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CHP 9

PHC 9

ITEM 910

PIÈCE 910

SEE: MARCORD 4-21

VOIR: MARCORD 4-21

SHIP'S LOG/JOURNAL DE BORD

HMCS CORMORANT

FOR MAY 19 86
POUR

DAYS AT SEA/JOURS EN MER


19


DAYS IN HARBOUR/JOURS AU PORT

12

DISTANCE RUN/DISTANCE PARCOURUE

1682


(NAVIGATING OFFICER/OFFICIER NAVIGATEUR)




(COMMANDING OFFICER/COMMANDANT)



JANUARY 1977

JANVIER 1977

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

THURSDAY the 1st of MAY 19 86 AT/A HALIFAX

TO/A:

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

NOTICE FOR POWER/POSITION D'ATTENTE

12 hrs

CMG

Fuel Embarked/Carburant Embarqué

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur

1200 (Z)

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

SUNRISE

COLOURS

EXERCISED EP WITH FIRE IN CO'S BOAT

SUNSET

000390

FRIDAY the 1st of MAY 1986 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'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

0800 ()

2000 ()

1200 (Z)

Time
Heure 9

Narrative/Exposé

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

0603	SUNRISE
------	---------

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

B. Bengtson

1635	EXERCISED EMERGENCY PARTY WITH A FIRE IN #2 AC PLANT
------	--

2019	SUNSET
------	--------

[illegible]

SUNDAY the 1st of July 19 86 AT/A NC HALIFAX

FROM/DE:

TO/A:

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

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 (A)
Heure

Narrative/Exposé

Lat.

Long.

0600	SUNRISE
------	---------

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

1800	EXERCISED EP WITH DEMONSTRATION OF COVENTRY CLIMAX PUMP
------	---

2022	SUNSET
------	--------

-000393

TUESDAY the/le 6th of MAY 1986 AT/A SEA

TO/A: CONCEPTION BAY NFLO.

EXERCICE

ANCHOR SAFETY BEARINGS RELEVEMENTS AU MOUILLAGE

TIME/HEURE	Forward De l'avant	Aft De l'arrière
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NOTICE FOR POWER/POSITION D'ATTENTE

CMG

FIRST	0450.6	46.5	074°G
-------	--------	------	-------

Fuel Embarked/Carburant Embarqué

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

1200 (Z)	45-27N	57-50W
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Position

Long.

45° 01.7' N 59° 53' W

[illegible]

45° 12' N	58° 57.8' W
-----------	-------------

WX: WIND 320T12K, OVERCAST SWELL 230T2F SS 2, vis 10nm, BAW 1012

46°30'N	57°25'W
---------	---------

WIX: WIND 310/17 CLOUD 1/8. SWELL 000/1' 552 VIS 10NM BARO 1010.6

1351	COMPLETED CASUALTY EXERCISE
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45° 47' N	56° 07.5'
-----------	-----------

WX: WIND - 305°(T) @ 13 Kts SWELL - 300 @ 5' SCA - 300 @ 1½

CLOUD - 2/8 VIS 12NM BARO - 1007.9 mlb ↓

45°52.3'N	55°43.2'
-----------	----------

WX: WIND 288° 18 KTS SEA 295° 2' SWELL 295° 4'

CLOUD 6/8 VIS 12nm BAR 1007.6 mb

4557	5150
------	------

WX WIND 280 @ 18, SS 2, VIS N/M, CI $\frac{3}{8}$

BARO 1004.5 hPa

DocId:34861806

46°08'4N 54°21'1

WX WIND 282°@23KT SEA 290°@4' SWELL 290°@6'

V/S 11 am IN SNOW SHOWERS BAR 1001 MLB

WEDNESDAY the 7 th of MAY 19 86 AT/A SEA			
FROM/DE: HALIFAX		TO/A: CONCEPTION BAY	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
DIVE-OPS		ANCHOR SAFETY RANGES	
Draught/Tirant d'eau		1. CP. BELL IS NLT .8nm 2. CP. LITTLE BELL IS NLT .84nm 3. CP. KELLYS IS NLT 2.15nm 4. CP. ST THOMAS COVE NLT 2.94nm	
TIME/HEURE	Forward De l'avant	Aft De l'arrière	NOTICE FOR POWER/POSITION D'ATTENTE 1818 30min
Watch Quart	Log Loch	DMG	CMG
MIDDLE	0487.2	37	074°T, 030°T
MORNING	0534.1	45.7	030°T/000°T
AFTERNOON	0583.3	48nm	000°T
AFTERNOON	0595.0	22	VAR
FIRST DOG	0613.4	0	VAR
FIRST		0	—
Day's Run/ Distance totale parcourue		152.7	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 (P)			
2000 (P)	47°34.9N	52°58.8W	
1200 (Z)	47°34.9N	52°58.8W	

Time Heure	Narrative/Exposé	Position Lat.	Long.
0000	CLOCKS ADVANCED ONE-HALF HOUR TO NEWFOUNDLAND DAYLIGHT SAVINGS TIME ZONE +2 1/2		
0203	Ra FIX WX: WIND 260T 16K, OVERCAST, SS 3, VIS 20nm, BARO 999.5	46°20.6N	053°23W
0537	SUNRISE SWITCHED OFF NAV LIGHTS		
0730	RA FIX WX: WIND 120/8 SKY 3/8 SS 2 VIS 12NM BARO 997.5	47°03N	52°31W
1127	Radax FIX WX: WIND 110-13 CLOUD 8/8 SS 2 VIS 1-5nm BARO 1003	47°06.6N	052°39.3W
1342	RDR FIX	47°36.3N	52°56.1W
1400	LAUNCHED ZODIAC		
1402	CLOSED UP SSD, BA TEAM, CP, PART SHIP HANDS TO COME TO 4 POINT MOOR CONCEPTION BAY		
1504	COMMENCED COMING TO 4 POINT MOOR		
1510	RECOVERED ZODIAC WX: WIND 045°/18 KTS SEA 060°/1' SWELL NIL CLOUD 8/8 VIS 10nm		
1700	VISUAL FIX	47°35.1N	52°58.7W
1712	LAUNCHED ZODIAC		
1720	LAUNCHED 2 ND ZODIAC WX: WIND 030°/20 KTS SEA 055°/2' SWELL NIL CLOUD 8/8 VIS 6nm		
1818	CAME TO 4 POINT MOOR IN 18 FM WATER PORT & STBD 9 SH AT W/L CONCEPTION BAY RANG OFF MAIN ENGINES WX WIND 025°/20 KTS SEA 050°/2' SWELL NIL CLOUD 8/8 VIS 1.5nm IN RAIN & FOG	47°34.9N	52°58.8W
2000	5 RUGS CORRECT COMMENCED SURFACE SUPPLIED DIVING OPS		
2023	SUNSET, SWITCHED ON NAV LIGHTS		

Time Heure		Narrative/Exposé	Position	
			Lat.	Long.
0345	(H) 2 1/2	& BEARINGS CORRECT. WX WIND 030/20 KTS, O'CAST, SS 3, VIS 10 NM, BARO 1005		
0524		SUNRISE. SWITCHED OFF ANCHOR LITE		
0645		& BEARINGS CORRECT. WX WIND 045/25 KTS, O'CAST, SS 3 VIS 7 NM, BARO 1009.1		
0800		COLOURS		
0801		CLOSED UP CABLE PARTY.		
0820		COMMENCED DIVE OPS		
1048		RANGES CORRECT WX WIND 015/22 KTS SS 3 CLOUD 8/8 VIS 5nm BAR 1011 MLB		
1515		& RANGES CORRECT		
1540		COMPLETED SURFACE SUPPLIED DIVING OPERATIONS. WX: WIND 020T 26K, OVERCAST, SEA 020T 2F, SS 3, VIS 4nm, BARO 1013.7		
1545		COMMENCED DIVE OPS		
1615		& RANGES CORRECT		
1755		WX: WIND 025 25 KT, O'CAST, SIS II, VIS 5m. BAR 1014.7		
1745		I RANGES CORRECT Wx Wd 000 @ 27, SS I, VIS 4NM, CI OVER CAST BARO 1015.0		
2005		& RANGES CORRECT		
2023		SUNSET SWITCHED ON & LIGHTS		
2030		LAUNCHED DISPATCH BOAT TO MERVACLESBY NEWTON		
2117		COMPLETED DIVING OPS		
2215		RECOVERED DISPATCH BOAT WX: WIND 350/20 CLOUD O'CAST SS II VIS 10NM BARO 1015.7		

FRIDAY the 9 th of MAY 1986 AT/A CONCEPTION BAY, NFCD			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE 1. CP BELL IS NLT .8 NM 2 CP LT BELL IS. NLT .84 NM 3. CP. KILLYS IS. NLT 2.15 NM 4 CP ST. THOMAS COVE NLT 2.94 NM	
Draught/Tirant d'eau			
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 ()	47°35' N	52°58.8' W	
2000 ()	47°35' N	52°58.8' W	
1200 (Z)	47°35' N	52°58.8' W	

Time Heure (H2L)	Narrative/Exposé	Lat.	Long.
0030	\$ BEARINGS CORRECT. WX: WIND 005-18 / CLOUD 7/8 / SS: 1 / VIS: 10 NM / BAR: 1015.5 M. Boulanger Lt (N)		
0408	\$ / MODERING RANGES CORRECT BY BOAR WX: WIND 335°/16 KTS SS 2 CLOUD 9/8 VIS 4 NM BAR 1016.2 mLB M. Boulanger Lt (N)		
0810	HEAVED IN STB \$ TO 5 SH @ W/L, PORT \$ REMAINED 7 1/2 SH @ W/L, COMMENCED DIVING OPERATIONS		
0815	LAUNCHED CAPT'S DISPATCH BOAT		
0855	DISEMBARKEED COMMANDING OFFICER, LCDR R BOWERS		
1025	RDR FIX, SHIP DRAGGED PORT STERN MOOR & PORT \$ 130° 100°, HEAVED IN STB \$ TO 5 SH @ W/L WX: WIND 335°/20 KTS, SS 3, VIS 4 NM IN LIGHT SNOW CLOUD 9/8 BAR 1016.2 mLB Tony Robinson Lt (N)		
1206	\$ RANGES CORRECT		
1335	DISPATCH BOAT DEPARTED		
1510	RECOVERED DISPATCH BOAT WX: WIND 350T 18K, OVERCAST, SEA 000T1F, VIS 3 NM, BAR 1016 → W. M. M. M.		
1700	\$ RANGES CORRECT WIND 005°/16 KTS, OVERCAST, SS 3 VIS 4 NM BAR 1016.5 mLB Tony Robinson Lt (N)		
1910	ANCHOR RANGES CORRECT WX Wd 330 @ 15, SS 1, VIS 4 NM BAR 1016.5 CI OVERCAST LT (N)		
2023	SUNSET. SWITCHED ON \$ LIGHTS		
2150	COMPLETED DIVING OPS.		
2300	\$ BEARINGS CORRECT WX WIND 300 @ 7 KTS, SS 1 VIS 5 NM BAR 1018 OVERCAST M. Boulanger Lt (N)		

000400

SUNDAY the/le 11TH of MAY 19 86 AT/A CONCEPTION BAY, NFW

TO/À:

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

Aft
De l'arriere

NOTICE FOR POWER/POSITION D'ATTENTE

30 min

CMG

Fuel Embarked/Carburant Embarqué

Longitude

Commanding Officer/Commandant

Inspecting Officer/Officier inspecteur

52° 58.8' W

52° 58.8' W

 $52^{\circ}58'8''$

Narrative/Expose'

ANCHOR RANGES CORRECT

WX: WINDS LITE SS 1 SKY O/CST VIS 3mi BAR 1028.5 →

⚓ RANGES CORRECT

WX: WIND 045°/3Kts SS1 CLOUD 8/8 VIS 3nm BAR 1030mm

SUNRISE SWITCHED OFF ∇ LTS

COLOURS

HANDS TO CHURCH

COMPLETED CHURCH SERVICE

NA RANGES CORRECT

WX: WIND 045/8 KTS SS 1 CLOUD $\frac{3}{8}$ VIS UNLIMITED BAR 1031 INCH

ANCHOR RANGES CORRECT

CLOSED UP SUBLAR AND STATIONS

LAUNCHED SPL-1

RECOVERED 50C-1

LAUNCHED 502-1

SECURED SUBLAR STATIONS

Wx Wd 070@10, 551, VIS UNREST, CI $\frac{1}{8}$
Baro 1031

SUBIAR STATIONS

‡ BEARINGS AND RANGES CORRECT

RECOVERED SDL-1

SECURED SUBMARINE STATIONS

WX: WIND 060T 12K Cloud 4/8, ss 1, vis 10Nm, BAR 1031.7

DISPATCH BOAT SWAMPED TO COLLECT C.O.

ANCHOR BEARINGS AND RANGES COLLECT. 1351 ZEDITE RETURNED WITH OTHERS

DUPATCH BOAT ALONGSIDE CO. ON BOARD.

SUNSET. SWITCHED ON UNDERFLOOR AND TO LIGHTS.

WX/wind: 60° / CLOUD: 3/8 / SS: 1 / VIS 15nm / RARE: 10.31 →

Long.

000401

FROM/DE:	TO/À:
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EXERCISE	ANCHOR SAFETY BEARINGS
EXERCICE	RELÈVEMENTS AU MOUILLAGE
OPAREA	
RÉGION	

Draught/Tirant d'eau	
----------------------	--

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

NOTICE FOR POWER/POSITION D'ATTENTE

[illegible]

Day's Run/ Distance totale parcourue	Fuel Embarked/Carburant Embarqué
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	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()			
2000 ()			
1200 (Z)			

Document disclosed under the Access to Information Act Document divulgué en vertu de la Loi sur l'accès à l'information		Position	
Time Heure ()	Narrative/Exposé	Lat.	Long.

2145	ANCHOR MOORING RATES CORRECT		
	WX: wind 060/15 551 cloud 2/4 VLS 8NM BARO 1031		

[illegible][illegible]

Days Run	Fuel Embarked/Consumed/Embarked	
Distance to be run		

[illegible]

000403

TUESDAY the 13 th of MAY 19 86 AT/A CONCEPTION BAY NFLO			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE	
Draught/Tirant d'eau		1. CP BELL IS. NLT .8 NM 2. CP LT BELL IS. NLT .84 NM 3. CP KERRIS IS. NLT 2.15 NM 4. CP ST THOMAS COVE NLT 2.94 NM	
TIME/HEURE	Forward De l'avant	Aft De l'arriere	NOTICE FOR POWER/POSITION D'ATTENTE 30 MINS.
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 ()	47° 35' N	52° 58.8' W	
2000 ()	47° 35' N	52° 58.8' W	
1200 (Z)	47° 35' N	52° 58.8' W	

Time Heure (+2 1/2)	Narrative/Exposé	Position	
		Lat.	Long.
0010	ANCHOR RANGES CORRECT. WX: WIND 050 20 / CLOUD 7/8 / SS 2 / VIS 10 NM / BARO 1018.5 →		
0415	ANCHOR RANGES CORRECT BY RADAR WX: WIND 060 20 / CLOUD 8/8 / SS 3 / VIS 7 NM / BARO 1018.6 mB		
0800	COLOURS		
0830	LAUNCHED CAPT'S DISPATCH BOAT		
1120	ANCHOR RANGES CORRECT WIND 058/26 KTS, CLOUD 8/8, SS 3, VIS 10 NM, BAR 1018 mB		
1151	ANCHOR RANGES CORRECT		
1155	SLIPPED ZODIAC		
1300	RECOVERED ZODIAC		
1310	RECOVERED DISPATCH BOAT		
1537	SLIPPED TWO ZODIACS TO SEARCH FOR LOST STERN MOOR FROM AUGUST 85 WX: WIND 055T 18K, OVERCAST, SS3, VIS 6NM, BARO 1018 →		
1615	ANCHOR RANGES CORRECT, CHECKED NUMBER TWO GYRO, PORT, STBD & CENTERLINE REPEATS. VERIFIED ALL CORRECT.		
1630	RECOVERED TWO ZODIACS, LOST STERN MOOR NOT FOUND WX: WIND 035/15 KT, CLOUD 8/8, SS3, VIS 10 NM, BAR 1018.2 mB		
1830	ANCHOR RANGES CORRECT WX: WIND 030/15 KTS, CLOUD 3/8, SS2, VIS 5 NM, BARO 1018.5 →		
2005	ANCHOR RANGES CORRECT		
2029	SUNSET. SWITCHED ON 8 LTS. COMMENCED DIVING OPS. WX: WIND 025/10 KTS, CLOUD 1/8, SS1, VIS 8 NM, BARO 1019 →		

WEDNESDAY the 14 th of MAY 1986 AT/A CONCEPTION BAY			
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'arrière	
NOTICE FOR POWER/POSITION D'ATTENTE			
30 MINS			
Watch Quart	Log Loch	DMG	CMG
MORNING			
FORENOON	0644.4	1 1/4	VAR
AFTERNOON	0647.3	2 nm	VAR
Day's Run/ Distance totale parcourue		Fuel Embarked/Carburant Embarqué	
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	47°35'N	52°58.8'W	
2000 ()	47°36'N	52°56.2'W	
1200 (Z)	47°35'N	52°58.8'W	

Time Heure ()	Narrative/Exposé	Lat.	Long.
0005	ANCHOR CORRECT BY RADAR WX/WIND 00-11/SEA: 1 / VIS: 15nm / CLOUD: 1/8 / BARO: 1019.7		
0400	ANCHOR CORRECT		
0528	SUNRISE SWITCHED OFF AFTER LTS		
0740	COMPLETED SURFACE SUPPLIED OIL		
0745	CLOSED UP SSD, BPT, CP + PART SHIP HAND TO BREAK 4-PT MOOR WX: WIND NW, SS 8, SEA 2/8, VIS 6 nm, BAR 1019.7		
0903	RECOVERED PORT MOORING LINE, LET GO STBD MOORING LINE		
0907	CAME TO IMMEDIATE NFP		
0907	WEIGHED PORT ANCHOR		
0917	WEIGHED STBD ANCHOR		
0947	RANG OFF MAIN MOTORS CAME TO 5 MIN NFP		
1030	RECOVERED STBD MOORING LINE		
1036	CAME TO IMMEDIATE NFP, EMBARKED THREE MARINE RESEARCH PERSONEL FROM M.V. KARL + JACKIE		
1053	CAME TO STBD ANCHOR 4 SHACKLES ON DECK, CAME 1/2 HOUR NFP		
1104	RADAR ANCHORAGE POSITION SECURED SSD, CP, CLOSED PORT INOD WX WD LIGHT AIR, CI CLEAR, VIS 0, SS 0, BARO 1020.5	47°35.3'N	53°58.1'W
1300	CLOSED UP SSD, BPT, CP TO WEIGH		
1311	RANG ON MAIN MOTORS		
1322	WEIGHED STBD		
1356	LET GO STBD		
1401	LET GO PORT NA CAME TO MODIFIED TWO POINT MOOR IN 43 FM WATER	47°36'N	56°01.4'W
1414	SECURED SSD, CP, BPT		

WEDNESDAY the/le 14th of MAY 19 86 AT/A CONCEPTION

FROM/DE:

TO/A:

EXERCISE
EXERCICE
OPAREA
REGION

Draught/Tirant d'eau

TIME/HEURE

Forward
De l'avant

Aft
De l'arriere

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

ANCHOR SAFETY RANGES

LITTLE BELLE IS: NLT 2.19, NMT 2.35
FERRY SEITY: NLT 1.73, NMT 1.89
N. BROAD COVE: NLT 1.92, NMT 2.08

NOTICE FOR POWER/POSITION D'ATTENTE

30 mins

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)

47° 36' N

52° 56.2' W

Time
Heure ()

Narrative/Exposé

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

Lat.

Long.

1435

CLOSED UP STD WATCH SUBLAR STATIONS

1455

LAUNCHED SDL-1

1458

SECURED SUBLAR STATION

WX WIND 055/57s CLOUD 1/8 SSI VIS 12nm BAR 1018.8 mb

1630

BEARINGS CORRECT

1645

SUBLAR STATIONS

1700

RECOVERED SDL-1

1720

SECURED SUBLAR STATIONS

1741

DISSEMBARKED GUESTS VIA M/V KARL AND JACKIE II
WX: LIGHT AIRS, CLEAR, SSI, VIS 8NM, BARO 1018

1909

ANCHOR BEARINGS CORRECT.

WX: LIGHT AIRS, CLEAR, SSI, VIS 2 NM, BARO. 1018

2030

SUNSET; SWITCHED ON NAV LIGHTS AND RAM LIGHTS

2045

COMPLETED DIVING OPS SWITCHED OFF RAM LIGHTS

2100

CLOSED UP CP, AX AND WD PART SW HANDS

2115

RECOVERED DISPATCH BOAT SUPPLIED DIVING OPS

2130

WEIGHED PORT & VEERED STD & TO B SHACKLES

2135

RANGES CORRECT

WX: LIGHT AIRS, CLEAR, SSI, VIS 8NM, BARO 1019

THURSDAY the 15 th of MAY 19 86 AT/A CONCEPTION BAY NZ			
FROM/DE:		TO/A:	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELÈVEMENTS AU MOUILLAGE LITTLE BELL IS NLT 2.14, NMT 2.55 N. BROAD COVE NLT 1.76, NMT 2.2 SCOTIA PIER NLT .97, NMT 1.36	
Draught/Tirant d'eau		NOTICE FOR POWER/POSITION D'ATTENTE 0749 - IMM	
TIME/HEURE	Forward De l'avant	Aft De l'arrière	
Watch Quart	Log Loch	DMG	CMG
FORENOON	0653.4	2	VARIOUS
AFTERNOON	0658.6	5.2	VAR
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.
0155	ANCHOR RANGES CORRECT WX: WIND 230/3KTS, CLOUD 98, SS 1, VIS 10km BAR 1019.5 mLB	
0430	ANCHOR RANGES CORRECT	
0531	SUNRISE, SWITCHED OFF NAV LIGHTS WX: WD, LIGHT, CI CLEAR, SS 1, VIS UNREST, BAR 1020.0	
0745	CLOSED UP SSD, CP, BP TEAM.	
0758	WEIGHED STBD &	
0803	LAUNCHED ZODIAC	
0836	CAME TO PORT & 6 shackles at waterline in 45 FATHOMS WATER	
0836	HEAVED IN STBD & TO 7 shackles at waterline	
0842	SECURED SSD, CP, BP TEAM	
0850	RECEIVED MV KARL AND JACKIE II ALONGSIDE STBD SIDE, EMBARKED GUESTS FROM MEMORIAL UNIVERSITY	
0855	SLIPPED "KARL AND JACKIE II"	
0928	COMMENCED SURFACE SUPPLIED DIVING OPS	
0930	VISUAL FIX, & CORRECT	47 35.9N 052 56.1W
1000	PORT WATCH TO SUBLAR STATIONS	
1015	LAUNCHED SOL-1	
1023	SECURED SUBLAR STATIONS	
1103	PORT WATCH TO SUBLAR STATIONS	
1130	RECOVERED SOL-1	
1139	STOOD DOWN SUBLAR STATIONS WX: LIGHT AIR, CLEAR, SS 1, VIS 12nm, BAR 1020.7	
1245	VISUAL POSITION	47 36 N 53 56 W
1315	CLOSED UP SUBLAR STATIONS	
1330	LAUNCHED SOL-1	
1415	WEIGHED PORT ANCHOR, CAME TO SINGLE ANCHOR, STBD CABLE 5 SHACKLES ON DECK	
1420	RECOVERED ZODIAC	
1428	LAUNCHED ZODIAC	

Time Heure ()		Narrative/Exposé	Position	
			Lat.	Long.
1430		CAME TO IMMEDIATE NFP		
1435		WEIGHED STBD ANCHOR		
1440		RECOVER ZODIAC		
1520		CLOSED UP SUBLAR STATIONS		
1526		LAUNCHED ZODIAC		
1556		RECOVERED ZODIAC, RECOVERED SPL-1		
		WX Wd 270 @ 15, SS 1, VIS UNREST, CI CLEAR BARO 1017.		
1600		CLOSED UP SIDE SCAN PARTY		
		LT(N)		
1603		SECURED SUBLAR STATIONS		
1615		LAUNCHED SIDE SCAN FISH		
1648		RECOVERED SIDE SCAN SECURED SIDE SCAN PARTY		
1650		VISUAL FIX	47° 35.4' N	52° 57.8' W
1710		CLOSED UP CP		
1725		LET GO STBD AN 8 Sh @ W/L IN 38 fm OF WATER	47° 32.8' N	52° 59' W
		WX: WIND 250°/22KTS SS 3 CLOUD 1/8 VIS 12nm BAR 1016.6 mLB		
1730		SECURED MV KARL AND JACKIE STBD SIDE.		
1920		SLIPPED MV KARL AND JACKIE. RESEARCHED REASONING.		
1939		ANCHOR BEARINGS CORRECT.		
		WX: WINDY 220-12 / SEA: 1 / SWELL: 0 / VIS: 15m / CLOUD: 3/8 / BARO: 1016.5 →		
		WINDY WIND		
2030		SUNSET - SWITCHED ON ANCHOR LITES		
2130		ANCHOR BEARINGS CORRECT		
		WX: WIND 200, SS 1, 0/CAST VIS 6mi BAR 1016 →		
		Not for use		

FRIDAY the 16 th of MAY 1986 AT/À CONCEPTION BAY			
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			
0729 IMM			
Watch Quart	Log Loch	DMG	CMG
FORE NOON 0707.3 22nm VAR			
Day's Run/ Distance totale parcourue		145	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	47°47'32.8N	52°57.8 W	
2000 ()			
1200 (Z)	47°35.3 N	52°58' W	

Time Heure ()	Narrative/Exposé	Lat.	Long.
0244	ANCHOR RANGES CORRECT. WX: WIND CALM, SS1, CLOUD 3/8, VIS 8NM, BARO. 1016 →		
0528	SUNRISE, SWITCHED OFF & LIGHTS		
0600	& RANGES CORRECT		
0730	CLOSED-UP CP WX: LIGHT AIRS, CLOUD 1/8, SS1, VIS 12NM, BARO 1016-7		
0752	WEIGHED & GOT UNDERWAY		
0756	SECURED CABLE PARTY		
0810	RECEIVED KARL & JACIE ALONG PORT SIDE EMBARIKED 5 PASSENGERS		
0812	KARL & JACIE DEPARTED		
0824	PORT WATCH SUBLAR STATIONS CLOSED UP		
0841	LAUNCHED ZODIAC		
0848	LAUNCHED SDL-1		
0855	SECURED SUBLAR STATIONS		
0900	RECOVERED ZODIAC		
0935	LAUNCHED ZODIAC		
0940	PORT WATCH SUBLAR STATIONS CLOSED UP		
0953	VISUAL FIX	47°35.3	52°58' W
1000	RECOVERED SDL 1	47°35.3	
1004	CLOSED UP BP TEAM FOR EXERCISE BLIND EXIT		
1006	SECURED SUBLAR STATIONS		
1115	SECURED BP TEAM WX WIND 273/7 KTS SWELL 270/2H SS2 VIS 12NM CLOUD 1/8 BAR 1013-3 MLB		
1217	VISUAL POSITION	47°43 N	50 33 W
1303	COMMENCED MOBEX		
1315	COMPLETED MOBEX		
1330	CLOSED UP SPECIAL SEA DUTYMEN, CP FOR ENTRY ST JOHN'S HBR		
1410	SECURED ALONGSIDE ST JOHN'S HBR STBD SIDE TOO		
1414	SECURED SSD		

000411

SUNDAY the/le 18TH of MAY 19 86 AT/A ST JOHNS NEWF.

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

8 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

0800 ()

2000 ()

1200 (Z)

Time
Heure ()

Narrative/Exposé

Position

Lat.

Long.

0526

SUNRISE

0800

COLORS

2035

SUNSET

MONDAY the 19th of MAY 1986 AT/A ST. JOHNS

FROM/DE: ST JOHNS

TO/A: CONCEPTION BAY, Nfld
For HALIFAX, NS

EXERCISE
EXERCICE
OPAREA
RÉGION

ANCHOR SAFETY BEARINGS
RELÈVEMENTS AU MOUILLAGE

Draught/Tirant d'eau

TIME/HEURE	Forward De l'avant	Aft De l'arrière
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0800	11'6"	17'7"
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NOTICE FOR POWER/POSITION D'ATTENTE
0840 IMMEDIATE

Watch Quart	Log Loch	DMG	CMG
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FORENOON		45	
AFTERNOON		0	
LAST LOG 0748.5	0748.5	24 NM.	VARIOUS
FUEL	849.2	52 nm	170° T

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

76
121

Latitude	Longitude
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0800 ()	
2000 ()	47°46'N 52°42'W
1200 (Z)	47°37.4N 52°36.7W

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur

Time
Heure ()

Narrative/Exposé

Lat. Long.

0518 SUNRISE

0800 COLOURS

0830 CLOSED UP SSD, CP, BPT, PART SHIPS HANDS, HANDS
TO STATION FOR EXIT ST. JOHNS HBR

0847 RANG ON MAIN MOTORS

0852 SLIPPED AND PROCEEDED

0908 SECURED SSD, CP, BPT, PART SHIP HANDS

1008 VISUAL FIX

WX: WIND 168/18 KTS SWELL 180/4 SS 4 CLOUD 8/8 VIS 4nm
BAR 1016.9 mLB

Tony Robinson H(N)

1248 VISUAL POSITION

1218 CLOSED UP SSD, CP

1243 SECURED SSD, CP

1250 CLOSED UP SUBLAR STATIONS

1300 LAUNCH ZODIAC ONE (SUBLAR)

1340 LAUNCHED ZODIAC TWO (DIVING)

1342 LAUNCHED SCL-1

1350 SECURED SUBLAR STATIONS

1455 RECOVERED ZODIAC TWO

1535 CLOSED UP SUBLAR STATIONS

WX WL 200@15, SS 1, VIS 5 NM, CI 1/2
BAR 1017.0

LT(N)

1547 RECOVERED SCL-1 LAUNCHED ZODIAC

1612 CLOSED UP SSD, CP COMPLETED OPS TO
RECOVER ANCHOR FROM WRECK & LOAD GRATHCORA

1628 LET GO STOP ANCHOR 18 FM 4 1/2 SHACKLES IN
POSITION 47°35.6'N 52°58'W

1630 RANG OFF MAIN MOTORS

1640 VISUAL POSITION

1757 COMPLETED WRECK ANCHOR RECOVERY OPS

1800 RANG ON MAIN MOTORS

1804 RECOVERED BOTH ZODIACS, SECURED SSD

1805 ANCHOR AWAY, SECURED CP

000413

the/le		of		19		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 1e 20th of MAY 1986 AT/A			
FROM/DE: ST. JOHN'S, Nfld.		TO/A: HALIFAX N.S.	
EXERCISE EXERCICE OPAREA REGION		ANCHOR SAFETY BEARINGS RELEVEMENTS 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	891.4	46	180°T/241°(T)
MORNING	0948.1	54	241°(T)
FORENOON	1000.0	51.9	241°(T)
AFTERNOON	1052.1	52.1	225°(T)
FIRST DOC	1083.4	30	235°(T) + 261°(T)
LAST DOC	1114.3	31	241°(T)
FIRST	1161.1	345	241°(T)
Day's Run/ Distance totale parcourue		319.5	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	45 52 73N	54 04 05W	
2000 ()	44 32.5'N	57 23'W	
1200 (Z)	45 42 00N	54 32.18W	

Time Heure ()	Narrative/Exposé	Position	
		Lat.	Long.
0045	RADAR FIX	46°49'N	52°31'W
0120	FLASHED #206 AND BROUGHT ON LINE		
0219	COMMENCED SOUNDING FOG SIGNALS WX: WIND 275/8 CLOUD 9/8 SS 2 VIS 1NM BARO 1023.7		
0525	SUNRISE		
0600	2 FIX WX WIND: 275/8 SWELL 200/4' SS 1 CLOUD 9/8 VIS 2c BAR 1024 mLB	46°05.8'N	53°31.9'W
0900	SATELITE NAVIGATION POSITION WX- CI OVERCAST, WIND 207 @ 13, SS 2, VIS 1000yd BARO 1024.5 MB	45°45'21"N	54°22'9"W
1415	SATELITE POSIT	45°31'N	55°41'W
1425	COMMENCED DAMAGE CONTROL EXERCISE		
1455	COMPLETED DAMAGE CONTROL EXERCISE WX: WIND LT+VAR SS I, FOG, VIS 1c, BAR 1024.7		
1640	SAT NAV DR	44°45.1'N	56°18.6'W
1700	DUMPED AMMUNITION FROM PLN 27 IN 200 FATHOMS POSITION 44°42.5'N 56°23.55'W WX WIND 197/15 RTS, SS 1, FOG, VIS 100yds, BARO. 1024		
1815	RETURNED CLOCKS TO 1715 AST DST		
1844	CONDUCTED STEERING GEAR (REAR) DOWN EXERCISE		
1922	SATNAV FIX WX: WIND 210-8/SS:1/FOG/CLOUD 9/8 BARO 1023	44°34'N	57°14'W
2015	SUNSET		
2245	SATNAV FIX WX: WIND 200/8 SST CLOUD 9/8 FOG BARO 1023	44°16.2'N	58°09'W

WEDNESDAY the/le 21 st of MAY 19 86 AT/A SEA			
FROM/DE: ST JOHN'S NFLD 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	1224.4	58nm	241°(T)
MORNING	1264.0	39.6	270°(T)
Forenoon	1320.0	53m.	270°(T)
AFTERNOON	1347.1	27 nm	270°T
FIRST DOG	1356.7	9.1nm	VAR
LAST DOG	1361.8	36NM	VAR
FIRST	1392.2	31nm	323°/316°(T)
Day's Run/ Distance totale parcourue		223.7	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	43°30' N	60 28 W	
2000 ()	43°32.4N	62°22.5 W	
1200 (Z)	43 30 N	60 56 W	

Time Heure ()	Narrative/Exposé	Position	
		Lat.	Long.
0200	LRN 'C' FIX	43°51.3'N	59°10.5'W
0340	STEERING GEAR BREAKDOWN.		
0356	REPAIRED STEERING GEAR SWITCHED BACK TO PRIMARY STEERING WX WIND 225/12 CLOUD 8/8 VIS 100' IN FOG, SWELL 220/2' SS. 2, BAR 1021.8 mLB		
0532	SUNRISE		
0600	SAT NAV POSITION Wx Wd 230@13, VIS 0, CI 8, SS 1, BAR 1023 MB	43 31.2N	59 52.2W
1047	SATNAV POSIT WX: WIND NIL, VIS 25', FOG, SS 1, BAR 1024 →	43 31 N	61 20 W
1342	COMMENCED DAMAGE CONTROL EXERCISE.		
1400	COMPLETED DAMAGE CONTROL EXERCISE.		
1457	LORAN 'C' POSITION	43°30'N	62°15'W
1520	LAUNCHED SS SONAR. WX WIND CALM, VIS 50-100', FOG, SS 1, BAR 1023		
1641	SAT NAV POSITION	43°30.7'N	62°16.1'W
1656	RECOVERED SS SONAR WX: WIND CALM/SS 1 FOG CLOUD: — VIS: 50' BAR 1022 →		
1830	LAUNCHED SS SONAR		
1932	RECOVERED SS SONAR		
1933	LORAN 'C' FIX WX WIND 150/10 SS 1 FOG CLOUD 8/8 VIS 100' BAR 1022 →	43-30 N	62-20 W
2032	SUNSET 2032		
2200	LRN 'C' FIX WX WIND 190/7, SWELL NIL, SS 1, CLOUD 7/8, VIS 200' BAR 1022 mLB	43°44.8'N	62°33.3'W

—000417

FRIDAY the/le 23 of MAY 19 86 AT/A SEA			
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'arrière	NOTICE FOR POWER/POSITION D'ATTENTE
Watch Quart	Log Loch	DMG	CMG
MIDDLE	1469	Ø	NIL
MORNING	1470	Ø	NIL
FOLEROON	1483.1	10.5	225° T
AFTERNOON	1503.8	20.7	WAR TO ENTER HALIFAX.
Day's Run/ Distance totale parcourue		31.2	Fuel Embarked/Carburant Embarqué
	Latitude	Longitude	Commanding Officer/Commandant Inspecting Officer/Officier inspecteur
0800 ()	44° 30' N	63° 12' W	
2000 ()			
1200 (Z)	44° 23.4' N	63° 21.2' W	

Time Heure ()	Narrative/Exposé	Lat.	Long.
0305	SAT NAV POSIT WX: WIND NIL, SIS Ø, FOG, VIS 50X, BAR 1017 → N. McDonald	44° 30' N	63° 12' W
0530	SAT NAV POSITION	44° 30' N	63° 12' W
0538	SUNRISE.		
0730	RANG ON MAIN MOTORS		
0740	WEIGHED STBD ANCHOR. PROCEEDED TO POSITION TO RECOVER THIRD MINE. WX WIND 090/12 KTS, FOG, OVERCAST, VIS 50X, SSI, BARO. 1017 M. McDonald		
0843	CAME TO STBD 1/2 SWL. FIX BY LRN 'C'	44° 23.4' N	63° 21.2' W
0850	RANG OFF MAIN MOTORS		
0855	LAUNCHED ZODIAC		
0902	LAUNCHED SOL-1		
1050	RECOVERED SOL-1. RANG IN MAIN MOTORS		
1103	WEIGHED 1/2		
1122	CARGO STOPPED MAIN MOTORS. FEEL SLEW.		
1128	BOLEW CLEAR. RANG ON MAIN MOTORS		
1143	RECOVERED MINE NO. 3		
1147	RECOVERED ZODIAC WX: WIND 100-13/FOG/SEA: 120-3/VIS: 50X/BARO: 1018 → M. McDonald		
1158	COMMENCED SIGNALS	44° 37.5' N	
1250	CLOSED UP SSD, BPT, CP		
1315	HANDS TO STATIONS FOR ENTERING HALIFAX HBR		
1332	VISUAL POSITION	44° 37.5' N	63° 34.5' W
1400	SECURED ALONGSIDE HALIFAX. STBD SIDE TOO		
1404	RANG OFF MAIN MOTORS, CAME TO SHR NOTICE FOR POWER		
1405	SECURED SSD, BPT, CP WX Wd 090 @ 15, SSI, VIS 1/2 N/M, CI OVERCAST BARO 1017 M/B M. McDonald		

SATURDAY the/le 24th of MAY 1986 AT/À NC 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

8 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

0800 ()

2000 ()

1200 (Z)

Time
Heure (A)

Narrative/Exposé

Lat.

Long.

10537

SUNRISE

0800

COLOURS

1130

Exercised Emergency Party - Fire in N°2

AC Plant

2045

Sunset

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 ()
Heure ()

Narrative/Exposé

Lat.

Long.

0536

Sen Rose

0402

Corone

1045

CLOSED UP PART SHIP HANDS TO COLD MOVE
TO JETTY NES ASSUMED DC 'Y'

1055

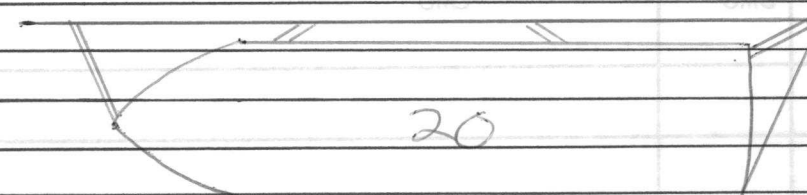
ATTACHED CFAV's GLENSIDE & LISTERVILLE
& SLIPPED FROM NC3

1120

CAME ALONG STBD SIDE TO TETTY WES
DETACHED CFW'S GLENSIDE & LISTERVILLE

1145

SECURED PART SHIP HANDS REVERTED
TO PCX



2047

SUNSET

TUESDAY the/le 27th of MAY 19 86 AT/A HALIFAX

FROM/DE: _____ TO/A: _____

EXERCISE	ANCHOR SAFETY BEARINGS
EXERCICE	RELÈVEMENTS AU MOUILLAGE
OPAREA	
RÉGION	

Draught/Tirant d'eau

TIME/HEURE	Forward De l'avant	Aft De l'arriere
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[illegible]

Watch Quart	Log Loch	DMG	CMG
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Day's Run/ Distance totale parcourue	Fuel Embarked/Carburant Embarqué
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	Latitude	Longitude	Commanding Officer/Commandant
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0800 ()			Inspecting Officer/Officier inspecteur
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[illegible][illegible]

Time Heure ()	Narrative/Exposé	Position
11:00	ATA	
11:05	ATA	
11:10	ATA	
11:15	ATA	
11:20	ATA	
11:25	ATA	
11:30	ATA	
11:35	ATA	
11:40	ATA	
11:45	ATA	
11:50	ATA	
11:55	ATA	
12:00	ATA	
12:05	ATA	
12:10	ATA	
12:15	ATA	
12:20	ATA	
12:25	ATA	
12:30	ATA	
12:35	ATA	
12:40	ATA	
12:45	ATA	
12:50	ATA	
12:55	ATA	
13:00	ATA	
13:05	ATA	
13:10	ATA	
13:15	ATA	
13:20	ATA	
13:25	ATA	
13:30	ATA	
13:35	ATA	
13:40	ATA	
13:45	ATA	
13:50	ATA	
13:55	ATA	
14:00	ATA	
14:05	ATA	
14:10	ATA	
14:15	ATA	
14:20	ATA	
14:25	ATA	
14:30	ATA	
14:35	ATA	
14:40	ATA	
14:45	ATA	
14:50	ATA	
14:55	ATA	
15:00	ATA	
15:05	ATA	
15:10	ATA	
15:15	ATA	
15:20	ATA	
15:25	ATA	
15:30	ATA	
15:35	ATA	
15:40	ATA	
15:45	ATA	
15:50	ATA	
15:55	ATA	
16:00	ATA	
16:05	ATA	
16:10	ATA	
16:15	ATA	
16:20	ATA	
16:25	ATA	
16:30	ATA	
16:35	ATA	
16:40	ATA	
16:45	ATA	
16:50	ATA	
16:55	ATA	
17:00	ATA	
17:05	ATA	
17:10	ATA	
17:15	ATA	
17:20	ATA	
17:25	ATA	
17:30	ATA	
17:35	ATA	
17:40	ATA	
17:45	ATA	
17:50	ATA	
17:55	ATA	
18:00	ATA	
18:05	ATA	
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21:40	ATA	
21:45	ATA	
21:50	ATA	
21:55	ATA	
22:00	ATA	
22:05	ATA	
22:10	ATA	

0527	C...		
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[illegible][illegible][illegible][illegible][illegible][illegible]

Distance from house	Days Run
1	1

[illegible][illegible][illegible][illegible]

WEDNESDAY the/le 28th of MAY 19 86 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

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 ()
Heure ()

Narrative/Exposé

0535

surprise

0800

COLOURS

1645

EMERGENCY PARTY EXERCISED AT FIRE STNS

IN THE LABORS

2049

SUNSET

Lat.

Long.

000425

[illegible]

FRIDAY the/le 30th of MAY 19 86 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

48 HRS.

Watch
Quart

Log
Loch

DMG

CMG

Day's Run/
Distance totale parcours

Fuel Embarked/Carburant Embarqué

Latitude

Longitude

Commanding Officer/Commandant
Inspecting Officer/Officier inspecteur

0800 ()

2000 ()

1 200 (Z)

Time ()
Heure ()

Narrative/Expose'

Position

Lat.

Long.

0533

Sonrise

0800

colours

1629

Exercised Emergency Party - Fire in the Engineer's Workshop

2051

Sunset

—000427

Saturday the/le 31 of May 19 86 AT/A 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

48 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

0800 ()

2000 ()

1200 (Z)

Time ()
Heure ()

Narrative/Exposé

Lat.

Long.

0533

Sunrise

0800

Colours

R. Jube kt(w)

2051

SUNSET

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 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.