIONS FOR  
LEAVING HARBOUR ASSUMED NBCD COND Y.

0810

LA GUAIRA HBR PILOT MR SALAZAR EMBARKED

0820

SLIPPED ALL LINES FOR DEPARTURE LA GUAIRA VENEZUELA

0847

HARBOR PILOT DISEMBARKED

0853

SECURED SSD BLUE WATCH CLOSED UP

1000

RADAR FIX

VISION 10NM CLOUD 3/8 WIND 090-25 SEA 075-5' SWELL 070-3'

1200

FLYING STNS

1320

LAUNCHED CH 124A09

1323

STOOD DOWN FLYING STNS

1406

RADAR + VIS. FIX

1515

FLYING STNS

1527

RECOVERED CH 124A09

1532

STOOD DOWN FLYING STNS

VIS 10NM CLOUD 3/8 WIND 075-17.5 SEA 060-5' SWELL 070-3'  
K MALLORY SLT

1700

A FIX

WIND 070° 20KTS SEA 065-1' SWELL 060-5' VIS 11 NM

1832

SUNSET - SWITCHED ON NAV. LIGHTS

1900

A FIX

1930

WIND 090° 15 KTS SEA 090° 3' SWELL 070° 4' VIS 14 NM

2230

A FIX

2330

WIND 080° 20KTS SEA 3' SWELL 075-4 VIS 12 NM

000370



TUESDAY the 20 <sup>th</sup> of FEBRUARY 1979 AT/A				
FROM/DE: LA GUAIRA VENEZUELA TO/A: ROOSEVELT ROADS P.R.				
EXERCISE EXERCICE OPAREA RÉGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE		
CARIBOPS '79				
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		62.3	MEAN R.P.M. 0100 75.4 0300 75.5 0200 74.8 0400 75.4	
MORNING		56.1	0500 75.3 0700 60.2 0600 75.4 0800 66.1	
FORENOON		61.0	0900 70.6 1100 75.4 1000 70.9 1200 75.3	
AFTERNOON		43.0	1300 50.4 1500 75.7 1400 49.9 1600 75.9	
FIRST DOG		28.0	1700 72.9 1800 60.1	
LAST DOG		30.8	1900 59.3 2000 73.8	
FIRST		47.2	2100 75.8 2300 62.0 2200 75.5 2400 59.3	
Day's Run/ Distance totale parcourue		332.4	Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant	
0800 (A)	16°12'N	66°18'W	Inspecting Officer/Officier inspecteur	
2000 (I)	30°17'34"N	65°31'W		
1200 (Z)	16°12'N	66°18'W		

Time Heure (P)	Narrative/Exposé	Position	
		Lat.	Long.
0115	#1 gyro correct by Azimuth of Polaris		
0200	2 fix	14°48'N	66°18'W
0330	Wind 080-9 Sea 090 4ft Clear - VIS 12NM W Johnston LT(N)		
0600	2 FIX	15°46'N	66°18'W
0648	SUNRISE SWITCHED OFF NAV LIGHTS WIND 080-17 SEA 080-5 VIS 12NM Cloud 3/8 Piscap LT(N)		
0830	FLYING STATIONS		
0849	RECOVERED CH124A-430 FROM HMCS FRASER, EMBARKED 113-072-839 CPL GOSSE R.J. MILITARY POLICEMAN		
0900	2 FIX	16°25.8'N	66°14.1'W
0902	STOOD DOWN FLYING STATIONS WX: WIND 080-20 KTS, SEA 080-3, SWELL 070-3, VIS 14NM, CLOUD 2/8 D.J. D. Inermore LT(N)		
1300	2 FIX	17°23.8'N	66°22.0'W
1330	FLYING STNS		
1400	LAUNCHED CH124A-430		
1410	STOOD DOWN FLYING STNS WIND 080-12 KTS, SEA 090-2, SWELL 080-3, VIS 12 NM Ad Thomson S/LT		
1630	RAS SSD CLOSED UP		
1630	2 FIX	17°31.5'N	65°45.3'W
1657	HMCS ATHABASKAN ALONGSIDE PORT FOR FUEL AND JACKSTAY		
1705	COMMENCED JACKSTAY		
1706	COMMENCED PUMPING FUEL		
1717	COMPLETED JACKSTAY VIS 12NM WIND 080-15 SEA 090-2, SWELL 080-3, CLOUD 3/8 Piscap LT(N)		
1742	EXERCISED EMERGENCY BREAKAWAY		
1743	LAST LINE GONE TO PORT		
1744	HMCS ATHABASKAN DEPARTED TO PORT		000371

the/le _____ of _____ 19 _____ AT/À _____				
FROM/DE:		TO/À:		
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE		
Draught/Tirant d'eau		NOTICE FOR POWER/POSITION D'ATTENTE		
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)				

Time Heure ( )	Narrative/Exposé	Position	
		Lat.	Long.
1802	HMCs MARGAREE TOOK STATION PORT SIDE FOR FUEL AND LIGHT LINE TRANSFER		
1805	FIRST LINE PASS		
1814	COMMENCED FUELLING		
1826	SUNSET		
1827	HMCs SHEENA TOOK STATION STBD SIDE FOR FUEL AND LIGHT LINE TRANSFER		
1828	FIRST LINE PASSED		
1834	COMMENCED FUELLING		
1835	EXERCISED EMERGENCY BREAKAWAY TO PORT MOB		
1836	LAST LINE GONE	17°30'N	
1850	OBS POS	18°50'N	65°44'W
1858	COMPLETED FUELLING		
1903	LAST LINE GONE TO STBD, HMCs SHEENA DEPARTED TO STBD		
1905	A/C 090 SPIES, SECURED RAS SSD		
	WX: WIND 055°-20KTS, SEA 090°-2' SWELL 080°-3', VIS 12 NM, CLOUD 3/8		
	RJ Dineen LT(N)		
2130	R FIX	17°30'N	65°07'W
2200	COMMENCED SCREENEX		
	WIND 060-12KTS, SEA 070-2' SWELL 060-3' VIS 12NM		
	At Thompson SGT.		



WEDNESDAY the 1e 21 <sup>st</sup> of FEBRUARY 19 79 AT/A				
FROM/DE: LA GUAIRA VENEZUELA TO/A: ROOSEVELT ROADS P.R				
EXERCISE EXERCICE CARIBOPS '79 OPAREA REGION			ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau				
TIME/HEURE	Forward De l'avant	Aft De l'arriere		
1130	20'5"	25'1"	NOTICE FOR POWER/POSITION D'ATTENTE 1400- Reverted to 12 HRS NIFS	
Watch Quart	Log Loch	DMG	CMG	
MIDDLE		22 14.8	140 000	MEAN REVOLUTIONS 0100 52.1 0300 51.7 0200 49.7 0400 52.3 0500 51.0 0700 51.9
MORNING		44.5	VAR	0600 49.3 0800 60.5 0900 58.8 1100 49.6
FORENOON		37.2	306°	1000 49.6 1200 50.1 1300 54.7 1500
AFTERNOON		VAR	VAR	1400 - 38.6
Day's Run/ Distance totale parcourue		143.8	Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur	
0800 (A)	17°31'N	65°08'W		
2000 ( )				
1200 (Z)	17°31'N	65°08'W		

Time Heure	Narrative/Exposé	Position Lat. Long.	
0100	2 FIX WIND 080-20 VIS 15NM SEA 075-4' SWELL 060-3' CLOUD 3/8	17°15'N	64°36'W
	Anchor LT(N)		
0530	RDR FIX	17°30'N	64°44.7W
0643	SUNRISE		
0701	HMCS SAGUENAY TOOK STATION STAD FOR FUEL & JACKSTAY		
0702	FIRST LINE PASSED		
0704	HMCS FRASER TOOK STATION PORT FOR FUEL & LIGHT LINE		
0709	COMMENCED FUELING HMCS SAGUENAY		
0711	COMMENCED FUELING HMCS FRASER WX: WIND 090-20KTS, SEA 090-2' SWELL 100-4' VIS 12NM IN RAIN SQUALLS, CLOUD 3/8		
	P/Durham LT(N)		
0743	COMPLETED FUELING HMCS SAGUENAY		
0746	HMCS SAGUENAY DEPARTED STN TO STBD		
0748	COMPLETED FUELING HMCS FRASER		
0751	HMCS FRASER DEPARTED STN TO PORT		
0757	HMCS ALGONQUIN ALONGSIDE TO PORT		
0803	COMMENCED FUELING		
0830	FLYING STNS		
0845	COMPLETED FUELING		
0850	HMCS ALGONQUIN DEPARTED STN TO PORT		
0855	LAUNCHED CH124A-409		
0856	SECURED RAS SSD		
0858	STOOD DOWN FLYING STNS		
1000	2 FIX	17°42.7'N	65°25.7W
1020	FLYING STNS		
1045	RECOVERED CH124A-439 FROM HMCS SAGUENAY FOR REPAIRS		
1055	STOOD DOWN FLYING STNS WIND 080-19KTS, SEA 070-2' SWELL 075-4' VIS 12NM K. Thompson on ST.		
1137	FLYING STNS		
1205	LAUNCHED CH124A39 TO HMCS SAGUENAY		
1206	SECURED FLYING STNS		
1300	SSD CLOSED UP		

[illegible]



Position

Lat.

Long.

Time (Q)  
Heure (Q)

Narrative/Exposé

0646

SUNRISE S/W OFF UDL

0800

COLOSRS

0825

COMMENCED FUELING / FROM ROOS RDS

1735

STOPPED FUELING

1825

SUNSET S/W ON UPL

1930

ROUNDS CORRECT

THURSDAY the 22<sup>ND</sup> of FEBRUARY 19 79 AT/A ROOSEVELT ROADS P.R.

FROM/DE:

TO/À:

EXERCISE  
EXERCICE  
OPAREA  
REGION

## EXERCICE

OPAREA  
REGION

REGION

ANCHOR SAFETY BEARINGS  
RELÈVEMENTS AU MOUILLAGE

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 30065 BBLs F-76

Latitude

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

0800 ( )

2000 ( )

1 200 (Z)

000375

FRIDAY the/le 23<sup>rd</sup> of FEBRUARY 19 79 AT/A ROOSEVELT ROADS PR

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

12 HOURS NFS.

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/Expose'

0645	SUNRISE 5/W OFF UDL
0800	COLOURS

0800	COLORS
------	--------

1025	CFAU Blumethroat secured stbd side for fuel
------	---

1225	CFAU Bluethroat skinned
------	-------------------------

1745	landed shore Patrol
------	---------------------

1925	Sunset - s/w off U.D.L.
------	-------------------------

1925	Rounds Correct
------	----------------

[illegible]



SATURDAY the/le 24 <sup>th</sup> of FEBRUARY 19 79 AT/À ROOSEVELT ROADS P.R.			
FROM/DE: TO/À:			
EXERCISE CARIBOPS '79 EXERCICE OPAREA PEURTO RICAN (SOUTH) 56748 REGION			
ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE			
Draught/Tirant d'eau			
TIME/HEURE	Forward De l'avant Aft De l'arriere		
0730	26'6" 29'3"		
NOTICE FOR POWER/POSITION D'ATTENTE 0750 Came to I.N.F.S			
Watch Quart	Log Loch	DMG	CMG
MEAN RPM			
FORENOON		28.2	VAR
AFTERNOON		22.7	090°
FIRST DOG		17.4	090° 270°
LAST DOG		16.6	270 090
FIRST		36.3	098° T
Day's Run/ Distance totale parcourue		151.4	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ( )			
2000 (N)	18°01'N	65°08'W	
1200 (Z)			

Time Heure (4)	Narrative/Exposé	Position	
		Lat.	Long.
0644	sunrise - 4/17 off U.D.L		
0730	SSD & C.P. closed up - assumed Grand Yankee (Johnston LTCN)		
0748	USN HARBOR PILOT CHIEF MCBEE EMBARKED		
0757	SLIPPED FROM PIER 3 NSRR ENROUTE LOCAL OPAREAS FOR BAILEY METER TRIALS		
0830	USN HARBOR PILOT CHIEF MCBEE DISEMBARKED		
0900	SECURED SSD S/C 180 SP12		
1000	RADAR FIX	18° 01' N	65° 32.2' W
1104	EXERCISED EMERGENCY FLYING STNS		
1110	RECOVERED CH124440 FROM NSRR		
1118	SECURED FLYING STNS VIS 15 NM WIND 070/20 SEA 080/4' CLOUD 4/8  Piscot LT(N)		
1400	VIS FIX VIS 14 NM WIND 085° 20 KTS SWELL 075° 4' SEA 080° 2' CLOUD 3/4 K Mallouff S/LT	17° 58.9' N	65° 03.3' W
1700	VIS/RADAR FIX WIND 060-22 KTS SEA 060-2' SWELL 070-4' VIS 12 NM M. Thomson S/LT	18° 02' N	64° 40.2' W
1830	VIS/RADAR FIX WIND 050° 18 KTS SEA 050°-5' SWELL 070°-2' VIS 14 NM D. Jones LCDR	18° 01' N	64° 58.7' W
2000	RDR/VIS FIX	18° 01' N	65° 08.5' W
2200	RDR/VIS FIX	17° 59.5' N	64° 51.5' W
2330	WIND 050° T 22 KTS SEA 5' SWELL 070-3' VIS 15 NM PLUS  AT.		

[illegible]



MONDAY the/le 26 <sup>TH</sup> of FEBRUARY 19 79 AT/À			
FROM/DE:		TO/À:	
EXERCISE EXERCICE OPAREA REGION		CARIBOPS 79 P.R. OP AREAS (SOUTH)	
Draught/Tirant d'eau		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
TIME/HEURE	Forward De l'avant	Aft De l'arrière	NOTICE FOR POWER/POSITION D'ATTENTE
Watch Quart	Log Loch	DMG	CMG
MIDDLE		30.5	270°
MORNING		18.1	270°
FORENOON		31.4	270° 090
AFTERNOON		30.1 3.4	081° 270°
FIRST DOG		VAR	VAR
LAST DOG		11.8 270.1	270
FIRST		6.1 18.1	270° 090°
Day's Run/ Distance totale parcourue		186.8	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 (Q)	17° 57' N	65° 45.0' W	
2000 ( )	18° 00' N	65° 16' W	
1200 (Z)	17° 57' N	65° 45' W	

Time Heure (Q)	Narrative/Exposé	Lat.	Long.
0130	RADAR FIX 115 15NM WIND 090-20 SEA 080-5FT CLOUD 7/8 ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE Siscoe NT(N)	17° 59.5' N	65° 08.5' W
0500	VIS + RADAR FIX	17° 59.7' N	65° 31.6' W
0642	SUNRISE VIS 12NM WIND 090-20 SEA 110-3' CLOUD 7/8 K m... s/LT		
0830	FLYING STNS		
0857	LAUNCHED CH124A-440		
0900	STOOD DOWN FLYING STNS.		
1002	HMCS ALGONQUIN ALONGSIDE TO PORT		
1005	HMCS SKEENA ALONGSIDE TO STBD		
1008	FLYING STNS, COMMENCED FUELING HMCS SKEENA		
1010	COMMENCED FUELING HMCS ALGONQUIN		
1026	COMPLETED FUELING BOTH SHIPS, RECOVERED CH124A-440		
1028	HMCS SKEENA DEPARTED STN TO STBD		
1034	HMCS ALGONQUIN DEPARTED STN TO PORT		
1035	STOOD DOWN FLYING STNS RDR/VIS FIX	17° 59.2' N	65° 33.6' W
1039	HMCS MARGAREE TOOK STN TO PORT		
1049	COMMENCED FUELING		
1102	COMPLETED FUELING		
1105	HMCS MARGAREE DEPARTED STN TO PORT		
1106	STOOD DOWN RAS SSD		
1122	FLYING STNS		
1130	RECOVERED CH124A-401 FROM HMCS NIPIGON WIND 090-20KTS, SEA 080-2' SWELL 085-6' VIS 12NM St. Thompson S/LT		
1155	LAUNCHED CH124-401 TO HMCS NIPIGON STOOD DOWN FLYING STATIONS.		
1420	FLYING STNS.		
1431	COMMENCED HIFR WITH CH12401 FROM HMCS NIPIGON		
1445	COMPLETED HIFR - STOOD DOWN FLYING STATIONS		
1500	RDR FIX - CLOSED UP RAS SSD	17° 59.5' N	65° 07.6' W
1530	WIND 070° 16 KTS SEA 080-2' SWELL 080-3' VIS 15NM		000379

		Document disclosed under the Access to Information Act Document divulgué en vertu de la Loi sur l'accès à l'information	
Time Heure (Z)	Narrative/Exposé	Position	
		Lat.	Long.
1527	HMCS Nipigon along starboard side for fuel and stores		
1538	HMCS Fraser along port side for fuel and stores		
1623	HMCS Fraser broke away		
1717	HMCS Nipigon broke away		
1723	around RAS SSD		
1730	Wind 090-15 - Sea 5 feet - Clear		
	Sgt. H. Thomas		
1744	Radar Fix	18°00'N	65°27'W
1830	Radar Fix	18°00'N	65°23'W
1829	Sunset - saw on Nav Lts - darkened forward house		
1930	Wind 080-13 - Sea 3 feet - clear		
	(V) Johnston ITCN		
2100	RADAR FIX	18°00'3"N	65°09'W
	WIND 070-14 SEA 4FT VIS 15NM CLOUD 3/8		
	Hiscoe LT(N)		
		</	



TUESDAY the/le 27 <sup>th</sup> of FEBRUARY 19 29 AT/À					
FROM/DE:			TO/À:		
EXERCISE EXERCICE OPAREA RÉGION			ANCHOR SAFETY BEARINGS RELEVEMENTS AU MOUILLAGE		
Draught/Tirant d'eau					
TIME/HEURE	Forward De l'avant	Aft De l'arriere			
0700	25'5"	28'5"	NOTICE FOR POWER/POSITION D'ATTENTE		
			0800 - REVERTED TO 12 HR N.E.S.		
Watch Quart	Log Loch	DMG	CMG		
MIDDLE		25.3	270°	0100 40.1	0300 30.1
MORNING		VAR	VAR	0200 30.8	0400 30.3
				0500 30.0	0700 42.6
				0600 31.1	0800 28.6
Day's Run/ Distance totale parcourue		52.3	Fuel Embarked/Carburant Embarqué		
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur		
0800 ( )					
2000 ( )					
1200 (Z)					

[illegible]

WEDNESDAY the/le 28 of FEBRUARY 19 79 AT/À ROOSEVELT ROADS P.R.			
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  12 HR N.F.S.
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]





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	T.ès 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 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	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.