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**CNS. 322** (Revised 1963)

7530-21-562-1292

See Q.R.C.N. Art. 48.54, 45.47, 48.31;  
71.4803, 48.32, 48.22, 48.51.

This Log when completed is to be transmitted to the Senior Officer in Command for inspection. Upon return it is to be retained in the ship for reference. Completed Logs shall be forwarded in batches of twelve bound in CNS 321B to Naval Records Centre, Sydney, N.S., in accordance with QRCN article 48.54.

**HMCS** PROTECTEUR  
Class of Ship AOR

# SHIP'S LOG

FOR

Month of OCTOBER 1974

Days at Sea	<u>18</u>
Days in Harbour	<u>13</u>
Total Distance Run	<u>4496.4</u>

[Signature] (N)  
Navigating Officer.

[Signature] (N)  
Captain.

[Signature]  
Senior Officer in Command.



## DEPARTMENT OF NATIONAL DEFENCE

MARC: 2900-5 (D/COS SEA)  
Headquarters Maritime Command  
Halifax, N.S.

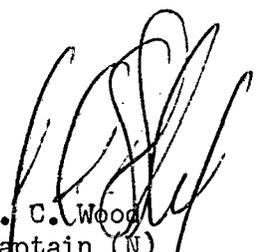
10 Dec 74

Commanding Officer  
HMCS PROTECTEUR  
FMO Halifax, N.S.  
B3K 2X0

### SHIP'S LOG - OCT 74

References: A. MARCORD 4-21 Section 5  
B. HMCS PROTECTEUR Log Oct (enclosed)

1. Reference B has been inspected and is returned for correction and retention. A dramatic improvement over the Sep Log is evident.
2. The following errors are noted:
  - a. Pilots were engaged on six occasions but no entries were made to define pilotage agreements.
  - b. Time changes on 16, 19, 21 and 22 Oct were entered incorrectly.
  - c. There are several entries where the Wet Bulb temperature was recorded as a negative number. This is not a valid entry unless special procedures were used, procedures which are not normally available to corporal's of the gangway. It is suggested that Wet Bulb temperatures below zero not be recorded.
  - d. There is no requirement to enter "Steaming" in the "Notice for Steam" block when under way.
  - e. Notice for steam not entered, 3 Oct.
  - f. Customs officers disembarked at 1130, 24 Oct. There is no entry to show when they embarked.

  
J. C. Wood  
Captain (N)  
for Commander Maritime Command

## ARTICLES 48.31 AND 48.54 QUEEN'S REGULATIONS AND ORDERS FOR THE CANADIAN NAVY

### 48.31 — TOUCHING GROUND AND COLLISIONS

- (1) When one of Her Majesty's Canadian Ships touches ground or is involved in a collision with another vessel, or with a floating or sunken object, every effort shall be made to obtain the exact position of the ship at the time of the accident, and an entry shall be made in the ship's log giving the position and the method by which it was obtained. (See article 71.4803—"Report of Touching Ground and Collisions.")
- (2) *Possibility of Damage.* When one of Her Majesty's Canadian Ships comes into such close proximity to another vessel that there is a possibility of damage, being sustained by either the ship or the vessel, the details listed in article 71.4803—(Report of Touching Ground and Collisions) shall be carefully noted.
- (3) *Preservation of Records.*
- (a) When a collision or narrow escape from a collision occurs, or the ship has touched ground, the Captain shall ensure that the following items are preserved:
- (i) the Ship's Log Book,
  - (ii) all Engine Room Registers,
  - (iii) the Navigating Officer's Note Book,
  - (iv) the Officer of the Watch's Note Book,
  - (v) the plot, if one was in use,
  - (vi) the charts by which Her Majesty's Canadian Ship was being navigated at the time,
  - (vii) if the ship has touched ground, the echo sounding machine trace, and
  - (viii) the Operations Room Log.
- (b) Entries in the records shall not be erased, but if correction is found necessary, the entry shall be crossed through and initialled. Subsequent marking or amendment of the chart or plot shall not be made in any circumstances, other than the use of the chart for the continued safe navigation of the ship.
- (4) *Collisions with Docks or Basins.* When a ship collides with or bears hard against the side of a dock or basin, the relevant reports prescribed in Article 71.4803—(Report of Touching Ground and Collisions) shall be made.

### 48.54 — SHIP'S LOG

- (1) *Responsibility.* The Navigating Officer shall have charge of the Ship's Log (Form C.N.S. 322). He shall be responsible for its maintenance, storage and disposal and he shall see that it is produced for inspection at the proper times.
- (2) *Entries.* Entries in the Ship's Log shall be made in pencil and shall include:
- (a) *general*
- (i) the employment of the ship's company,
  - (ii) holding Divine Service and reading of prayers,
  - (iii) leave granted, stating in which watch or part of the watch,
  - (iv) joining and leaving, rank and name of officers, total number of men only,
  - (v) general payments,
  - (vi) offences committed by officers and punishments requiring warrants, the serial numbers being given (see Article 101.11—Logging Conduct of Officers),
  - (vii) every alteration of clocks (to be noted in the remarks column),
  - (viii) the time kept each day at noon,
  - (ix) salutes and ceremonies, half-masting and re-hoisting of colours,
  - (x) dressing ship, stating the reason,
  - (xi) evolutions, exercises and landings of parties for service or drill,
  - (xii) closing and opening of water-tight doors, or damage control state where applicable,
  - (xiii) embarkation and disembarkation of passengers,
  - (xiv) details and times of any accident or death occurring on board,
  - (xv) notation of any births, baptisms and marriages which take place on board,
  - (xvi) notation of damage to, or loss of, important store articles or fixtures, making reference, where necessary, to details in lists kept with store accounts,
  - (xvii) terms entered into when engaging a pilot,
  - (xviii) any occasion of touching ground or being in collision,
  - (xix) any relevant information concerning fishing vessels or gear in the vicinity,
  - (xx) the description of weather, wind and sea, the corrected barometer reading and any unusual phenomenon on completion of each watch and at least every hour during threatening weather,
  - (xxi) all occasions of testing boats, life rafts, night lifebuoys and their releasing gear,
  - (xxii) notation of corrections to meteorological instruments,
  - (xxiii) matter whose entry is required by regulations, and
  - (xxiv) other important occurrences;
- (b) *when in harbour*
- (i) daily notice of main engines for steam at noon and on any alteration,
  - (ii) arrival and departure of any ship of Her Majesty's forces, of ships-of-war of another nation and movements of other vessels should they be of interest,
  - (iii) names or descriptions of any vessels, lighters, barges or similar craft berthing alongside, with the time of arrival and departure and a statement of the purpose of their coming,
  - (iv) damage caused by or to vessels berthing alongside;
- (c) *when proceeding to or on arrival from sea*
- (i) times of weighing or slipping and proceeding,
  - (ii) times of anchorage or mooring the ship, giving depth of water, amount of cable veered and position by bearings of each anchor; and of securing the ship to a wharf or buoy,
  - (iii) the draught of water, fore and aft, before sailing and on arrival in harbour,
  - (iv) times of embarking and disembarking a pilot,
  - (v) if a pilot is relieved of his duties, the time the action was taken;
- (d) *when at sea*
- (i) meeting or finding at anchor of any ship of Her Majesty's forces, a ship of war of another nation, and any other vessel whose presence or movement is of interest,
  - (ii) every occurrence connected with the navigation and pilotage of the ship,
  - (iii) all discovered or suspected dangers,
  - (iv) the set and velocity of currents and tidal streams encountered,
  - (v) results of observations made and angles or bearings taken to ascertain the ship's position, currents between noon and noon, and currents experienced on leaving and making land or when running along the land (with the number of hours between observations),
  - (vi) the behaviour of the ship during threatening or stormy weather shall be noted occasionally,
  - (vii) when in company, the position of the leading ships and, if out of station, the particulars concerning all ships involved, if known),
  - (viii) details of aircraft sighted, together with the time of observation (and marks of identification, if known). Movements of aircraft working with the fleet need not be entered unless of unusual interest.
- (3) *Signatures and Initials.* The Ship's Log shall be:
- (a) initialled by the Officer of the Watch or the Officer of the Day when he is relieved;
  - (b) signed by the
    - (i) Captain weekly,
    - (ii) Senior Officer in Command monthly,
    - (iii) Inspecting Officer at inspections of the ship,
    - (iv) Navigating Officer upon supersession.
- (4) *Corrections.* No erasures shall be made in the Ship's Log. When it is necessary to make a correction, a single line shall be drawn through any error and the necessary entry made. The alteration shall then be initialled by the officer who made the original entry.
- (5) *Inspections.* The Ship's Log shall be inspected by the:
- (a) Captain weekly; (See article 45.47—"Inspection of Ship's Books by Captain".)
  - (b) Senior Officer in Command monthly;
  - (c) Inspecting Officer at inspections of the ship. (See article 45.46—"Inspection of Ship's Books by Senior Officer in Command".)
- (6) *Disposal.* The Ship's Log shall be:
- (a) Placed in the cover for Current Ship's Log Book (Form C.N.S. 321A) and kept on the bridge or at the gangway when in use;
  - (b) forwarded to the Senior Officer in Command on completion; (See (3) (b) of this article)
  - (c) returned to the ship after the Senior Officer in Command has signed it, and placed in the Cover for Completed Ship's Log Books (Form C.N.S. 321B) and retained on board;
  - (d) forwarded to Naval Records Centre, Sydney, N.S., in batches of twelve:
    - (i) commencing on the second anniversary of the first Log of the series, and
    - (ii) annually thereafter.

**CNS. 322**

# SHIP'S LOG BOOK

## For use at Sea and in Harbour

1. The Log Book is to be carefully preserved. When in use, it is to be kept in the covers provided. When filled, it is to be taken charge of by the Captain, and, after inspection by the Senior Officer in Command, kept on board for reference, if required. Logs shall be forwarded, in batches of twelve, on the expiration of two years from the first log of the series.
2. The Officer of the Watch is responsible for the Log, and for the due observance of the regulations respecting it; and he is to see that it is properly written up, in pencil, and he will sign it with the initials of his name before he leaves the Deck.
3. The Log reading is to be entered hourly in the column provided for the purpose. In the column marked "Distance Run", the distance through the water for each hour is to be registered according to the judgment of the Officer of the Watch, using the Log readings, their errors, if known and the Revolutions as a guide, with allowances for the wind and sea. When the ship has steered on more than one course during the hour, the distance run on each course must be entered.
4. The Standard or Gyro Compass Course, the Direction and Force of the Wind, the State of the Weather, Sea and Swell, are to be registered at the end of each Watch, and when any change occurs.
5. The corrected Barometric Pressure in millibars and the Air and Sea Temperatures are to be registered at 0400, 0800, 1200, 1600, 2000 and 2400; and in stormy weather the corrected Barometric Pressure in millibars is to be registered every hour. Aneroid barometers should be kept corrected to mean sea-level pressure.
6. In recording the Force of the Wind and State of the Weather, Sea and Swell, the scheme on the facing page is to be adopted.
7. The mean number of revolutions of the Engines per minute is to be registered hourly in the column for that purpose.
8. When in sight of Land, or of any known danger, cross bearings of, or angles between, well-defined objects, should be recorded at frequent intervals, and entered in the Log at least once in each Watch, for the information of the relieving Officers. The time of first sighting, and the bearing of land or any marks, and of first obtaining soundings, with the results, are to be recorded.
9. In the space left for *Remarks*, must be recorded full information on all matters of importance or interest; as detailed in QRCN Article 48.54 of which a copy is printed on this form.

At Sea, the Remarks column should contain all relevant information for working up the position of the ship at any moment, taking into consideration all the data logged on the left-hand page of each day.

### PRESENT WEATHER CODE (ww)

If precipitation (drizzle, rain, snow, etc.) is occurring at the ship at the time of the weather observation choose the most appropriate number in the range 50 to 99. If no precipitation is occurring at the ship at the time of the weather observation choose the most appropriate number in the range 00 to 49. ALWAYS USE THE HIGHEST CODE NUMBER APPLICABLE.

<p>00-03 CHANGE OF SKY IN LAST HOUR</p> <p>00 Cloud development not observed 01 Clouds becoming less developed 02 State of sky on the whole unchanged 03 Clouds developing</p> <p style="text-align: center;">04-10 HAZE, ETC.</p> <p>04 Smoky 05 Dry haze 06 Widespread dust 07 Dust raised near station } Not for 08 Dust devils within last hour } marine use 09 Duststorm or sandstorm within last hour 10 Mist (visibility 1/2 nautical mile or more)</p> <p style="text-align: center;">11-12 SHALLOW FOG</p> <p>11 In patches } Not deeper than 30' 12 More or less continuous } at sea or 6' ashore</p> <p>13-17 PHENOMENA WITHIN SIGHT BUT NOT AT STATION</p> <p>13 Lightning, no thunder heard 14 Precip. in sight, not reaching surface at ship 15 Precipitation beyond 3 miles, reaching surface 16 Precipitation within 3 miles, reaching surface</p> <p>17-19 PHENOMENA WITHIN LAST HOUR OR AT TIME OF OBSN.</p> <p>17 Thunder heard, but no precipitation at station 18 Squall(s) 19 Funnel cloud(s)</p> <p>20-29 PHENOMENA WITHIN HR. BUT NOT AT TIME OF OBSN.</p> <p>20 Drizzle 21 Rain 22 Snow 23 Rain and snow 24 Drizzle or rain, freezing</p> <p>25 Shower(s) of rain 26 Shower(s) of snow, or of rain and snow</p>	<p>27 Shower(s) of hail, or of hail and rain 28 Fog 29 Thunderstorm, with or without precipitation</p> <p>30-39 (Not likely to be used in ship reports)</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Slight or moderate</i></td> <td style="text-align: right;"><i>Severe</i></td> </tr> <tr> <td>30 Dust or sandstorm, decreasing</td> <td style="text-align: right;">33</td> </tr> <tr> <td>31 Dust or sandstorm, unchanging</td> <td style="text-align: right;">34</td> </tr> <tr> <td>32 Dust or sandstorm, increasing</td> <td style="text-align: right;">35</td> </tr> <tr> <td>36 Drifting snow, generally low</td> <td style="text-align: right;">37</td> </tr> <tr> <td>38 Blowing snow, generally high</td> <td style="text-align: right;">39</td> </tr> </table> <p style="text-align: center;">40-49 FOG</p> <p>40 Fog at a distance 41 Fog in patches</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Sky discernible</i></td> <td style="text-align: center;"><i>Visibility less than 1/2 mi. at time of observation</i></td> <td style="text-align: right;"><i>Sky not discernible</i></td> </tr> <tr> <td>42 Fog, thinning in last hour</td> <td></td> <td style="text-align: right;">43</td> </tr> <tr> <td>44 Fog, unchanging in last hour</td> <td></td> <td style="text-align: right;">45</td> </tr> <tr> <td>46 Begin'g or thick'g in last hour</td> <td></td> <td style="text-align: right;">47</td> </tr> <tr> <td>48 Fog, depositing hard rime</td> <td></td> <td style="text-align: right;">49</td> </tr> </table> <p>50-59 DRIZZLE (Consists of numerous minute drops)</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Intermittent</i></td> <td style="text-align: right;"><i>Continuous</i></td> </tr> <tr> <td>50 Slight drizzle</td> <td 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rain	59	<i>Intermittent</i>	<i>Continuous</i>	60 Slight rain	61	62 Moderate rain	63	64 Heavy rain	65	<i>Slight</i>	<i>Moderate or heavy</i>	66 Freezing rain	67	68 Rain or drizzle with snow	69	<p>70-79 SOLID PRECIPITATION, NOT IN SHOWERS</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Intermittent</i></td> <td style="text-align: right;"><i>Continuous</i></td> </tr> <tr> <td>70 Slight snow in flakes</td> <td style="text-align: right;">71</td> </tr> <tr> <td>72 Moderate snow in flakes</td> <td style="text-align: right;">73</td> </tr> <tr> <td>74 Heavy snow in flakes</td> <td style="text-align: right;">75</td> </tr> </table> <table border="0" style="width: 100%;"> <tr> <td>76 Ice needles</td> <td rowspan="3" style="vertical-align: middle;">} With or without fog</td> </tr> <tr> <td>77 Granulated snow</td> </tr> <tr> <td>78 Isolated starlike snow crystals</td> </tr> <tr> <td>79 Ice pellets</td> <td></td> </tr> </table> <p style="text-align: center;">80-84 RAIN SHOWER(S)</p> <p>80 Slight, with or without squalls 81 Moderate or heavy, with or without squalls 82 Violent, with squalls, 83 Slight, mixed with snow 84 Moderate or heavy, mixed with snow</p> <p>85-90 SOLID PRECIPITATION IN SHOWER(S)</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: left;"><i>Slight</i></td> <td style="text-align: right;"><i>Moderate or heavy</i></td> </tr> <tr> <td>85 Snow</td> <td style="text-align: right;">86</td> </tr> <tr> <td>87 Soft or small hail*</td> <td style="text-align: right;">88</td> </tr> <tr> <td>89 Hail* without thunder</td> <td style="text-align: right;">90</td> </tr> </table> <p>(*The hail may be with or without rain or snow)</p> <p>91-94 THUNDER HEARD DURING PRECEDING HOUR BUT NOT AT TIME OF OBSERVATION (Note, choose numbers 17 or 29 whenever applicable)</p> <table border="0" style="width: 100%;"> <tr> <td>91 Slight rain</td> <td rowspan="4" style="vertical-align: middle;">} Precipitation occurring at time of observation</td> </tr> <tr> <td>92 Moderate or heavy rain</td> </tr> <tr> <td>93 Slight snow and rain, or hail</td> </tr> <tr> <td>94 Moderate or heavy snow and rain, or hail</td> </tr> </table> <p>95-99 THUNDERSTORM AT TIME OF OBSERVATION</p> <table border="0" style="width: 100%;"> <tr> <td>95 Slight or moderate tstm without hail</td> <td rowspan="5" style="vertical-align: middle;">} Precipitation occurring at time of obsn. (Ditto)</td> </tr> <tr> <td>96 Slight or moderate tstm with hail</td> </tr> <tr> <td>97 Heavy thunderstorm without hail</td> </tr> <tr> <td>98 Tstm with dust or sandstorm</td> </tr> <tr> <td>99 Heavy thunderstorm with hail</td> </tr> </table>	<i>Intermittent</i>	<i>Continuous</i>	70 Slight snow in flakes	71	72 Moderate snow in flakes	73	74 Heavy snow in flakes	75	76 Ice needles	} With or without fog	77 Granulated snow	78 Isolated starlike snow crystals	79 Ice pellets		<i>Slight</i>	<i>Moderate or heavy</i>	85 Snow	86	87 Soft or small hail*	88	89 Hail* without thunder	90	91 Slight rain	} Precipitation occurring at time of observation	92 Moderate or heavy rain	93 Slight snow and rain, or hail	94 Moderate or heavy snow and rain, or hail	95 Slight or moderate tstm without hail	} Precipitation occurring at time of obsn. (Ditto)	96 Slight or moderate tstm with hail	97 Heavy thunderstorm without hail	98 Tstm with dust or sandstorm	99 Heavy thunderstorm with hail
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## BEAUFORT WIND SCALE AND CORRELATIVE SEA DISTURBANCE TABLE

Beaufort Scale Number	Mean Wind Speed Knots	Limits of Wind Speed in Knots	Descriptive Terms	Coastal Criterion	Sea Criterion	Approximate Equivalent Sea Disturbance Table in Open Sea*		ABBREVIATIONS FOR USE IN THE SHIP'S LOG	
						Probable Mean Height of Waves in Feet†	Maximum Height in brackets	NBCD state	NBCD
0	0	Less than 1	Calm.....	—	Sea like a mirror.....			NBCD state	NBCD
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)		Abeam	↓
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)		Alter course	a/c
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)		Anchor	↓
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)		As requisite	as req
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)		Base course	b/c
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)		Bearing	bg
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)		Cable	c
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)		Cape	Cp
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)		Cease fire	CF
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)		Compass	(C)
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)		Course	co
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		Course and speed	co & sp
13	76	72—80						Dead reckoning position	DR
14	85	81—89						Direction finder	D/F
15	95	90—99						Distance	dist
16	104	100—108						Distance made good	DMG
17	114	109—118						Estimated position	EP

\* Determined at coast stations for a height of 33 feet above sea level.  
 † Figures in brackets indicate the probable maximum height reached by about one wave in ten.

### NOTES

(1) The Approximate Equivalent Sea Disturbance Table is only intended as a guide to show roughly what may be expected in the open sea remote from land. It should never be used in the reverse way, that is for logging or reporting the state of the sea. In enclosed waters, or when near land with an off-shore wind, wave heights and lengths will be smaller.

(2) *Sea Waves* are waves caused by the present wind. *Swell Waves* are waves originally generated at a distance from the observer and, in general, travel in a direction differing from that of the present wind.  
 (3) The Height of a Sea or Swell Wave is the vertical distance of the crest above the trough.

## VISIBILITY CODE (VV)

Code figures	
90	Under 50 yards.
91	50 yards.
92	200 yards.
93	500 yards.
94	1000 yards.
95	1 Nautical Mile.
96	2 Nautical Miles.
97	5 Nautical Miles.
98	10 Nautical Miles.
99	25 Nautical Miles or more.

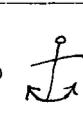
NOTE:—If the visibility distance is between two of the distances given in the table use the code figure for the lower distance—e.g. 4 Miles will be coded as 96.

# HMCS MAPLELEAF

FRI DAY

1st OF MARCH

Time	Zone Suffix	Log (Stating type) Electro-magnetic	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200		0000.1	0.1	-	Var	Var	Var	Var	23°W												
0300		0007.4	8.0	131	Var	Var	Var	Var	23°W												
0310		0010.3	3.0		156	156	182	3°W													
0326		0015	4.5		101	101	127	3°W													
0400	+4	0024.5	10.0	157	083	083	108	2°W	23°W	6	220	12	4	220	7	96	10	1000.5	18.3	16.7	14.4
0450		0039.8	15.0		083	083	108	2°W													
0500		0043.1	3.0	160	068	068	093	1°W	24°W												
0600		0061.0	18.0	160	068	068	093	1°W	24°W												
0645		0074.5	13.5		068	068															
0700		0078.2	4.5	160	068	066	093	1°W	24°W												
0800	+4	0095.4	18.0	160	068	066	093	1°W	24°W	8	230	18	5	220	7	95	10	999.0	17.2	16.1	13.9
0900		0112.5	18.0	160	068	066	093	1°W	24°W	8	250	23	6	220	8	96	10	995.0			
1000		0130.0	18.0	160	068	066	094	1°W	25°W	8	250	30	6	240	10	95	10	988.5			
1100		0147.3	18.0	160	068	066	094	1°W	25°W	8	270	32	6	240	10	94	61	983.0			
1200	+4	0164.5	18.0	160	068	066	094	1°W	25°W	8	275	26	5	240	8	94	61	986.0	16.7	16.1	13.3
1203		0165.3	0.9	-																	
1300		0179.5	14.3	141	002	000	025	2°E	25°W	8	295	22	5	240	8	94	60	988.0			
1345		0190.5	11.0	-	-	-	-	-	-												
1355		0192.5	2.5	-	002	000	025	2°E													
1400		0193.5	1.0	51	265	263	288	2°E	25°W												
15		0195.1	1.6	-	Var	Var	Var	Var	25°W												
1500				50	Var	Var	Var	Var	25°W												
1600	+4	0197.1	2.0							5	320	7	-	-	-	98	01	995.0	17.2	15.6	13.9
1700																					
1800										3	345	3	-	-	-	98	01	997.0	15.6	15.0	13.9
1900																					
2000	+4									0	350	2	-	-	-	98	01	999.5	15.6	15.0	13.9
2100																					
2200																					
2300																					
2400	+4									0	000	2	-	-	-	98	00	1000.0	15.0	14.4	13.9

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	200.9	<i>Starboard and 1st of Port Watches.</i> CPO & PO 1630 - 0755 Tuesday. LS & below 1640 - 0745 " OSUT 1640 - 0100 " WK 1640 - 1015 "	1410	 { Anglican Church Steeple 348° ← Dominion Coal Jetty 019° → Old Railway Pt. 106° Careening Pt. Brw. 142°

19 63

FROM HALIFAX

TO ST. JOHN'S, NFLD.

, OR AT SEA & LOUISBURG.

REMARKS		Initials of the Officer of the Watch
0001 - Came to immediate notice for steam.		
0115 - Called the hands. 0145 SSD closed up, assumed NBCD 1.		
0150 - Tug "Whelp" alongside port side. Singled up.		
0155 - Slipped, hauled off by tug. Switched on Nav. Lts. 0159 Tug cast off. Proceeded.		
0203 - $\frac{3}{4}$ 142° spd. 7 kts. 0211 - a/c 160°. 0221 - a/c 153°. 0229 - a/c 159° spd. 10 kts. SSD secured.		
0230 - Reverted to NBCD 3. 0242 - a/c 175° spd. 15 kts. 0249 - a/c 156°.		
0310 - a/c 101° spd. 18 kts. 0326 - Outer Automatic Buoy $\perp$ pt. 1.1 m. (Ra) a/c 083°		
0450 - { Egg Is. Lt. 350°, 10.45 m. (Ra.) Egg Is. Buoy 000°, $\frac{5.7}{5.2}$ m. (Ra.) a/c 068°		
0615 - { Beamer Pt. Lt. 282° Liscombe Is. Lt. 350°		
Current since 0450 - Set 205° - $\frac{1}{4}$ kt.		
0642 - Sunrise. Switched off Navigation lights Gyro 2° L. by Sun's Amplitude a/c 066° (G).		
0758 - { Liscombe Is. Lt. 281° Country Is. Lt. 352°		
s.19(1)		
0730 - Lifebuoy Sentry exercised. Lifebuoy Alarm tested.		J.C.
0800 - Divisions and prayers.		
0815 - Hands employed cleaning ship.		
0930 - Hands employed painting forward messdeck. (WS) and (RP) classes to instruction.		
1000 - Exercised seaboats crew.		
1016 - One man suffered broken arm while securing # [redacted]		
1030 General Alarm tested.		
1030 Cape Canso. brg. 287° - 17.8 m. (Ra.).		
1142 - One pair binoculars Patt. # 1900 A., Serial 58274, lost overboard.		
1203 - a/c 002° spd. 15 kts.		
1230 - Communications publications correct.		
1323 - Louisburg Bell Buoy brg. 000° - 7 m. (Ra.)		
1340 SSD closed up, assumed NBCD 1.		
1355 - Louisburg Bell Buoy $\perp$ pt. 1 m. (Ra.) a/c 275° spd. 10 knots.		
1401 - Co. and spd. as req. for coming to $\perp$ . 1410 Let go pt. $\perp$ . 1415 Came to in 6 fms. with 3 sh. - on deck.		
1420 - SSD secured, $\perp$ watches set. Remained at immediate notice for steam.		
1430 - Hands to General Payment.		
1500 - SSD closed up. 1508 - Shortened in to 1 sh. on deck.		
1513 Weighed and proceeded.		
1530 - Secured alongside Sydney & Louisburg Railway Wharf pt. side to. Reverted to 2 hour notice for steam.		
Co. & spd. as req. to berth alongside.		P.T.
1532 - SSD secured, reverted to NBCD 4.		
1600 - ABBN1 - A.H. OTHER, 1234-H. landed to Louisburg General Hospital.		
1615 - Cleared Lower Deck. Read Warrant # 72.		
1630 Duty watch to fire drill.		
1754 - Sunset.		
1800 - Shore patrol landed.		
1905 - Sub-Lieutenant P. Smith - 0-32414 RCN, joined ship from HMCS "STADACONA". Eight men joined ship from HMCS "STADACONA".		
2300 - RCAF aircraft reported missing 50 m. SE. Louisburg. Recalled libertymen.		
2330 - Came to immediate notice for steam.		
2345 - Shore patrol returned on board.		

Position	Latitude N.	Longitude W.	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	44° 53'.3	61° 29'.1	0758 (+4) FIX.				
1200	45° 25'.4	59° 58'.8	1159 (+4) (Ra.).	0145	12' 5"	16' 6"	
2000	'	'		142.5	12' 3"	16' 4"	

HMCS PROTECTEUR TUESDAY 1<sup>ST</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Barometric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100																						
0200																						
0300																						
0400										2	CALM	-	-	-	97	03	1016.5	8.9	8.3	-		
0500																						
0600																						
0700																						
0800										7	CALM	-	-	-	96	46	1017.5	8.3	7.8	-		
0900																						
1000																						
1100																						
1200	(1)									4	CALM	-	-	-	97	02	1019.5	12.8	11.1	-		
1300																						
1400																						
1500																						
1600										7	CALM	-	-	-	97	03	1020.0	13.9	11.1	-		
1700																						
1800																						
1900																						
2000										5	CALM	-	-	-	97	01	1018.0	12.8	11.1	-		
2100																						
2200																						
2300																						
2400										4	CALM	-	-	-	97	01	1018.0	11.1	10.0	-		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 TUESDAY TO 0755 WEDNESDAY	

HAMBURG, GERMANY  
OR AT ÜBERSEE BRÜCKE JETTY

1974 FROM

TO

REMARKS

Initials  
of the  
Officer  
of the  
Watch

0621- SUNRISE

0800- COLOURS; HANDS EMPLOYED AT CLEANING STATIONS

0900- HANDS EMPLOYED BY DEPARTMENTS

1200- SECURE

1245- ESSO FUEL BARGE ALONGSIDE; COMMENCED FUEL TRANSFER

1400- SHIP OPEN TO VISITORS

1500- COMPLETED FUEL TRANSFER; FUEL BARGE SLIPPED; 3109 BBL DISTILLATE EMBARKED.

1530- SHIP CLOSED TO VISITORS - 400 VISITORS.

1750- SUNSET

1930- ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					4 HOURS.
1200	° ' /	° ' /		1500	28' 10"	27' 10"	
2000	° ' /	° ' /					

# HMCS PROTECTOR

## WEDNESDAY

## 2<sup>ND</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										4	CALM	-	-	-	97	02	1016.0	8.9	8.3	-	
0500																					
0600																					
0700																					
0800										8	CALM	-	-	-	94	46	1016.0	8.3	8.0	-	
0900																					
1000																					
1100																					
1200	(-1)									8	270	5	-	-	-	97	02	1015.0	11.1	10.0	-
1300																					
1400																					
1500																					
1600										5	310	10	-	-	-	98	01	1003.0	12.2	10.0	-
1700																					
1800																					
1900																					
2000										8	300	10	-	-	-	98	03	1002.0	10.6	9.4	-
2100																					
2200																					
2300																					
2400										2	300	5	-	-	-	98	01	1012.0	10.0	8.3	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 WEDNESDAY TO 0755 THURSDAY	



# HMCS PROTECTEUR

## THURSDAY

## 3<sup>RD</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										7	CALM	-	-	-	96	03	1011.0	8.3	7.2	-	
0500																					
0600																					
0700																					
0800										7	260	10	-	-	97	02	1010.0	9.4	6.7	-	
0900																					
1000																					
1100																					
1200	(-1)									8	280	10	-	-	98	03	1010.0	12.2	10.0	-	
1300																					
1400																					
1500																					
1600										7	CALM	-	-	-	97	01	1009.0	12.8	10.0	-	
1700																					
1800																					
1900																					
2000										0	CALM	-	-	-	98	01	1010.0	12.8	10.0	-	
2100																					
2200																					
2300																					
2400										1	CALM	-	-	-	98	03	1009.0	8.9	7.2	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 THURSDAY TO 0700 FRIDAY	

1974

FROM

TO

Document disclosed under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information  
HAMBURG, GERMANY  
, OR AT ÜBERSEEBRÜCKE JETTY

REMARKS

Initials of the Officer of the Watch

0623- SUNRISE

0800-COLOURS: HANDSEMPLOYED AT CLEANING STATIONS

0900-HANDS EMPLOYED BY DEPARTMENTS

*[Handwritten mark]*

1200- SECURE

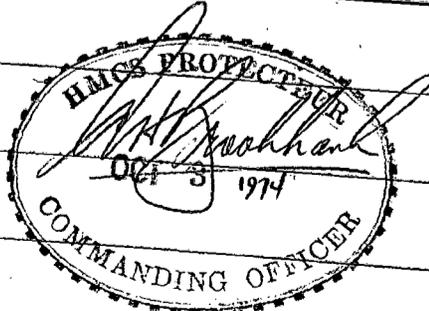
1615-

1720-COMPLETED WATER TRANSFER, WATER BARGE SLIPPED; TANK WATER EMBARKED  
1753- SUNSET

1830- OFFICIAL RECEPTION HELD ON BOARD FOR 200 INVITED GUESTS.

1945- ROUNDS CORRECT

*[Handwritten initials]*



Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' ,	° ' ,					4 Hours.
1200	° ' ,	° ' ,					
2000	° ' ,	° ' ,					

HMCS

PROTECTEUR

FRI DAY

4<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100																						
0200																						
0300																						
0400										1	CALM	-	-	-	98	02	1008.0	6.1	5.6	-		
0500																						
0600																						
0700																						
0800										1	CALM	-	-	-	98	2	1008.0	5.2	5.0	-		
0900																						
1000																						
1100																						
1200	(-1)	-	11.1	28.7	VAR	VAR	VAR	VAR	3°W	1	210	5	-	-	-	97	42	1009.0	12.8	10.6	12.8	
1300		-	11.2	55.1	VAR	VAR	VAR	VAR	3°W													
1400		-	11.0	61.1	VAR	VAR	VAR	VAR	3°W													
1500		-	10.1	61.1	VAR	VAR	VAR	VAR	3°W													
1600	(-1)	5255.07	10.3	59.8	VAR	VAR	VAR	VAR	3°W	7	CALM	-	-	-	98	03	1009.0	12.2	11.1	12.8		
1700		5269.66	14.2	68.0	VAR	VAR	VAR	VAR	3°W													
1800	(-1)	5283.63	15.1	69.9	VAR	VAR	VAR	VAR	3°W	8	CALM	-	-	-	97	05	1008.0	10.6	10.0	14.4		
1836		5289.58	6.3		275	275	278½°	½°E	4°W													
1900		5296.22	6.0	61.3	260	260	264¼	¼°W	4°W													
2000	(-1)	5310.97	12.9	64.1	260	260	264¼	¼°W	4°W	8	CALM	1	-	-	96	12	1008.0	10.6	10.0	14.4		
2100		5325.69	14.7	65.7	260	260	264¼	¼°W	4°W													
2200		5341.52	15.8	72.9	260	260	264¼	¼°W	4°W													
2300		5356.95	15.4	72.8	260	260	264¼	¼°W	4°W													
2301			0.1		260	260	264¼	¼°W	4°W													
2400	(-1)	5372.14	15.0	72.9	252	252	257	1°W	4°W	8	185	19	1	-	-	97	52	1006.5	12.2	12.2	14.4	

Distance run  
through the Water  
Midnight to  
Midnight

169.2

Leave Granted to Ship's Company

Anchor Bearings

1974 FROM HAMBURG, GERMANY TO PORTLAND, ENGLAND

AND OR AT HAMBURG, GERMANY

REMARKS		Initials of the Officer of the Watch
0623- SUNRISE		
0800- COLOURS; HANDS EMPLOYED AT CLEANING STATIONS		
0900- HANDS EMPLOYED AT SECURING FOR SEA BY DEPARTMENTS.		
1000- HANDS TO STATIONS FOR LEAVING HARBOUR.		SW
1010- PILOT; MR KAUNS EMBARKED 1015- SSD & CABLE PARTY CLOSED UP; ASSUMED <sup>NBCD</sup> CONDITION Y 1100- CAME TO IMMEDIATE NOTICE FOR STEAM- ONE BOILER ON LINE (PORT); EM LOG UIS BECAUSE OF FRESH WATER. 1102- OBSYED TELEGRAPHS; 1103- TUG LOUISE SECURED FOR'D; TUG BUGSIEK 7 SECURED AFT; 1104- SLIPPED AND PROCEEDED TO PORTLAND ENGLAND; 1106- SP 5 KTS 1109- SLIPPED AFTER TUG 1113- S/C 275; Co & JP AS REQUIRED TO TRANSIT ELBE RIVER 1130- BUOY "O" LP 1141- PILOT MR HOLST EMBARKED; MR KAUNS DISEMBARKED. 1145- BUOY R LP 1151- No 1 GYRO CORRECT.		1200 VISUAL { 53° 33.3N FIX { 09° 48.8E
1204- BUOY "L" LP	1213- BUOY "H" LP	
1237- BUOY "B" LP	1245- BUOY "Z" LP	
1255- BUOY "W" LP		
1308- BUOY "V" LP	1318- BUOY "U" LP	
1328- BUOY "K" LP	1351- BUOY "N" LP	
1402- BUOY "L" LP	1413- BUOY "H" LP	
1433- BUOY "D" LP	1443- BUOY "C" LP	
1505- PILOT MR BILLIE EMBARKED; MR HOLST DISEMBARKED. 1508- BUOY "A" LP 1520- BUOY "Z" LP 1539- BUOY "V" LP 1559- BUOY "R" LP 1600- EM LOG SERVICEABLE		
1612- BUOY "Q" LP		
1636- BUOY "S" LP	1641- NAV LHTS SWITCHED ON	
1654- BUOY "K" LP	1700- No. 3 ELBE LIGHT VESSEL LP	
1718- BUOY "5A" LS		
1735- BUOY "3" LS		
1750- SUNSET		
1800- PILOT MR BILLIE DISEMBARKED- S/C 275 SP 13 KTS. 1826- No 1 ELBE LIGHT VESSEL LP 1830- SECURED SSD & CABLE PARTY; BOTH ANCHORS SECURED FOR SEA. 1836- a/c 260		1838 DECCA { 54° 01' 0 N FIX { 08° 02' 0 E
1903- SP 13 KTS		1924 DECCA { 53° 59' 2 N FIX { 07° 43' 0 E
2042- STBD BOILER ON LINE		2025 DECCA { 53° 56' 7 N FIX { 07° 20' 5 E
		2132 DECCA { 53° 54' 8 N FIX { 06° 55' 7 E
		2232 DECCA { 53° 51' 6 N FIX { 06° 34' 1 E
2301- a/c 252		2330 DECCA { 53° 49' 1 N FIX { 06° 14' 6 E

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800							
1200	53° 33.3N	09° 48.8E	1200(-) VISUAL FIX	1000	27' 9"	28' 11"	STEAMING
2000	53° 57.6N	07° 29.0E	2000(+1) DECCA FIX				

# HMCS PROTECTEUR

## SATURDAY

## 5<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)				
											Direction (True)	Speed (Knots)		Direction From True	Height (In Feet)				Dry Bulb	Wet Bulb	Sea		
0037 0044 0100		5381.21 5382.20 5387.30	7.0 3.0 3.1	73.1	252 242 252	252 242 252	257 247½ 257	1°W 1½W 1°W	4°W 4°W 4°W														
0200		5401.34	14.0	72.9	252	252	257	1°W	4°W														
0241 0259 0300		5413.53 5418.01 5418.47	10.0 4.7 0.3	73.0	252 245 252	252 245 252	258 251½ 258	1°W 1½W 1°W	4°W 5°W 5°W														
0325 0400	-1	5424.44 5433.98	6.6 9.4	73.0	252 219	252 219	258 225½	1°W 1½W	5°W 5°W	8	340	15	1	210	3	98	02	1007.5	13.9	12.2	15.0		
0500		5449.49	15.5	72.9	219	219	225½	1½W	5°W														
0600		5465.02	15.5	72.9	219	219	225½	1½W	5°W														
0700		5480.72	15.7	72.5	219	219	225½	1½W	5°W														
0800	-1	5496.28	15.5	72.6	219	219	225½	1½W	5°W	6	240	20	1	220	4	98	02	1010.0	12.8	10.6	14.1		
0900		5511.68	15.5	72.5	219	219	225½	1½W	5°W														
1000		5526.57	15.5	72.2	VAR	VAR	VAR	VAR	5°W														
1100		5542.10	15.2	72.5	219	219	226½	1½W	6°W														
1200	-1	5557.44	15.2	72.5	219	219	226½	1½W	6°W	7	290	20	1	300	3	98	03	1013.0	11.0	10.0	14.4		
1300		5572.90	15.0	72.5	222	222	229½	1½W	6°W														
1350 1352 1400		5584.95 5586.11 5587.92	11.4 1.5 1.8	72.5	222 265 219	222 265 219	229½ 271½ 226½	1½W ½W 1½W	6°W 6°W 6°W														
1500		5603.27	15.0	72.4	219	219	226½	1½W	6°W														
1600	-1	5619.10	15.0	71.8	219	219	226½	1½W	6°W	8	285	20	2	300	3	98	02	1014.5	11.7	8.9	14.0		
1700		5634.72	15.0	72.0	VAR	VAR	VAR	VAR	6°W														
1800	-1	5646.60	12.5	54.4	230	230	237	1°W	6°W	8	315	16	2	300	3	98	02	1017.0	12.2	10.6	14.4		
1900		5659.00	12.0	53.6	VAR	VAR	VAR	VAR	6°W														
2000	-1	5670.20	12.1	53.6	235	235	242	1°W	6°W	8	330	16	1	250	3	98	02	1017.5	11.7	10.6	14.4		
2100		5684.10	13.9	53.6	235	235	242	1°W	6°W														
2126 2200		5689.60 5696.06	5.5 6.5	53.5	235 265	235 265	243 272½	1°W ½W	7°W 7°W														
2300		5707.61	11.5	53.7	265	265	272½	½W	7°W														
2400	-1	5720.60	13.0	53.6	265	265	272½	½W	7°W	8	310	12	1	250	2	98	02	1019.5	12.2	10.6	14.4		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	344.2			

1974 FROM HAMBURG, GERMANY TO PORTLAND, ENGLAND, OR AT

REMARKS		Initials of the Officer of the Watch
0037- a/c 242° 0044- a/c 252°	0100 DECCA { 53° 42' 6" N FIX { 65° 43' 4" E	
	0200 DECCA { 53° 38' 5" N FIX { 05° 20' 5" E	
0241- a/c 245° 0259- a/c 252°	0300 DECCA { 53° 33' 5" N FIX { 04° 56' 5" E	
0325- a/c 219°	0345 DECCA { 53° 27' 5" N FIX { 04° 41' 0" E	<i>[Signature]</i>
	0404 DECCA { 53° 27' 5" N FIX { 04° 35' 0" E	
	0515 DECCA { 53° 10' 4" N FIX { 04° 16' 2" E	
0651- SUNRISE; NAV LHTS SWITCHED OFF	0630 DECCA { 52° 57' 0" N FIX { 03° 58' 5" E	
	0730 DECCA { 52° 46' 7" N FIX { 03° 46' 0" E	<i>[Signature]</i>
0830- FLYING STATIONS CLOSED UP	0830 DECCA { 52° 35' 3" N FIX { 03° 32' 4" E	
0903- a/c 300° 0914- LAUNCHED HELO CH12407 0905- a/c 219° 0907- FLYING STATIONS STOOD DOWN 0923- FLYING STATIONS CLOSED UP; 0934- a/c 300°; 0937- RECOVERED HELO CH12407; 0938- a/c 219° 0946- FLYING STATIONS STOOD DOWN	0924 DECCA { 52° 26' 2" N FIX { 03° 20' 5" E	
	1015 DECCA { 52° 17' 0" N FIX { 03° 07' 5" E	
1200- a/c 222°	1130 DECCA { 52° 00' 7" N FIX { 02° 48' 0" E	<i>[Signature]</i>
	1232 DECCA { 51° 48' 1" N FIX { 02° 31' 3" E	
1330- FLYING STATIONS CLOSED UP 1350- a/c 265°; 1352- LAUNCHED HELO CH12407; a/c 219° 1402- FLYING STATIONS STOOD DOWN	1326 DECCA { 51° 37' 5" N FIX { 02° 17' 0" E	
	1421 DECCA { 51° 27' 6" N FIX { 02° 03' 4" E	
	1526 DECCA { 51° 17' 3" N FIX { 01° 48' 7" E	<i>[Signature]</i>
1605- a/c 215° 1630- a/c 230°; 1640- FLYING STATIONS CLOSED UP; 1644- a/c 310; 1645- RECOVERED HELO CH12407 1651- a/c 230° 1701- SP 11 KTS	1640 DECCA { 51° 05' 9" N FIX { 01° 32' 5" E	
1735- SUNSET; NAV LHTS SWITCHED ON	1731 DECCA { 51° 01' 1" N FIX { 01° 21' 0" E	<i>[Signature]</i>
1809- a/c 235° 1829- a/c 230° 1833- a/c 235°	1828 VISUAL { DUNGENESS LT 276° FIX { FOLKSTONE LT. 008° DUNKER BREAKWATER 027°	<i>[Signature]</i>
	2000 DECCA { 50° 43' 3" N VISUAL { 00° 45' 8" E FIX { ROYAL SOLAR OBSERV 269°	<i>[Signature]</i>
	2030 DECCA { 50° 40' 0" N VISUAL { 00° 38' 0" E FIX {	
2126- a/c 265°	2130 VISUAL { 50° 33' 5" N FIX { 00° 23' 0" E	
	2230 DECCA { 50° 32' 5" N FIX { 00° 06' 5" E	
	2300 DECCA { 50° 31' 9" N FIX { 00° 01' 2" W	<i>[Signature]</i>

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	52° 41' 0" N	03° 39' 0" E	0800 (-1) DECCA FIX				STEAMING
1200	51° 54' 6" N	02° 39' 7" E	1200 (-1) DECCA FIX				
2000	50° 43' 3" N	00° 45' 8" E	2000 (-1) DECCA & VISUAL FIX				

# HMCS PROTECTOR

## SUNDAY

## 6<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		5732.50	8.7	53.7	265	265	272½	½W	7W												
0200		5744.40	9.2	53.7	265	265	272½	½W	7W												
0232		5750.95	5.0		265	265	272½	½W	7W												
0300		5756.70	5.9	53.6	270	270	277	0	7W												
0400	-1	5768.24	9.2	53.6	270	270	277	0	7W	7	310	14	1	270	2	98	02	1019.0	11.1	10.6	13.9
0446		5777.91	8.0		270	270	277	0	7W												
0500		5780.00	2.8	54.5	275	275	281½	½E	7W												
0600		5792.63	10.7	52.8	275	275	281½	½E	7W												
0603		5793.71	0.5		275	275	281½	½E	7W												
0700		5804.26	10.1	53.6	240	240	248	1W	7W												
0757		5815.99	10.2		035	035	042½	½W	7W												
0800	-1	5816.51	0.5	53.6	340	340	345½	½E	7W	8	250	21	1	250	3	98	01	1017.5	12.8	12.2	13.3
0826		5820.67	4.0		298	298	305	½E	7½W												
0900		5826.89	4.2	45.7	VAR	VAR	VAR	VAR	7½W												
0930		5833.00	0.6	4.0	VAR	VAR	VAR	VAR	7½W												
1000																					
1100																					
1200	1									8	240	21	-	-	-	98	02	1014.0	13.3	12.8	-
1300																					
1400																					
1500																					
1600										8	250	35	-	-	-	96	80	1007.0	18.9	13.3	-
1700																					
1800																					
1900																					
2000										8	265	35	-	-	-	96	02	1002.0	11.1	11.1	-
2100																					
2200																					
2300																					
2400										4	295	22	-	-	-	98	02	1000.0	10.0	10.0	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	89.6		0930	Q PIER 180° D' HEAD 159° COALING PIER 139½° A HEAD 070°

1974

FROM HAMBURG, GERMANY

TO PORTLAND, ENGLAND

ANCHORAGE M3  
AND OR AT PORTLAND ENGLAND

REMARKS		Initials of the Officer of the Watch
	0032 DECCA { 50° 31.3' N FIX { 00° 21.7' W	
	0144 DECCA { 50° 31.1' N FIX { 00° 38.8' W	
0232-04c 270	0231 DECCA { 50° 29.5' N FIX { 00° 52.6' W	
	0325 DECCA { 50° 29.4' N FIX { 01° 09.6' W	SJB
0446-04c 275	0421 VISUAL { ANVIL PT LT 287° RDR { NEEDLES LT 337° FIX { ST CATHERINE PT 8.8'	
	0530 VIS { ANVIL PT 334-6.1' RDR { NEEDLES LT 049° FIX {	
0603-04c 240	0632 VIS { BULL OF PORTLAND LT 288 RDR { SHAMBLES LT 307 FIX { GROVE PT 9.6'	
0715- SUNRISE NAV LHTS SWITCHED OFF	0732 VIS { RHE BREAKWATER 325 1/2° RDR { PORTLAND LT 288 FIX { GROVE PT 5.8'	LeB.
0757- 04c 340 0800- 04c 298 0815- SSD & CABLE PARTY CLOSED UP 0826- CO & SP AS REQUIRED TO ENTER PORTLAND HARBOUR 0850- PASSED THROUGH NORTH SHIP CHANNEL INTO PORTLAND HBR.	0844 VIS { 'C' HEAD 261 FIX { FORT HEAD 216 'D' HEAD 196	
0930- CAME TO STEADY ANCHOR 7 SHACKLES AT WATER LINE IN 6 FATHOMS 0935- SSD & CABLE PARTY SECURED; REVERTED TO ONE HOUR NFS.; 0940- SLIPPED FAST WORK BOAT.	0930 VIS { 'Q' PIER 180 FIX { 'D' HEAD 159 'A' HEAD 070	
1200- ANCHOR BRGS CORRECT		
1600- ANCHOR BRGS CORRECT		
1715- HOISTED FAST WORK BOAT		
1839- SUNSET; SWITCHED ON ANCHOR LHTS.		
1945- ROUNDS CORRECT 2000- ANCHOR BRGS CORRECT		
2359- ANCHOR BRGS CORRECT		

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	50° 27.3' N	02° 25.4' W	0800(-) VISUAL FIX				
1200	° ' '	° ' '		0900	27' 0"	28' 1 1/2"	1 HOUR
2000	° ' '	° ' '					

HMCS

PROTECTEUR

MONDAY

7<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										2	284	10	-	-	-	98	01	1000.0	94	7.8	-
0500																					
0600																					
0700																					
0800										4	345	8	-	-	-	98	03	996.0	8.3	9.4	-
0900																					
1000		5876.56	1.5	7.2	VAR	VAR	VAR	VAR	7½W												
1100		5852.37	15.8	79.2	VAR	VAR	VAR	VAR	7½W												
1128		5856.00	2.9		315	315	321	½E	7½W												
1200	-1	5860.91	5.2	39.3	115	115	120	2½E	7½W	3	325	22	1	315	3	98	01	996.5	8.9	7.8	14.4
1221		5863.66	2.7		115	115	120	2½E	7½W												
1250		5867.29	3.8		000	000	008	½W	7½W												
1300		5868.69	1.3	37.7	180	180	186½	1E	7½W												
1340		5873.22	4.8		180	180	186½	1E	7½W												
1350		5874.51	1.2		315	315	321	½E	7½W												
1400		5875.94	1.2	37.6	270	270	278	½W	7½W												
1500		5883.13	7.2	44.0	VAR	VAR	VAR	VAR	7½W												
1600	-1	5890.53	7.4	41.9	VAR	VAR	VAR	VAR	7½W	5	310	25	1	320	6	98	03	998.5	13.3	12.2	12.8
1700		5898.47	8.5	43.5	VAR	VAR	VAR	VAR	7½W												
1800	-1	5911.06	11.8	59.5	VAR	VAR	VAR	VAR	7½W	6	315	24	1	315	5	98	03	1000.0	14.4	13.3	13.9
1900		5923.60	11.7	59.1	270	270	278½	½W	8W												
2000	-1	5934.72	9.8	53.9	VAR	VAR	VAR	VAR	8W	6	300	12	2	315	5	98	02	1000.0	14.4	13.3	14.4
2100		5946.28	11.6	58.1	VAR	VAR	VAR	VAR	8W												
2200		5960.01	11.9	59.4	VAR	VAR	VAR	VAR	8W												
2300		5971.30	11.5	57.8	VAR	VAR	VAR	VAR	8W												
2313		5973.45	2.2		270	270	278½	½W	8W												
2400	-1	5982.75	7.8	50.0	115	115	120½	2½E	8W	8	330	25	1	320	4	98	03	1003.0	12.8	11.7	14.4

Distance run through the Water  
Midnight to Midnight

134.8

Leave Granted to Ship's Company

Anchor Bearings

1974

FROM PORTLAND, ENGLAND TO SEA

AND  
OR AT PORTLAND, ENGLAND

REMARKS		Initials of the Officer of the Watch
0400- ANCHOR BRGS CORRECT		9/20
0700- ANCHOR BRGS CORRECT		
0715- SUNRISE, SWITCHED OFF ANCHOR LHTS.		
0800- HANDS EMPLOYED AT SECURING SHIP FOR SEA		9/20
0900- COLOURS		
0915- CABLE PARTY CLOSED UP		
0930- SSD CLOSED UP		
0951- ANCHOR AWEIGH, (M) SP AS REQUIRED TO DEPART PORTLAND HARBOUR 1000- COMMENCED EXERCISE BRITEX '74		
1001- S/C 066-SP 16 KTS; 1005- a/c 150; 1011- a/c 180; 1013 SP 18 KTS 1018- a/c 200; 1021- a/c 210	1042 VIS/RDR { 50° 27' 2" N DECCA { 02° 26' 8" W FIX	
1035- FLYING STATIONS CLOSED UP; 1037- SP 15 KTS; 1040- a/c 240; 1046- HELO DEVONSHIRE FLIGHT WESSEX 654 JOINED SHIP FROM 1042 1046- (CONT'D) ENAS PORTLAND; CARRIED-OUT VERTREP AND PRACTICE DECK LANDINGS WITH WESSEX 654 1050- a/c 095 SP 12 KTS; 1100- a/c 315°		
1102- SP 8 KTS	1121 VIS/RDR { 50° 27' 0" N DECCA { 02° 27' 5" W FIX	9/20
1125- RECOVERED HELO WESSEX 654; 1128- a/c 115°; 1129- FLYING STATIONS STOOD DOWN		
1221- a/c 000°	1244 VISUAL { BILL OF PORTLAND 10.2 RADAR { FIX { BILL OF PORTLAND LT 292°	
1250- a/c 180°		
1330- FLYING STATIONS CLOSED UP; 1340- a/c 315°; 1345- LAUNCHED HELO WESSEX 654	1323 VISUAL { BILL OF PORTLAND LT 293.2° RADAR { ANVIL PT 037° FIX { ST. ALBINS PT 9.8°	
1348- FLYING STATIONS STOOD DOWN; 1350- a/c 270°		
1419- FLYING STATIONS CLOSED UP; 1420- a/c 315°; 1425- RECOVERED HELO WESSEX 654; 1427- a/c 090-SP 12 KTS, FLYING STATIONS STOOD DOWN	1434 VISUAL { BILL OF PORTLAND LT 288° FIX { PORTLAND PEN. 301° ANVIL PT 038°	
1445- a/c 270°; 1446- SP 8 KTS.		
1515- a/c 150 SP 12 KTS	1533 VISUAL { BILL OF PORTLAND LT 302° FIX { PORTLAND PEN. 313.2° ANVIL PT 036°	9/20
1545- FLYING STATIONS CLOSED UP; 1548- a/c 315; 1546- HULL CUTFT CS LOWERED		
1555- LAUNCHED HELO WESSEX 654; 1556- a/c 270 SP 8 KTS; 1600- FLYING STATIONS STOOD DOWN.		
1620- FLYING STATIONS CLOSED UP. 1632- a/c 315; 1636- RECOVERED HELO WESSEX 654; 1639- FLYING STATIONS STOOD DOWN	1638 VISUAL { BILL OF PORTLAND LT 330° RADAR { BILL OF PORTLAND 7.3° FIX { GRONE PT 346°	
1645- a/c 320; 1650- a/c 095 SP 15 KTS		
1711- SP 12 KTS	1722 VISUAL { BILL OF PORTLAND LT 306° RADAR { BILL OF PORTLAND 10.1° FIX { GRONE PT 322°	9/20
1728- HANDS TO REPLENISHMENT STATIONS; 1735- a/c 230; 1742- a/c 195 SP 12 KTS.		
1745- REPLENISHMENT SSD CLOSED UP 1754- a/c 270		
1803- RFA TIDEFLOW ALONGSIDE STARBOARD SIDE; COMMENCED FUEL TRANSFER	1900 DECCA { 50° 22' 3" N FIX { 02° 36' 6" W	9/20
1835- SUNSET, NAV LHTS SWITCHED ON		
1841- FLYING STATIONS CLOSED UP		
1909- LAUNCHED HELO WESSEX 654; COMMENCED PRACTICE DECK LANDINGS. 1928- COMPLETED FUEL TRANSFER WITH RFA TIDEFLOW; 490 GAL. AO-100 LUBE OIL	1951 DECCA { 50° 23' 0" N FIX { 02° 53' 0" W	9/20
1928- (CONT'D) TRANSFERRED BY HOSE; 10-45 GAL DRUMS AO-100 LUBE OIL TRANSFERRED BY HEAVY JACKLIFT; 1930- RECOVERED HELO WESSEX 654		
1931- SECURED REPLENISHMENT SSD; 1935- a/c 120°; 1941- a/c 130; 1947- a/c 120°; 1948- a/c 310- SECURED FLYING STATIONS.		
2008- a/c 000 SP 10 KTS; 2012- a/c 060°; 2018- a/c 000°; 2025- a/c 070	2015 DECCA { 50° 23' 4" N FIX { 02° 47' 2" W	
2030- SP 12 KTS; 2034- a/c 090; 2037- a/c 100 SP 15 KTS		
2042- a/c 170°		
2104- a/c 090; 2105- a/c 150 SP 17 KTS; 2112- a/c 160°; 2125- SP 16 KTS; 2129- COMMENCED SHORT LEG 216 ZAG.	2150 DECCA { 50° 11' 2" N FIX { 02° 39' 1" W	
2130- SP 12 KTS;		
2157- a/c 270; 2158- SP 10 KTS.		
2207- a/c 000 SP 12 KTS; 2226- a/c 060	2220 DECCA { 50° 12' 0" N FIX { 02° 39' 5" W	
2233- a/c 120°; 2243- a/c 220°		
2253- a/c 270.		
2313- a/c 115 SP 10 KTS; COMPLETED SHORT LEG 216 ZAG.	2322 DECCA { 50° 10' 1" N FIX { 02° 40' 0" W	9/20
2359- HANDS TO REPLENISHMENT STATIONS; 2400- a/c 265 SP 12 KTS		

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	.	.					
1200	50° 25' 8" N	02° 20' 3" W	1200(-) VISUAL & RADAR FIX	0800	27' 0"	28' 3"	STEAMING
2000	50° 25' 0" N	02° 53' 0" W	1951(-) DECCA FIX				

HMCS

PROTECTEUR

TUES DAY

8<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100		5994.11	9.0	58.8	265	265	273½	½W	8W													
0200		6006.97	10.2	59.1	265	265	273½	½W	8W													
0300		6019.43	10.8	60.8	265	265	273½	½W	8W													
0317		6022.01	2.9		265	265	273½	½W	8W													
0400	-1	6032.17	8.2	59.2	270	270	278	0	8W	7	325	25	1	320	4	98	02	1005.0	12.2	11.7	13.3	
0500		6043.49	10.1	50.5	270	270	278	0	8W													
0600		6049.56	6.1	32.3	270	270	278	0	8W													
0632		6052.55	3.0		270	270	278	0	8W													
0700		6056.10	3.1	32.1	350	350	357	1E	8W													
0732		6059.22	3.1		350	350	357	1E	8W													
0743		6060.37	1.3		180	180	187	1E	8W													
0800	-1	6062.20	1.8	33.9	350	350	357	1E	8W	7	310	16	1	320	4	98	02	1005.0	11.7	11.7	13.3	
0900		6072.82	2.1	10.6	VAR	VAR	VAR	VAR	8W													
1000		6078.70	1.8	5.8	VAR	VAR	VAR	VAR	8W													
1019		6078.73	0.0	0.0	VAR	VAR	VAR	VAR	8W													
1100																						
1200	-1									7	310	12	-	-	-	98	02	1009.5	15.0	12.8	-	
1300																						
1400																						
1500																						
1600										7	310	12	-	-	-	98	02	1012.0	13.9	10.6	-	
1700																						
1800																						
1900																						
2000										7	330	8	-	-	-	98	02	1015.0	12.8	12.3	-	
2100																						
2142		6078.73	0.0																			
2200		6085.20	3.1	14.8	VAR	VAR	VAR	VAR	8W													
2300		6092.54	4.8	25.2	VAR	VAR	VAR	VAR	8W													
2326		6095.73	3.6		170	170	177	1E	8W													
2400	-1	6100.73	2.5	32.1	240	240	250	2W	8W	0	320	11	0	320	2	98	01	1015.0	13.3	12.8	12.8	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	87.5			



HMCS

PROTECTEUR

WEDNESDAY

9<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From True	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100		6108.00	6.0	31.9	240	240	250 1/2	2W	8 1/2 W													
0200		6115.97	6.8	32.0	240	240	250 1/2	2W	8 1/2 W													
0300		6123.89	6.5	30.0	240	240	250 1/2	2W	8 1/2 W													
0400	-1	6131.55	7.6	31.8	240	240	250 1/2	2W	8 1/2 W	1	010	12	0	010	1	98	02	1018.5	12.8	12.3	12.8	
0418		6133.95	2.3		240	240	250 1/2	2W	8 1/2 W													
0500		6139.46	5.6	31.8	150	150	156	2 1/2 E	8 1/2 W													
0600		6147.77	8.3	35.5	150	150	156	2 1/2 E	8 1/2 W													
0700		6156.15	8.4	32.0	150	150	156	2 1/2 E	8 1/2 W													
0730		6159.98	3.8		150	150	156	2 1/2 E	8 1/2 W													
0800	-1	6163.68	3.7	31.8	270	270	278 1/2	0	8 1/2 W	2	010	12	1/2	010	1	98	02	1020.0	12.2	10.6	12.2	
0900		6173.00	5.0	24.9	VAR	VAR	VAR	VAR	8 1/2 W													
1000		6188.34	14.1	72.1	VAR	VAR	VAR	VAR	8 1/2 W													
1019		6192.41	4.0		303	303	310	1 1/2 E	8 1/2 W													
1049		6198.79	6.3		227	227	237	1 1/2 W	8 1/2 W													
1100		6203.08	3.0	67.3	309	309	316	1 1/2 E	8 1/2 W													
1200	-1	6217.45	13.7	67.4	VAR	VAR	VAR	VAR	8 1/2 W	2	010	10	0	CAVR		98	02	1022.0	16.7	13.3	12.2	
1300		6231.87	13.9	67.5	VAR	VAR	VAR	VAR	9W													
1320		6236.86	4.6		310	310	317 1/2	1 1/2 E	9W													
1337		6239.86	3.4	67.5	270	270	279	0	9W													
1400		6246.60	6.4		235	235	246	2W	9W													
1500		6259.92	12.0	60.3	235	235	246	2W	9W													
1508		6261.52	1.6		320	320	328	1E	9W													
1600	-1	6274.05	10.4	62.2	240	240	251	2W	9W	2	010	10	1/2	110	2	98	02	1022.0	13.5	12.8	11.1	
1700		6289.77	14.4	78.6	240	240	251	2W	9 1/2 W													
1800	-1	6301.87	12.1	53.1	240	240	251	2W	9 1/2 W	7	000	8	1/2	230	1	97	03	1022.0	15.0	13.3	11.1	
1900		6313.84	11.9	47.9	VAR	VAR	VAR	VAR	9 1/2 W													
2000	-1	6327.80	12.6	63.0	VAR	VAR	VAR	VAR	9 1/2 W	6	300	10	1/2	250	1	98	02	1022.5	12.8	11.7	11.1	
2040		6335.12	8.0		210	210	221 1/2	1 1/2 W	10W													
2052		6337.41	2.4		231	231	243	2W	10W													
2100		6338.86	1.6	59.6	185	185	194	1E	10W													
2120		6343.15	4.0		185	185	194	1E	10W													
2140		6348.01	4.1		241	241	253	2W	10W													
2200		6352.67	4.2	59.2	220	220	231 1/2	1 1/2 W	10W													
2300		6360.89	13.0	66.6	VAR	VAR	VAR	VAR	10W													
2326		6367.01	5.6		188	188	197	1E	10W													
2356		6377.21	6.5		231	231	243	2W	10W													
2400	-1	6381.90	0.9	66.6	185	185	194	1E	10W	8	300	10	1	250	1	97	03	1023.5	12.8	11.7	12.8	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	258.7			

1974

FROM

TO

, OR AT SEA

REMARKS		Initials of the Officer of the Watch
	0033 VISUAL/RADAR/FIX { DOWNEND LT 316° EDDYSTONE LT 127 1/2° RAME HD 7 1/5	
	0125 VISUAL/RADAR/FIX { FOWEY LT 323 1/2° EDDYSTONE LT 090 1/2° EDDYSTONE ROCK 8 3	
	0230 VISUAL/FIX { EDDYSTONE LT 077 1/4° FOWEY LT 002° MEGAVISSEY LT 321°	
	0330 VISUAL/RADAR/FIX { ST. ANTHONY'S LT 296 1/2° LIZARD LT 248° MANACLE PT 10 1/3	SJB
0418- a/c 150	0423 VISUAL/RADAR/FIX { LIZARD LT 252° MANACLE PT 8 1/8 ENYS HD 11 1/5	
	0530 DECCA/FIX { 49° 54' 4 N 04° 49' 5 W	
	0630 DECCA/FIX { 49° 48' 1 N 04° 48' 0 W	
0729- SUNRISE, NAV LHTS SWITCHED OFF; 0730- a/c 270	0735 DECCA/FIX { 49° 42' 0 N 04° 45' 0 W	
0842- a/c 040; 0850- a/c 010 Sp 18 KTS 0855- a/c 045; 0900- a/c 038 Sp 14 KTS	0840 DECCA/FIX { 49° 42' 0 N 04° 50' 0 W	
0905- a/c 170 Sp 14 KTS 0930- a/c 270; 0939- Sp 16 KTS; 0942- COMMENCED LONG LEG ZIG ZAG - a/c 280 0945- Sp 14 KTS; 0952- a/c 303	0923 DECCA/FIX { 49° 43' 0 N 04° 44' 5 W	
1019- a/c 227 1049- a/c 309	1023 DECCA/FIX { 49° 42' 5 N 5° 00' 9 W	
1113- a/c 262 1140- a/c 340; 1155- FLYING STATIONS CLOSED UP 1200- a/c 315; CEASED LONG LEG ZIG ZAG	1105 DECCA/FIX { 49° 44' 3 N 05° 11' 9 W	Lab
1204- a/c 310; 1208- a/c 270; 1215- LAUNCHED HELO WESSEX 652 1225- a/c 296; 1228- a/c 240; 1238- a/c 290; 1242- RECOVERED FRANCH HELO SUPER FRELON FOR REFUELLING TRIAL 1244- a/c 240 COMMENCED LONG LEG ZIG ZAG 1300- a/c 310 CEASED ZIG ZAG 1303- RESUMED ZIG ZAG 1308- LAUNCHED HELO SUPER FRELON; 1310- FLYING STATIONS STOOD DOWN 1320- a/c 270 CEASED ZIG ZAG 1321- RESUMED ZIG ZAG; 1333- FLYING STATIONS CLOSED UP; HANDS TO REPLENISHMENT STATIONS; 1337- a/c 235 1346- RECOVERED HELO WESSEX 652; 1348- FLYING STATIONS STOOD DOWN 1406- Sp 12 KTS 1423- REPLENISHMENT SSD CLOSED-UP; 1425- a/c 275; CEASED ZIG ZAG; 1432- HMS SKREENA ALONGSIDE AFT SIDE COMMENCED FUEL TRANSFER 1457- COMPLETED FUEL TRANSFER WITH SKREENA- 1297 BBL DISTILLATE TRANSFERRED 1500- a/c 320 1508- a/c 240 1523- HMS APOLLO ALONGSIDE AFT SIDE; COMMENCED PRACTICE REPLENISHMENT 1542- COMPLETED PRACTICE REPLENISHMENT WITH APOLLO 1550- Sp 16 KTS 1603- TRANSFERRED 237 BBL DIESEL OIL FROM CARGO TO SHIP'S TANKS; 1612- COMMENCED LONG LEG ZIG ZAG 1615- TESTED STEERING SYSTEMS	1245 DECCA/FIX { 49° 46' 0 N 50° 22' 0 W	
1710- Sp 10 KTS 1730- FLYING STATIONS CLOSED UP	1330 DECCA/FIX { 49° 48' 5 N 05° 45' 5 W	
1801- LAUNCHED HELO WESSEX 652; 1809- a/c 230; FLYING STATIONS STOOD DOWN; 1820- a/c 260; FLYING STATIONS CLOSED UP 1854- SUNSET; NAV LHTS SWITCHED ON; 1855- RECOVERED HELO WESSEX 652; 1856- a/c 270 1858- a/c 205 1859- COMMENCED BROAD WEAWE	1430 DECCA/FIX { 49° 43' 0 N 06° 01' 0 W	
1930- a/c 300; CEASED WEAWE; 1935- a/c 300 Sp 18 KTS 1947- a/c 300 Sp 16 KTS; 2000- a/c 210 Sp 14 KTS	1530 DECCA/FIX { 49° 38' 0 N 06° 16' 5 W	
2015- NAV LHTS SWITCHED OFF; COMMENCED NIGHT ENCOUNTER EXERCISE 2040- COMMENCED LONG LEG ZIG ZAG - a/c 231 2052- a/c 185	1630 DECCA/FIX { 49° 34' 0 N 06° 37' 0 W	
2120- a/c 241 2140- a/c 220	1730 DECCA/FIX { 49° 30' 0 N 06° 54' 0 W	SJB
2207- a/c 240; 2212- Sp 14 KTS 2228- a/c 174 2244- a/c 201; 2300- a/c 188	1821 DECCA/FIX { 49° 25' 4 N 07° 05' 1 W	
2326- a/c 231 2356- a/c 185	1910 DECCA/FIX { 49° 23' 2 N 07° 20' 5 W	
	2054 DECCA/FIX { 49° 21' 2 N 07° 34' 4 W	
	2127 DECCA/FIX { 49° 14' 8 N 07° 37' 0 W	
	2235 DECCA/FIX { 49° 06' 7 N 07° 50' 1 W	
	2330 DECCA/FIX { 48° 54' 8 N 07° 55' 0 W	Lab

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	49° 42' 0 N	04° 45' 0 W	0800(-1) DECCA FIX				STEAMING
1200	49° 45' 0 N	05° 23' 0 W	1200(-1) DECCA FIX				
2000	49° 27' 8 W	07° 27' 0 W	2000(-1) DECCA FIX				

# HMCS PROTECTEUR THURS DAY 10<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		6397.04	14.6	73.6	VAR	VAR	VAR	VAR	11W												
0200		6411.91	12.4	66.8	300	300	309½	1½E	11W												
0207		6412.64	1.7		300	300	309½	1½E	11W												
0300		6423.60	8.3	50.4	320	320	329½	1½E	11W												
0400	-1	6434.54	10.0	47.8	320	320	329½	1½E	11W	1	350	5	½	250	2	98	01	1022.5	11.7	10.6	12.2
0500		6437.10	10.8	47.7	320	320	329½	1½E	11W												
0600		6448.00	10.0	47.8	320	320	329½	1½E	11W												
0620		6452.04	3.0		320	320	329½	1½E	11W												
0700		6461.00	6.8	58.9	050	050	060½	½E	11W												
0800	-1	6473.06	10.2	50.9	050	050	060½	½E	11W	5	345	14	½	320	1	98	03	1022.0	11.7	10.6	12.2
0900		6484.27	11.2	47.4	050	050	060½	½E	11W												
1000		6494.15	9.9	48.3	VAR	VAR	VAR	VAR	11W												
1100		6507.08	9.9	65.6	VAR	VAR	VAR	VAR	11W												
1200	-1	6519.50	12.4	69.9	VAR	VAR	VAR	VAR	11W	6	340	14	1	330	2	98	02	1022.0	13.3	11.7	11.1
1300		6532.00	15.9	59.5	030	030	042	1W	11W												
1345		6538.11	6.0		030	030	042	1W	11W												
1400		6542.15	2.1	42.1	145	145	153½	2½E	11W												
1500		6553.10	9.5	48.2	VAR	VAR	VAR	VAR	11W												
1600	-1	6567.91	12.3	63.1	130	130	138	3E	11W	6	280	18	1	345	2	98	02	1024.5	15.6	12.8	11.1
1615		6571.33	3.1		130	130	138	3E	11W												
1700		6581.04	5.1	56.6	240	240	253	2W	11W												
1800	-1	6594.50	13.5	58.0	VAR	VAR	VAR	VAR	11W												
1900		6608.20	13.7	59.1	270	269½	281	0	11W												
2000	-1	6622.12	13.9	59.1	VAR	VAR	VAR	VAR	11W	5	300	18	1	345	2	98	02	1021.0	12.2	10.6	11.1
2100		6638.10	16.1	78.2	VAR	VAR	VAR	VAR	11W												
2200		6655.10	17.0	88.4	VAR	VAR	VAR	VAR	11W												
2215		6649.91	4.7		VAR	VAR	VAR	VAR	11W												
2300		6670.07	11.3	73.5	108	107½	117	2E	11W												
2400	-1	6688.00	17.9	48.4	108	107½	117	2E	11W	4	350	12	1	345	2	98	02	1021.0	12.2	10.0	11.1

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
291.4		

19 74

FROM

TO

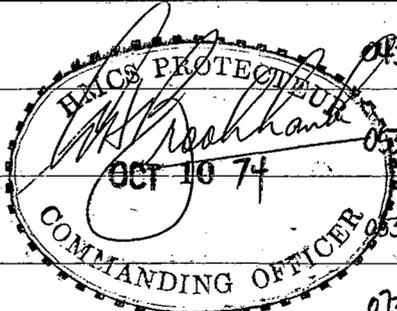
OR AT

SEA

REMARKS

Initials of the Officer of the Watch

0007- a/c 000 Sp 10KTS CEASED ZIG-ZAG ; 0009- a/c 270 0030- RESUMED ZIG-ZAG ; 0038- a/c 300 ; CEASED ZIG-ZAG ; 0039- RESUMED ZIG-ZAG	0045 DECCA FIX { 48° 52'0 N 08° 11'0 W	
0207- a/c 320 Sp 10KTS CEASED ZIG-ZAG ; 0210- COMPLETED NIGHT ECOUNTER EXERCISE 0215- NAV LHTS SWITCHED ON	0130 DECCA FIX { 48° 56'0 N 08° 23'0 W	
0645- FLYING STATIONS CLOSED UP 0600- LAUNCHED HELO WESSEX 652 0603- FLYING STATIONS STOOD DOWN 0620- a/c 050 ; 0626- Sp 14KTS ; 0628- COMMENCED LONG LEG ZIG-ZAG	0330 DECCA FIX { 49° 09'0 N 08° 43'0 W	<i>[Signature]</i>
0710- CEASED ZIG-ZAG- Sp 10KTS ; 0715- FLYING STATIONS CLOSED UP 0728- RECOVERED HELO WESSEX 652 0745- FLYING STATIONS STOOD DOWN ; 0749- SUNRISE NAV LHTS SWITCHED OFF ; 0758- FLYING STATIONS CLOSED UP	0430 DECCA FIX { 49° 17'0 N 08° 53'0 W	
0809- RECOVERED HELO CH 12417 FROM SKEENA FOR REPAIR 0812- FLYING STATIONS STOOD DOWN	0530 DECCA FIX { 49° 24'0 N 09° 08'0 W	
0907- CO & SP AS REQUIRED TO TAKE STATION ; 0912- FLYING STATIONS CLOSED UP ; FLYING STATIONS STOOD DOWN 0934- LAUNCHED HELO CH 12417 ; 0941- RECOVERED HELO CH 12417 0950- IN STATION, GUIDE RFA TIDEFLOW BRG 030-090 / 4000-8000 ; S/C 090 Sp 10KTS	0630 DECCA FIX { 49° 30' N 09° 10'0 W	
1010- REPLENISHMENT STATIONS CLOSED UP ; 1015- REPLENISHMENT SSD CLOSED UP ; 1017- a/c 030 Sp 10KTS 1025- CO & SP AS REQUIRED TO TAKE STATION ; 1041- IN STATION, GUIDE RFA TIDEFLOW BRG 030-2000 ; S/C 030 Sp 12KTS 1043- FLYING STATIONS CLOSED UP	0730 DECCA FIX { 49° 38'0 N 08° 57'0 W	<i>[Signature]</i>
1103- HMS TORQUAY ALONGSIDE PORT SIDE FOR PRACTICE REPLENISHMENT ; 1114- COMPLETED PRACTICE REPLENISHMENT TORQUAY 1121- Sp 8KTS ; 1123- SECURED REPLENISHMENT STATIONS AND SSD ; 1125- a/c 010 ; 1130- LAUNCHED HELO CH 12417 TO SKEENA 1132- FLYING STATIONS STOOD DOWN ; 1139- a/c 025 Sp 10KTS	0832 DECCA FIX { 49° 45'0 N 08° 44'0 W	
1304- Sp 8KTS 1345- a/c 145	0958 DECCA FIX { 49° 49'0 N 08° 38'0 W	
1440- a/c 130 Sp 12KTS ; 1442- CO AND SP AS REQUIRED TO TAKE STATION 1500- IN STATION, S/C 130 Sp 12KTS, GUIDE RFA TIDEFLOW BRG 160-3000	1040 DECCA FIX { 49° 50'0 N 08° 29'0 W	
1615- a/c 240	1145 DECCA FIX { 49° 58'1 N 08° 23'0 W	<i>[Signature]</i>
1700- REPLENISHMENT STATIONS CLOSED UP 1706- a/c 235 ; 1715- REPLENISHMENT SSD CLOSED UP ; 1720- a/c 270 1730- HMS SKEENA ALONGSIDE PORT SIDE, COMMENCED FUEL TRANSFER ; 1731- HMS MARGAREE ALONGSIDE STARBOARD SIDE, COMMENCED FUEL TRANSFER 1756- COMPLETED FUELING SKEENA, 504 BBL DISTILLATE TRANSFERRED. 1800- a/c 270	1229 DECCA FIX { 50° 06'0 N 08° 12'0 W	
1810- FLYING STATIONS CLOSED UP ; 1818- HMS IROQUOIS ALONGSIDE PORTSIDE, COMMENCED FUEL TRANSFER 1840- COMPLETED FUELING MARGAREE, 1056 BBL DISTILLATE TRANSFERRED ; 1853- SUNSET, NAV LHTS SWITCHED ON, No 1 GYRO 1/2 Low 1853 (CONT'D) BY BRG AMPLITUDE	1328 DECCA FIX { 50° 14'7 N 08° 04'5 W	
1915- a/c 250 ; 1917- a/c 260 ; 1919- a/c 270 ; 1921- LAUNCHED HELO WESSEX 652- a/c 240 ; 1923- a/c 260 ; 1924- FLYING STATIONS STOOD DOWN 1925- a/c 250 ; 1931- COMPLETED FUEL TRANSFER IROQUOIS ; 1931 BBL DIESEL OIL TRANSFERRED ; 1945- HMS MARGAREE ALONGSIDE PORT SIDE- COMMENCED STORES TRANSFER	1428 DECCA FIX { 50° 12'4 N 07° 58'1 W	
2007- COMPLETED STORES TRANSFER MARGAREE ; 2009- FLYING STATIONS CLOSED UP ; 2010- SECURED REPLENISHMENT STNS & SSD 2020- RECOVERED HELO WESSEX 652 ; 2021- CO & SP AS REQUIRED TO TAKE STATION ; 2022- SECURED FLYING STATIONS 2047- a/c 108	1527 DECCA FIX { 50° 08'5 N 07° 41'9 W	<i>[Signature]</i>
2215- IN STATION, S/C 108 Sp 8KTS, GUIDE RFA TIDEFLOW BRG 210-270 RANGE 2000-4000	1630 DECCA FIX { 50° 01'0 N 07° 33'0 W	<i>[Signature]</i>
2320- IN STATION, GUIDE RFA TIDEFLOW BRG 250-290 RANGE 4000-8000	1737 DECCA FIX { 49° 53'9 N 07° 51'0 W	
	1845 DECCA FIX { 49° 50'0 N 08° 06'9 W	
	1930 DECCA FIX { 49° 44'0 N 08° 24'0 W	<i>[Signature]</i>
	2033 DECCA FIX { 49° 39'0 N 08° 37'0 W	
	2136 DECCA FIX { 49° 31'0 N 08° 13'4 W	
	2238 DECCA FIX { 49° 28'0 N 07° 37'0 W	
	2340 DECCA FIX { 49° 30'0 N 07° 27'0 W	<i>[Signature]</i>



Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	49° 42'0 N	08° 49'0 W	0800 (-1) DECCA FIX				STEAMING
1200	50° 01'8 N	08° 17'0 W	1200 (-1) DECCA FIX				
2000	49° 29'0 N	07° 22'0 W	2000 (-1) DECCA FIX				

HMCS

PROTECTEUR

FRI DAY

11<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0015		6687.02	5.0		108	107 1/2	116	2E	10W													
0100		6692.33	5.3	51.6	120	119 1/2	127	3E	10W													
0200		6706.37	12.2	62.0	120	119 1/2	127	3E	10W													
0230		6712.98	6.5		120	119 1/2	127	3E	10W													
0250		6717.85	4.4		070	069 1/2	079 1/2	1/2 E	10W													
0300		6720.92	2.2	66.0	040	039 1/2	049 1/2	1/2 E	10W													
0314		6724.12	2.8		040	039 1/2	049 1/2	1/2 E	10W													
0400	-1	6733.60	9.2	55.4	070	069 1/2	079 1/2	1/2 E	10W	7	345	10	0	340	2	98	02	1021.0	12.2	10.6	11.1	
0500		6742.47	8.3	49.0	070	069 1/2	078 1/2	1/2 E	9W													
0535		6748.17	4.5		070	069 1/2	078 1/2	1/2 E	9W													
0552		6750.91	2.3		180	179 1/2	188	1E	9W													
0600		6752.35	1.8	45.8	125	124 1/2	131	3E	9W													
0620		6758.08	4.3		125	124 1/2	131	3E	9W													
0626		6759.27	1.2		080	079 1/2	088 1/2	1/2 E	9W													
0700		6765.78	6.5	61.0	000	009 1/2	009 1/2	1/2 W	9W													
0723		6771.60	4.6		000	009 1/2	009 1/2	1/2 W	9W													
0731		6772.97	1.4		060	059 1/2	068 1/2	1/2 E	9W													
0800	-1	6780.60	6.0	67.2	350	349 1/2	359 1/2	1/2 W	9W	6	350	22	1	340	2	98	02	1020.0	13.9	13.9	11.1	
0900		6796.75	12.1	75.0	350	349 1/2	359 1/2	1/2 W	9W													
1000		6811.70	13.2	73.1	040	039 1/2	048 1/2	1/2 E	9W													
1100		6826.14	13.8	73.0	040	039 1/2	048	1/2 E	8 1/2 W													
1120		6831.80	4.9		040	039 1/2	048	1/2 E	8 1/2 W													
1200	-1	6839.32	7.7	60.1	080	079 1/2	088	1/2 E	8 1/2 W	7	350	15	1/2	340	1	98	02	1020.5	13.3	11.1	11.1	
1300		6851.32	12.1	48.1	VAR	VAR	VAR	VAR	8 1/2 W													
1400		6861.70	10.4	47.5	VAR	VAR	VAR	VAR	8 1/2 W													
1500		6872.00	10.2	43.6	VAR	VAR	VAR	VAR	8 1/2 W													
1600	-1	6880.50	7.2	35.3	140	139 1/2	146	2 1/2 E	8 1/2 W	7	350	13	1/2	350	1	98	02	1020.0	14.4	13.3	11.7	
1631		6884.25	3.8		140	139 1/2	146	2 1/2 E	8 1/2 W													
1700		6889.72	3.8	37.7	075	074 1/2	083	1/2 E	8 1/2 W													
1800	-1	6898.70	8.0	37.6	075	074 1/2	083	1/2 E	8 1/2 W	7	350	15	1/2	000	1	98	02	1020.0	14.4	10.6	11.7	
1900		6907.81	7.8	37.6	075	074 1/2	082 1/2	1/2 E	8W													
2000	-1	6916.68	7.8	37.6	075	074 1/2	082 1/2	1/2 E	8W	4	340	8	1/2	000	1	99	01	1020.0	12.8	9.4	11.7	
2100		6925.70	7.2	37.6	075	074 1/2	082 1/2	1/2 E	8W													
2200		6934.70	6.1	37.7	075	074 1/2	082 1/2	1/2 E	8W													
2300		6943.31	5.8	37.9	075	074 1/2	082 1/2	1/2 E	8W													
2400	-1	6952.61	5.6	38.0	075	074 1/2	082 1/2	1/2 E	8W	5	340	16	1/2	CAUM		99	02	1021.0	13.9	10.6	12.8	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	236.0	

19 74

FROM

TO

, OR AT SEA

REMARKS		Initials of the Officer of the Watch
0025- a/c 120 SP10 KTS	0024 DECCA FIX { 49° 30.5' N 07° 18.6' W	
	0120 DECCA FIX { 49° 25.5' N 07° 02.6' W	
0220- a/c 070 0250- a/c 040	0220 DECCA FIX { 49° 18.8' N 06° 44.6' W	
0314- a/c 070 0330- SP 8 KTS 0349- SP 10 KTS 0410- SP 8 KTS	0343 DECCA FIX { 49° 23.5' N 06° 30.5' W	Rab
	0500 DECCA VISUAL FIX { 49° 28.0' N 06° 21.0' W BISHOP RKLT 350°	
0535- a/c 180° 0552- a/c 125 SP 14 KTS	0600 DECCA FIX { 48° 25.0' N 06° 21.0' W	
0610- FLYING STATIONS CLOSED UP; 0620- a/c 080; 0626- a/c 000 SP 8 KTS 0635- RECOVERED HELO CH12433 FOR STORES TRANSFER; 0637- LAUNCHED HELO CH12433 TO IROQUOIS 0640- FLYING STATIONS STOOD DOWN	0700 DECCA FIX { 49° 22.5' N 05° 58.0' W	
0704- HELD WESSEX 652 BROUGHT TO ALERT 10; 0723- a/c 060 SP 14 KTS; 0725- FLYING STATIONS CLOSED UP 0731- a/c 350; 0734- COMMENCED LONG LEG ZIG ZAG; 0736- LAUNCHED HELO WESSEX 652; FLYING STATIONS STOOD DOWN 0741- SUNRISE- NAVLIGHTS SWITCHED OFF; 0757- SP 15 KTS; 0800- HANDS EMPLOYED AT FRIDAY CLEANING ROUTINE 0804- FLYING STATIONS CLOSED UP		
0900- a/c 040- BEADED ZIG ZAG 0902- RECOVERED HELO WESSEX 652; 0903- RESUMED ZIG ZAG; 0906- FLYING STATIONS STOOD DOWN	0830 DECCA FIX { 49° 29.0' N 05° 36.0' W	
	0930 DECCA FIX { 49° 33.0' N 05° 17.0' W	
1040- FLYING STATIONS CLOSED UP	1030 DECCA FIX { 49° 44.0' N 05° 09.0' W	
1120- a/c 080 SP 14 KTS; 1125- SP 10 KTS; 1130- HANDS TO GENERAL PAYMENT 1145- COMPLETED EXERCISE BRITEX 74. DETACHED FOR PASSAGE TO SOUTHAMPTON, ENGLAND	1130 DECCA FIX { 49° 54.0' N 04° 53.0' W	S/B
1201- a/c 010; 1206- LAUNCHED HELO CH12434; 1210- a/c 080; 1211- FLYING STATIONS STOOD DOWN 1249- a/c 325; 1254- a/c 000	1243 DECCA FIX { 49° 57.0' N 04° 39.8' W	
1301- a/c 090; 1311- FLYING STATIONS CLOSED UP; 1314- a/c 000; 1316- RECOVERED HELO CH12434 1318- FLYING STATIONS STOOD DOWN; 1319- a/c 090	1338 DECCA FIX { 49° 49.8' N 04° 31.9' W	
1415- FLYING STATIONS CLOSED UP; 1424- a/c 010; 1428- LAUNCHED DEVONSHIRE FLIGHT HELO WESSEX 652 TOWNS ARLAND 1429- a/c 090; 1435- SP 8 KTS; 1436- SECURED FLYING STATIONS 1439- a/c 140 1440- RAISED NULL OUTFIT CS.	1416 DECCA FIX { 50° 00.0' N 04° 22.2' W	
	1532 DECCA FIX { 49° 56.2' N 04° 11.5' W	
1631- a/c 075	1626 DECCA FIX { 49° 51.3' N 04° 05.1' W	
	1714 DECCA FIX { 49° 52.1' N 03° 55.5' W	Rab
1833- SUNSET; NAVLIGHTS SWITCHED ON	1855 RUNNING FIX { 1800 START AT LT 012° 1855 START AT LT 356°	
	1931 RUNNING FIX { 1855 START AT LT 356° 1931 START AT LT 343 1/2	
	2030 DECCA FIX { 49° 57.6' N 03° 20.0' W	
	2130 DECCA FIX { 49° 59.3' N 03° 11.4' W	
	2230 DECCA FIX { 50° 01.0' N 03° 02.8' W	
	2330 DECCA FIX { 50° 01.8' N 02° 55.4' W	S/B

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	49° 28.0' N	05° 45.0' W	0700(-) DECCA FIX				STEAMING
1200	49° 54.0' N	04° 49.0' W	1200(-) DECCA FIX				
2000	49° 56.8' N	03° 27.2' W	2000(-) VISUAL FIX				

# HMCS PROTECTEUR

# SATURDAY

# 12<sup>TH</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		6961.98	9.4	42.9	075	074½	082½	½E	8W												
0200		6973.38	11.4	58.0	075	074½	082½	½E	8W												
0207		6977.28	1.0		075	074½	082½	½E	8W												
0300		6988.70	11.1	59.0	072	071½	051	1W	8W												
0400	-1	7000.84	9.8	49.7	042	041½	051	1W	8W	5	340	14	1	350	2	98	02	1021.0	15.0	11.1	13.3
0450		7008.41	6.8		042	041½	051	1W	8W												
0500		7009.78	1.2	39.5	050	049½	058½	½W	8W												
0600		7019.86	8.3	42.3	VAR	VAR	VAR	VAR	8W												
0700		7027.80	7.4	36.4	VAR	VAR	VAR	VAR	8W												
0800	-1	7042.66	13.9	69.9	VAR	VAR	VAR	VAR	8W	6	355	20	0	CALM		98	02	1021.0	8.9	7.2	11.1
0900		7049.29	6.0	30.0	VAR	VAR	VAR	VAR	8W												
1000																					
1100																					
1200	-1									6	CALM	-	-	-		98	02	1021.0	9.4	7.2	-
1300																					
1400																					
1500																					
1600										5	CALM	-	-	-		98	02	1021.0	11.1	8.3	-
1700																					
1800																					
1900																					
2000										4	CALM	-	-	-		98	01	1023.0	8.3	6.7	-
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-		96	04	1023.0	5.0	3.9	-

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	86.3		PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 SATURDAY TO 0755 SUNDAY	



# HMCS PROTECTEUR

SUN DAY

13<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										6	CALM	-	-	-	98	02	1023.0	3.3	2.8	-	
0500																					
0600																					
0700																					
0800										1	CALM	-	-	-	98	02	1022.0	2.2	-1.1	-	
0900																					
1000																					
1100																					
1200	-1									6	285	5	-	-	-	98	03	1024.0	8.9	6.1	-
1300																					
1400																					
1500																					
1600										4	CALM	-	-	-	98	01	1023.0	10.0	10.0	-	
1700																					
1800																					
1900																					
2000										4	CALM	-	-	-	98	02	1022.0	12.8	10.6	-	
2100																					
2200																					
2300																					
2400										4	CALM	-	-	-	98	02	1021.0	7.8	7.8	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 SUNDAY TO 0755 MONDAY	

1974

FROM

TO

, OR AT

SOUTHAMPTON  
ENGLAND

REMARKS

Initials  
of the  
Officer  
of the  
Watch

0725-SUNRISE  
0800-HANDS EMPLOYED AT CLEANING STATIONS

*[Signature]*

0900-COLOURS ; HANDS EMPLOYED BY DEPARTMENTS.

1200-SECURE

1430-SHIP OPEN TO VISITORS

1725-SHIP CLOSED TO VISITORS-800 VISITORS.

1819-SUNSET

2000-ROUNDS CORRECT

*[Signature]*

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					12 HOURS
1200	° ' /	° ' /					
2000	° ' /	° ' /					

# HMCS PROTECTEUR

MONDAY

14<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	97	03	1022.0	7.8	7.2	-	
0500																					
0600																					
0700																					
0800										8	CALM	-	-	-	98	02	1021.0	5.0	4.4	-	
0900																					
1000																					
1100																					
1200	-1									3	290	5	-	-	-	98	01	1023.0	11.7	9.4	-
1300																					
1400																					
1500																					
1600										5	CALM	-	-	-	98	01	1023.0	14.4	12.8	-	
1700																					
1800																					
1900																					
2000										5	270	5	-	-	-	98	02	1023.0	11.7	10.6	-
2100																					
2200																					
2300																					
2400										5	CALM	-	-	-	98	02	1023.0	7.8	7.2	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 MONDAY TO 0755 TUESDAY	

19 74

FROM

TO

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

REMARKS

Initials of the Officer of the Watch

0725- SUNRISE  
0800- HANDS EMPLOYED AT CLEANING STATIONS

0900- HANDS EMPLOYED BY DEPARTMENTS.

S/B

1030- DIVERS DOWN TO CONDUCT HULL SURVEY  
1041- COMMANDING OFFICER DEPARTED FOR OFFICIAL CALLS ON MAYOR, COUNCILLOR (SENTER AND PORT AUTHORITY, MR STRINGER  
1130- COMMANDING OFFICER RETURNED FROM OFFICIAL CALLS.  
1140- DIVERS ON BOARD  
1200- SECURE.

1813- SUNSET  
1830- OFFICIAL RECEPTION HELD ON BOARD FOR 170 INVITED GUESTS.

2100- ROUNDS CORRECT

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 HOURS
1200	° ' "	° ' "					
2000	° ' "	° ' "					

HMCS PROTECTEUR

TUES DAY

15<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										5	CALM	-	-	-	97	05	1023.0	6.1	5.6	-	
0500																					
0600																					
0700																					
0800										3	CALM	-	-	-	97	05	1021.0	6.1	5.6	-	
0900																					
1000																					
1100																					
1200	-1									8	CALM	-	-	-	96	05	1021.0	6.0	8.9	-	
1300																					
1400																					
1500																					
1600										8	CALM	-	-	-	96	05	1021.0	12.8	11.7	-	
1700																					
1800																					
1900																					
2000										8	CALM	-	-	-	96	05	1021.0	12.2	10.0	-	
2100																					
2200																					
2300																					
2400										8	CALM	-	-	-	96	05	1020.0	11.7	11.1	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1200 TUESDAY TO 0755 WEDNESDAY	

1974

FROM

TO

, OR AT SOUTHAMPTON ENGLAND

REMARKS

Initials  
of the  
Officer  
of the  
Watch

0730 - SUNRISE  
 0800 - HANDS EMPLOYED AT CLEANING STATIONS  
 0900 - COLOURS ; HANDS EMPLOYED BY DEPARTMENTS.  
 1045 - DIVERS DOWN TO CARRY OUT 10 MONTHLY HULL SURVEY  
 1105 - DIVERS ON-BOARD  
 1200 - SECURE

1814 - SUNSET  
 1930 - ROUNDS CORRECT

LAB

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 HOURS
1200	° ' "	° ' "					
2000	° ' "	° ' "					

HMCS

PROTECTEUR

WEDNES DAY

16<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400																					
0500																					
0600																					
0700																					
0800																					
0900		7049.66	0.0	0.0	VAR	VAR	VAR	VAR	8W												
1000		7059.30	8.2	42.4	VAR	VAR	VAR	VAR	8W												
1100		7074.89	13.9	71.9	VAR	VAR	VAR	VAR	8W												
1103		7075.53	0.7		230	230	239	1W	8W												
1125		7080.75	5.0		228	228	237	1W	8W												
1200	-1	7089.64	8.1	69.8	231	231	240	1W	8W												
1300		7106.63	16.2	78.6	231	231	240	1W	8W												
1400		7122.22	17.5	78.9	231	231	240	1W	8W												
1500		7137.57	17.5	72.7	255	255	263 1/2	1/2W	8W												
1600	-1	7153.18	17.1	72.7	255	255	264° 263 1/2	1/2W	8 1/2W												
1700		7168.98	15.8	72.5	255	255	264	1/2W	8 1/2W												
1800	-1	7184.25	15.1	72.4	255	255	264	1/2W	8 1/2W												
1900		7198.10	12.8	63.2	VAR	VAR	VAR	VAR	8 1/2W												
2000	-1	7212.65	14.6	62.8	255	255	264	1/2W	8 1/2W												
2100		7226.26	13.6	62.2	255	255	264	1/2W	8 1/2W												
2200		7242.23	16.0	81.9	255	255	264 1/2	1/2W	9W												
2300		7258.88	16.7	88.9	255	255	264 1/2	1/2W	9W												
2347			11.7		255	255	264 1/2	1/2W	9W												
2400	-1	7274.38	3.8	85.1	280	280	289	0	9W												

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	224.3			

19 74

FROM SOUTHAMPTON, ENGLAND TO HALIFAX, N.S.

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AND OR AT SEA

REMARKS

Initials of the Officer of the Watch

0730 - SUNRISE

0800 - HANDS TO STATIONS FOR LEAVING HARBOUR

Lab

0830 - SSD AND CABLE PARTY CLOSED UP ASSUMED NSCD CONDITION; 0846 - TRINITY HOUSE PILOT MR THORNTON EMBARKED.

0853 - TUG BEACHMURST SECURED STAD BOW, TUG CHALL SECURED STAD QTR. 0856 - OKAYED TELEGRAM.

0905 - SLIPPED BOTH TUGS; 0910 - S/C 144 Sp 6 KTS; 0916 - SP 8 KTS; 0918 - a/c 140; 0922 - BUOY HYTHE KNOCK Lst. 0923 - a/c 134

0930 - SP 12 KTS; 0932 - SP 15 KTS; 0934 - BUOY HOUND Lst. 0937 - SP 13 KTS; 0939 - a/c 135 Sp 7 KTS; 0943 - a/c 142 Sp 12 KTS

0956 - a/c 224; CALSHOT SPIT LT VESSEL Lst. 1002 - a/c 220 Sp 12 KTS; No 1 GYRO CORRECT BY TRANSMIT.

1002 - SP 15 KTS; BOURNE GAP BUOY Lst.; 1013 - a/c 240; 1014 - EAST LEPE BUOY Lst.

1030 - a/c 245; SELWY BANK BUOY Lst.; 1039 - a/c 250;

1051 - a/c 235; LYMINGTON SPIT BUOY Lst. 1058 - a/c 230; 1100 - NE SHINGLES BUOY Lst.

1103 - a/c 228; 1104 - MIDDLE SHINGLES BUOY Lst.; 1117 - SP 0 KTS; 1120 - TRINITY HOUSE PILOT DISEMBARKED

1125 - a/c 231 - SP 16 KTS, FAIRWAY BUOY Lst.; 1130 - SECURED SSD AND CABLE PARTY;

1200 RADAR (ANVIL AT 5.8  
FIX (REPOSITIONING NEEDLES Lst) 10.3  
11.4

Lab

1230 DECCA (50° 45.6 N  
FIX (01° 59.3 W

1400 - a/c 255 Sp 15 KTS.

1330 DECCA (50° 17.8 N  
FIX (02° 20.5 W

1430 DECCA (50° 10.2 N  
FIX (102° 45.0 W

1530 DECCA (50° 05.7 N  
FIX (103° 10.6 W

Lab

1700 DECCA (49° 49.6 N  
FIX (03° 44.8 W

1800 - SP 13 KTS

1803 - FLYING STATIONS CLOSED UP; 1815 - NAV LATT SWITCHED ON; 1820 - a/c 270; 1822 - RECOVERED HELO CH12404 FROM HURON

1822 - COMMODORE DE ROSENALL, COMMANDER STANDING NATO FORCE ATLANTIC ON BOARD VIA CH12404; 1823 - SUNSET; 1825 - a/c 255

1825 - LAUNCHED HELO CH12404; 1840 - a/c 270; 1842 - RECOVERED HELO CH12404;

1843 - a/c 255 - FLYING STATIONS STOOD DOWN

1746 DECCA (49° 58.0 N  
FIX (04° 00.0 W

Lab

1830 DECCA (49° 54.8 N  
FIX (04° 12.0 W

2000 - FLYING STATIONS CLOSED UP.

1945 DECCA (49° 51.9 N  
FIX (04° 33.4 W

Lab

2030 - LAUNCHED HELO CH12404; 2040 - PORT STEERING SYSTEM UNSERVICABLE; 2045 - RECOVERED HELO CH12404

2100 - LAUNCHED HELO 12404 WITH COMMODORE DE ROSENALL EMBARKED TO HURON

2110 - SECURED FLYING STATIONS;

2120 - Sp 18 KTS

2115 DECCA (49° 49.0 N  
FIX (05° 00.5 W

2230 - PORT STEERING SYSTEM SERVICABLE.

2200 DECCA (49° 45.0 N  
FIX (05° 20.0 W

2347 - a/c 280 Sp 15 KTS.

2340 DECCA (49° 41.0 N  
FIX (05° 37.0 W

Lab

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	'	'					
1200	50° 32.6 N	01° 49.5 W	1200(-) RADAR FIX	0830	24' 8"	27' 1"	STEAMING
2000	49° 57.5 N	04° 37.5 W	2000(-) DECCA FIX				

# HMCS PROTECTEUR

THURSDAY

17<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) EM	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)				
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea		
0050 0058 0100		7287.75 7288.23 7289.60	12.3 2.8 0.3	72.5	280 335 280	280 335 280	290 344 290	0 1E 0	low low low														
0200		7304.26	14.8	72.2	280	280	290	0	low														
0257		7318.70	14.2		280	280	290	0	low														
0300		7319.99	0.7	72.3	265	265	276	1/2 W	low														
0302		7320.82	0.3		265	265	276	1/2 W	low														
0400	-1	7333.71	14.2	72.2	280	280	290 1/2	0	low	8	250	20	2	270	6	98	60	1017.0	6.0	10.0	11.1		
0500		7346.81	13.0	72.2	280	280	290 1/2	0	low														
0600		7361.73	13.0	72.3	280	280	290 1/2	0	low														
0700		7375.89	13.0	72.6	280	280	291	0	low														
0800	-1	7390.09	13.0	72.6	280	280	291	0	low	2	335	22	4	325	6	98	02	1020.0	10.6	9.4	10.0		
0900		7405.04	14.9	72.6	VAR	VAR	VAR	VAR	low														
1000		7416.25	11.7	63.9	VAR	VAR	VAR	VAR	low														
1100		7432.00	15.2	72.0	277	277	288 1/2	0	low														
1200	-1	7446.57	14.6	72.1	277	277	288 1/2	0	low	6	280	14	4	300	8	98	02	1024.0	12.8	12.5 13.9	10.0		
1300		7462.60	16.0	72.1	277	277	289	0	low														
1400		7476.54	16.0	72.0	277	277	289	0	low														
1500		7491.56	15.0	72.3	277	277	289	0	low														
1600	-1	7506.19	15.0	71.9	277	277	289	0	low	8	250	14	2	300	6	98	02	1022.5	12.8	12.3	11.1		
1658		7520.31	14.5		277	277	289	0	low														
1700		7520.85	0.5	71.7	260	260	273	1/2 W	low														
1702		7521.01	0.1		260	260	273	1/2 W	low														
1800	-1	7535.69	14.8	71.9	277	277	289 1/2	0	low														
1800	0	7550.45	14.5	72.2	277	277	289 1/2	0	low	8	240	22	3	260	6	98	02	1022.0	12.2	11.7	11.1		
1900		7565.75	15.3	76.6	277	277	290	0	low														
2000	0	7580.94	15.2	79.7	277	277	290	0	low	8	230	32	3	260	6	97	60	1020.0	12.2	11.7	11.7		
2100		7596.99	16.0	85.0	274	274	287 1/2	0	low														
2200		7611.99	15.0	85.0	274	274	287 1/2	0	low														
2300		7627.99	16.0	80.0	274	274	288	0	low														
2400	0	7642.42	14.2	81.5	274	274	288	0	low	8	230	35	5	260	8	97	60	1018.0	13.9	13.3	12.8		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	381.3			

1974

FROM

TO

, OR AT

SEA

REMARKS

Initials of the Officer of the Watch

0050 - a/c 335°; 0058 - a/c 280°

0030 DECCA FIX { 49° 38' 0" N  
06° 23' 0" W  
0127 VIS RUNNING FIX { BISHOP PK LT (027) 029°  
BISHOP PK LT (012) 047°

0257 - a/c 265°

0300 DECCA FIX { 49° 46' 0" N  
07° 14' 0" W

0302 - a/c 280°

0400 DECCA FIX { 49° 47' 5" N  
07° 48' 0" W



0430 DECCA FIX { 49° 49' 10" N  
07° 48' 0" W

0538 DECCA FIX { 49° 52' 10" N  
08° 11' 0" W

0730 - FLYING STATIONS CLOSED UP

0630 DECCA FIX { 49° 54' 0" N  
08° 29' 0" W

0730 DECCA FIX { 49° 56' 0" N  
08° 48' 0" W

0801 - a/c 310°; 0802 - LAUNCHED HELO CH12407; 0803 - SUNRISE; 0807 - a/c 280°; 0808 - a/c 277  
0815 - a/c 310°; 0817 - RECOVERED HELO CH12405 FROM IROQUOIS FOR REPAIR; 0818 - a/c 277  
0827 - FLYING STATIONS STOOD DOWN  
0853 - SWITCHED TO AFT STEERING CONTROL

0900 DECCA FIX { 50° 01' 5" N  
09° 26' 2" W

0901 - FLYING STATIONS CLOSED UP; 0912 - a/c 310°; 0914 - RECOVERED HELO CH12467; 0916 - a/c 277  
0933 - EXERCISED MAN OVERBOARD DRILL; CO & SP AS REQ'D TO RECOVER KITBY RINGBY STD ZODIAC.  
0946 - COMPLETED EXERCISE S/C 277 SP ISKTS

0931 DECCA FIX { 50° 01' 0" N  
09° 17' 0" W

1018 - LAUNCHED HELO CH12439; 1023 - RECOVERED HELO CH12417 FOR REPAIR  
1029 - FLYING STATIONS STOOD DOWN  
1050 - EXERCISED EMERGENCY STATIONS

1025 DECCA FIX { 50° 03' 2" N  
09° 37' 0" W

1110 - SECURED EMERGENCY STATIONS; 1120 - EXERCISED RAFT STATIONS  
1135 - EXERCISED RAFT STATIONS; 1137 - EXERCISED STEERING GEAR BREAKDOWN  
1149 - COMPLETED STEERING GEAR BREAKDOWN EXERCISE. 1150 - SWITCHED TO CYRA STEERING

1144 DECCA FIX { 50° 04' 4" N  
10° 06' 4" W

1300 - REPLENISHMENT STATIONS CLOSED UP

1200 LORAN FIX { 50° 04' 0" N  
10° 19' 0" W

1315 - REPLENISHMENT SSD CLOSED UP  
1330 - MARGAREE, IROQUOIS, SKEENA COMMENCED EXERCISES APPROACHING ON PROTECTOR

1535 - COMPLETED EXERCISING APPROACHES; 1537 - SECURED REPLENISHMENT STATION AND SSD.

1630 - FLYING STATIONS CLOSED UP  
1658 - a/c 260° 1700 - LAUNCHED HELO CH12417 TO SKEENA  
1702 - a/c 277; SECURED FLYING STATIONS.

1825 DECCA FIX { 50° 16' 0" N  
12° 31' 0" W

1830 - CLOCKS RETARDED ONE HOUR TO TIME ZONE ZULU; 1753 - SUNSET. NAV LATS SWITCHED ON

2000 - a/c 274

2236 LORAN FIX { 50° 20' 0" N  
14° 34' 0" W

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	49° 48' 5" N	09° 00' 0" W	0800 (-1) DECCA FIX				STEAMING
1200	50° 04' 0" N	10° 19' 0" W	1200 (-1) DECCA FIX				
2000	50° 26' 0" N	12° 33' 0" W	2000 (0) LORAN DECCA FIX				

# HMCS PROTECTEUR

FRI DAY

18<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Barometric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		7656.32	14.2	80.7	274	274	288	0	14W												
0200		7670.43	14.1	80.7	274	274	288	0	14W												
0300		7684.23	13.8	80.7	274	274	288½	0	14½W												
0400	0	7698.00	14.0	80.7	274	274	288½	0	14½W	8	235	38	5	260	8	97	02	1013.0	13.3	12.8	12.8
0500		7710.74	15.0	80.4	274	274	288½	0	14½W												
0600		7720.82	15.0	80.7	274	274	289	0	15W												
0700		7731.59	15.0	80.6	274	274	289	0	15W												
0800	0	7740.60	15.0	80.2	274	274	289½	0	15½W	8	235	40	5	250	12	97	60	1011.0	13.3	13.3	11.1
0900		7749.75	13.5	78.9	274	274	290	0	16W												
0942		7755.80	9.4		274	274	290	0	16W												
1000		7759.75	4.1	76.3	220	220	233½	2½E	16W												
1100		7772.38	13.5	76.1	220	220	233½	2½E	16W												
1200	0	7780.05	12.7	76.2	220	220	233½	2½E	16W	8	245	33	6	250	12	96	60	1010.0	15.6	13.9	11.1
1300		7798.15	13.1	76.3	220	220	233½	2½E	16W												
1400		7711.24	13.1	76.3	220	220	233½	2½E	16W												
1500		7724.38	13.1	76.2	220	220	233½	2½E	16W												
1600	0	7737.38	13.0	76.2	220	220	233½	2½E	16W	8	250	36	6	255	14	96	40	1014.0	14.4	14.4	12.2
1700		7850.75	13.4	76.2	220	220	233½	2½E	16W												
1800	0	7864.68	13.5	76.8	220	220	233½	2½E	16W	8	270	34	6	255	12	96	40	1016.0	14.4	14.4	12.2
1900		7878.70	13.5	76.0	220	220	233½	2½E	16W												
2000	0	7891.80	13.5	76.1	220	220	233½	2½E	16W	8	270	35	6	255	12	96	63	1016.0	14.4	14.4	13.3
2100		7905.94	13.5	75.8	220	220	233½	2½E	16W												
2200		7920.30	13.5	75.9	220	220	233½	2½E	16W												
2300		7933.06	13.5	75.9	274	274	290	0	16W												
2400	0	7947.48	14.5	82.4	274	274	290	0	16W	8	240	32	5	255	12	97	02	1020.5	15.6	15.6	15.0

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
330.5		

19 74

FROM

TO

, OR AT SEA

REMARKS

Initials of the Officer of the Watch

0300 LORAN { 50° 20' 0" N  
FIX { 16° 06' 0" W

*[Handwritten initials]*

0530 LORAN { 50° 30' 0" N  
FIX { 16° 55' 0" W

0700 LORAN { 50° 38' 0" N  
FIX { 17° 23' 0" W

*[Handwritten initials]*

0725 - SUNRISE; NAV LHTS SWITCHED OFF  
0800 - HANDS EMPLOYED AT CLEANING SHIP FOR COMMANDING OFFICERS ROUNDS.

0813 LORAN { 50° 33' 0" N  
FIX { 17° 45' 0" W

0942 - a/c 220  
1000 - SECURED CLEANING STATIONS HAND TO CLEAN FOR COMMANDING OFFICERS ROUNDS.

1040 - COMMENCED COMMANDING OFFICERS ROUNDS

1200 - COMPLETED ROUNDS.

*[Handwritten initials]*

1500 OMEGA { 49° 49' N  
FIX { 19° 25' 0" W

*[Handwritten initials]*

1805 - 15 FT LOW VELOCITY FOG APPLICATOR LOST OVER SIDE  
1827 - SUNSET; NAV LHTS SWITCHED ON

1715 LORAN { 49° 18' 0" N  
FIX { 19° 43' 0" W

*[Handwritten initials]*

1912 LORAN { 49° 01' 5" N  
FIX { 20° 02' 5" W

*[Handwritten initials]*

2200 - a/c 274

2236 LORAN { 48° 30' N  
FIX { 20° 50' 0" W

2351 LORAN { 48° 31' 0" N  
FIX { 21° 10' 0" W

*[Handwritten initials]*

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	50° 33' 0" N	17° 41' 0" W	0700 (0) LORAN FIX				STEAMING
1200	50° 12' 0" N	18° 52' 0" W	0813 (0) LORAN FIX				
2000	48° 50' 0" N	20° 15' 0" W	1912 (0) LORAN FIX				

# HMCS PROTECTEUR

## SATURDAY

## 19<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		7962.76	15.3	82.7	274	274	293	3°W	16W												
0200		7976.34	14.6	82.8	274	274	293	3°W	16W												
0300		7991.33	15.0	82.8	274	274	293	3°W	16W												
0400	0	8005.43	13.4	82.4	274	274	293	3°W	16W	3	225	26	3	225	10	98	02	1019	15.6	15.6	13.3
0500		8020.44	12.8	82.6	274	274	294	3°W	17W												
0600		8034.63	12.9	82.6	274	274	294	3°W	17W												
0700		8050.00	12.8	82.6	274	274	294	3°W	18W												
0800	0	8064.02	13.7	79.8	274	274	294	3°W	18W	6	243	29	4	245	10	98	03	1018.5	15.6	15.0	14.0
0900		8077.06	13.5	76.6	274	274	295	3°W	19W												
1000		8091.31	11.2	81.2	274	274	295	3°W	19W												
1100		8100.70	11.2	62.2	274	274	295	3°W	19W												
1200	0	8110.29	11.2	62.1	274	274	295	3°W	19W	8	260	26	5	250	10	96	40	1021.5	18.3	16.7	14.4
1243		8118.78	8.5		274	274	295	3°W	19W												
1300		8122.12	4.0	70.8	270	270	290	1°W	19W												
1400		8131.00	11.5	62.6	270	270	291	1°W	20W												
1500		8143.70	12.2	68.7	270	270	291	1°W	20W												
1600	0	8158.70	13.5	83.4	270	270	291	1°W	20W	8	275	240	4	260	10	96	45	1023.5	18.4	17.2	13.4
1700		8173.85	14.0	83.2	270	270	291	1°W	20W												
1800	0	8189.06	14.2	82.9	270	270	291	1°W	20W												
1800	+	8204.47	15.4	82.8	270	270	292	1°W	21W	8	300	25	2	270	5	96	42	1025.0	18.9	17.2	14.1
1900		8220.15	15.6	82.7	270	270	292	1°W	21W												
2000	+	8235.60	15.5	82.6	270	270	292	1°W	21W	8	240	11	3	280	6	98	02	1027.0	15.0	15.0	12.2
2100		8250.76	15.5	82.6	270	270	292	1°W	21W												
2200		8266.82	15.5	82.6	270	270	292	1°W	21W												
2300		8282.10	15.5	82.4	268	268	292	1°W	21W												
2400	+	8297.30	15.5	82.4	268	268	292	1°W	21W	8	270	16	3	280	6	91	45	1028.5	15.0	15.0	13.3

Distance run through the Water Midnight to Midnight  
344.0

Leave Granted to Ship's Company

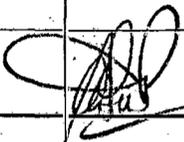
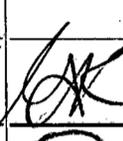
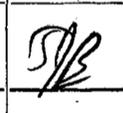
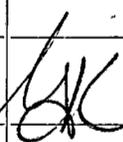
Anchor Bearings

1974

FROM

TO

, OR AT SEA

REMARKS		Initials of the Officer of the Watch
0352 LORAN FIX { 48° 30.0' N 22° 41.0' W		
0612 LORAN FIX { 48° 35.6' N 23° 26.0' W		
0804 - SUNRISE		
0930 - REPLENISHMENT STATIONS CLOSED UP; 0945 - REPLENISHMENT SSD CLOSED UP 0955 - Sp 12 KTS; 1000 - FLYING STATIONS CLOSED UP 1008 - HMCS MARGAREE ALONGSIDE STBD SIDE; COMMENCED FUEL TRANSFER; 1015 - COMMENCED GUN FUNCTIONING TRIALS 1020 - COMPLETED GUN FUNCTIONING TRIALS; 1042 - LAUNCHED HELO CH12405; 1046 - RECOVERED HELO CH12417 FROM SKEENA FOR REPAIR. 1105 - COMPLETED FUELLING MARGAREE; 1147 BALS DISTILLATE TRANSFERRED; 1108 - EMERGENCY FLYING STATIONS CLOSED UP. 1111 - RECOVERED HELO CH12405 SAFELY; 1112 - SECURED EMERGENCY FLYING STATIONS; 1121 - FLYING STATIONS STOOD DOWN 1122 - HMCS IROQUOIS ALONGSIDE STBD SIDE, COMMENCED FUEL TRANSFER.		
1223 - COMPLETED FUELLING IROQUOIS; 2391 BALS DIESEL OIL TRANSFERRED; 1224 - REPLENISHMENT STATIONS AND SSD STOOD DOWN 1226 - Sp 16 KTS; 1243 - a/c 270 1250 - REPLENISHMENT STATIONS AND SSD CLOSED UP 1252 - Sp 12 KTS. 1302 - FLYING STATIONS CLOSED UP; 1306 - HMCS SKEENA ALONGSIDE STBD SIDE; COMMENCED FUEL TRANSFER 1315 - FLYING STATIONS STOOD DOWN; 1400 - FLYING STATIONS CLOSED UP 1412 - COMPLETED FUELLING SKEENA; 1540 BALS DISTILLATE TRANSFERRED; 1421 - LAUNCHED HELO CH12417 TO SKEENA 1422 - SECURED REPLENISHMENT STATIONS AND SSD; 1432 - SECURED FLYING STATIONS. 1441 - Sp 16 KTS.		
		
1715 - NAV LIGHTS SWITCHED ON		
1830 - CLOCKS RETARDED ONE HOUR TO TIME ZONE NOVEMBER 1754 - SUNSET		1740 LORAN FIX { 48° 46.0' N 29° 22.0' W
1958 - COMMENCED SOUND SIGNALS.		1945 LORAN FIX { 48° 47.0' N 28° 12.0' W
2200 - a/c 268°		2200 LORAN FIX { 48° 46.0' N 29° 01.0' W
		

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	48° 37.0' N	23° 52.0' W	0800 (0) LORAN FIX				STEAMING
1200	48° 40.0' N	25° 08.0' W	1200 (0) LORAN EP				
2000	48° 47.0' N	28° 14.0' W	2000 (H) LORAN FIX				

HMCS

PROTECTEUR

SUN DAY

20<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		8313.40	15.5	82.4	268	268	291	1°W	22°W												
0200		8328.68	15.5	82.0	268	268	291	1°W	22°W												
0300		8343.70	15.5	82.0	268	268	291	1°W	22°W												
0400	+	8359.52	15.5	82.1	268	268	291	1°W	22°W	8	245	21	3	270	8	96	43	1028.5	15.6	15.0	14.4
0500		8375.09	15.6	82.1	268	268	292	2°W	22°W												
0600		8390.66	15.6	82.0	268	268	292	2°W	22°W												
0700		8406.05	15.4	82.0	268	268	292	2°W	22°W												
0800	+	8421.46	15.4	82.1	268	268	292	2°W	22°W	8	235	16	2	240	5	95	41	1029.5	15.6	15.6	12.2
0900		8436.29	14.9	82.1	268	268	293	2°W	23°W												
1000		8451.70	15.4	82.4	268	268	293	2°W	23°W												
1100		8467.50	15.8	82.6	268	268	293	2°W	23°W												
1200	+	8482.80	15.8	82.7	268	268	293	2°W	23°W	8	205	18	2	250	6	92	45	1030.0	15.6	15.6	13.3
1241		8495.86	10.6		268	268	293	2°W	23°W												
1300		8497.85	5.3	82.8	264	264	289	2°W	23°W												
1307		8498.03	0.1		264	264	289	2°W	23°W												
1324		8503.40	5.3		240	240	264	1°W	23°W												
1400		8513.89	10.1	82.6	264	264	289	2°W	23°W												
1500		8529.90	15.5	82.5	264	264	289	2°W	23°W												
1600	+	8545.06	15.5	82.6	264	264	289	2°W	23°W	8	194	16	2	240	5	93	47	1027.0	15.6	15.6	12.8
1700		8561.02	15.5	82.5	264	264	288	0	24°W												
1800	+	8576.94	15.5	82.5	264	264	288	0	24°W	8	200	18	1	240	4	92	45	1029.0	16.1	16.1	12.8
1900		8593.61	16.1	82.5	264	264	288	0	24°W												
2000	+	8608.98	15.4	82.2	264	264	288	0	24°W	8	200	16	1	240	4	92	47	1029.0	16.1	16.1	14.6
2100		8624.99	16.0	82.3	264	264	289	0	25°W												
2200		8640.80	15.8	82.4	264	264	289	0	25°W												
2300		8656.88	16.1	82.2	264	264	289	0	25°W												
2400	+	8673.52	15.8	80.5	264	264	289	0	25°W	8	155	15	1	240	3	92	45	1032.0	15.6	15.6	14.0

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	374.5			

1974

FROM

TO

, OR AT

SEA

REMARKS

Initials  
of the  
Officer  
of the  
Watch

0001 { 48°45'N  
LORAN { 29°47'W

0350 - CEASED SOUNDING FOG SIGNALS

0400 { 48°42'N  
LORAN { 31°19'W

0445 - COMMENCED SOUNDING FOG SIGNALS

0538 - CEASED SOUNDING FOG SIGNALS

0618 - COMMENCED SOUNDING FOG SIGNALS

0644 - COMMENCED SOUNDING FOG SIGNALS

0636 - CEASED SOUNDING FOG SIGNALS

0734 - SUNRISE

0930 - CEASED SOUNDING FOG SIGNALS

0941 - COMMENCED SOUNDING FOG SIGNALS

1204 - CEASED SOUNDING FOG SIGNALS

1214 - a/c 264

1233 - COMMENCED SOUNDING FOG SIGNALS

1242 - FLYING STATIONS

1301 - a/c 240 1311 - CEASED SOUNDING FOG SIGNALS

1312 - RECOVERED HELO CH12433

1316 - LAUNCHED HELO CH12433

1321 - SECURED FLYING STATIONS

1322 - COMMENCED SOUNDING FOG SIGNALS

1324 - a/c 264

1427 - CEASED SOUNDING FOG SIGNALS

1452 - COMMENCED SOUNDING FOG SIGNALS

1700 { 48°30'N  
DIR { 36°15'W

1831 - SUNSET

2135 { 48°32'N  
OMEGA { 37°59'5W

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	48° 35' 0N	32° 45' 0W	0800(+1) LORAN FIX				STEAMING
1200	48° 42' 0N	34° 22' 0W	0800(+1) LORAN FIX				
2000	48° 32' 0N	37° 20' 0W	2000(+1) OMEGA FIX				

# HMCS PROTECTEUR

MONDAY

21<sup>ST</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From True	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		8689.56	16.2	82.2	261	261	288	2°W	25°W												
0200		8705.70	16.2	82.2	261	261	288	2°W	25°W												
0300		8721.65	16.5	83.5	261	261	288	2°W	25°W												
0400	+1	8737.82	16.0	80.8	261	261	288	2°W	25°W	1	190	16	1	240	3	98	42	1024.0	18.3	18.3	12.2
0500		8754.00	15.0	82.2	261	261	288	2°W	25°W												
0600		8770.31	15.0	82.4	261	261	289	2°W	25°W												
0700		8786.42	15.0	82.4	261	261	289	2°W	26°W												
0800	+1	8802.50	15.0	82.5	261	261	289	2°W	26°W	8	185	16	1	240	3	95	45	1022.5	17.2	17.2	15.6
0900		8818.70	14.0	73.4	261	261	289	2°W	26°W												
1000		8833.40	13.5	70.2	261	261	289	2°W	26°W												
1100		8849.18	14.0	72.4	261	261	289	2°W	26°W												
1200	+1	8865.10	15.0	82.0	261	261	289	2°W	26°W	8	205	16	1	200	3	93	47	1021.5	17.8	16.1	10.0
1202		8865.40	.3		261	261	289	2°W													
1300		8881.24	16.1	82.3	255	255	284	3°W	26°W												
1400		8897.35	16.1	82.3	255	255	284	3°W	26°W												
1500		8913.38	16.0	82.3	255	255	284	3°W	26°W												
1600	+1	8929.50	16.1	82.3	255	255	284	3°W	26°W	8	075	16	1	180	4	97	40	1020.5	9.4	9.4	8.9
1700		8945.71	16.0	82.2	255	255	284	3°W	26°W												
1800	+1	8961.57	16.0	82.2	255	255	284	3°W	26°W	8	100	15	1	220	6	98	02	1020.0	10.0	9.7	7.2
1800	+2	8979.30	16.1	84.0	255	255	284	3°W	26°W												
1900		8992.4	16.1	81.5	255	255	284	3°W	26°W												
2000	+2	9007.77	16.0	82.0	VAR	VAR	VAR	3°W	26°W	8	035	15	1	200	8	98	02	1019.0	8.3	8.3	6.1
2100		9019.58	12.1	64.0	255	255	284	3°W	26°W												
2200		9034.50	15.6	79.8	255	255	284	3°W	26°W												
2300		9050.10	15.5	81.4	255	255	284	3°W	26°W												
2400	+2	9064.91	15.5	81.6	255	255	284	3°W	26°W	8	035	15	1	230	8	97	60	1016.0	8.3	8.3	6.7

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	304.5			

19 74

FROM

TO

, OR AT SEA

REMARKS

Initials of the Officer of the Watch

0001 - o/c 261 0025 - VISIBILITY INCREASING (2 mi) CEASED SOUND SIGNALS	0001 OMEGA { 48° 27' N 38° 53' W	
	0201 OMEGA { 48° 22' N 39° 42' W	
	0400 OMEGA { 48° 18' N 40° 28' W	GR
0524 - VISIBILITY DECREASING (1 mi) - COMMENCED SOUNDING FOG SIGNALS	0600 OMEGA { 48° 15' N 41° 13' W	
0800 - REPLENISHMENT STATIONS CLOSED UP - REPLENISHMENT SSD CLOSED UP	0800 OMEGA { 48° 14' N 41° 48' W	OB
0815 - SP 14 0816 - SUNRISE 0835 - HMCS IROQUOIS ALONGSIDE PORT SIDE - COMMENCED FUEL TRANSFER		
0846 - HMCS MARGAREE ALONGSIDE STBD SIDE - COMMENCED FUEL TRANSFER		
0928 - COMPLETED FUELING HMCS IROQUOIS - TRANSFERRED 523 BALS DIESEL FUEL		
0930 - COMPLETED FUELING HMCS MARGAREE - TRANSFERRED 935 BALS OIL		
0947 - HMCS SKEENA ALONGSIDE STBD SIDE - COMMENCED FUEL TRANSFER		
0940 - HMCS MARGAREE ALONGSIDE PORT SIDE COMMENCED SOLIDS TRANSFER		
0952 - CEASED SOUNDING FOG SIGNALS		
1024 - COMPLETED FUELING HMCS SKEENA - TRANSFERRED 852 BALS DIT	1100 OMEGA { 48° 09' N 43° 00' W	
1047 - COMPLETED SOLIDS REPLENISHMENT OF HMCS MARGAREE - TRANSFERRED 4 PALLET	1200 OMEGA { 48° 08' N 43° 25' W	GR
1049 - SECURED REPLENISHMENT SSD		
1050 - SP 16		
1103 - COMMENCED SOUNDING FOG SIGNALS		
1202 - o/c 202		
	1400 OMEGA { 47° 57' N 44° 13.5' W	
1415 - CEASED SOUNDING FOG SIGNALS		
	1600 OMEGA { 47° 51' N 45° 01' W	M
1800 - FLYING STATIONS	1800 OMEGA { 47° 44' N 45° 50' W	GR
1821 - SP 18 1830 - LAUNCHED HELO CH12407 - CLOCKS RETARDED 1 HR TO ZONE (12)		
1832 - RECOVERED HELO CH12417 - SP 16 1842 STOOD DOWN FLYING STNS		
1808 - SUNSET - NAV LTS SW ON		
1900 - FLYING STATIONS		
1925 - o/c 320 1928 - LAUNCHED HELO CH12405 1929 - o/c 255 1934 - o/c 340 SP 18		
1942 - RECOVERED HELO CH12407 1944 - o/c 225 SP 16 1950 - o/c 255		
1951 - SECURED FLYING STNS		
2033 - SP 8 2058 - SP 16	2047 OMEGA { 47° 35' N 47° 11.5' W	GR
	2200 OMEGA { 47° 29' N 47° 33' W	
	2400 OMEGA { 47° 21.8' N 48° 15' W	OB

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	48° 41' 0N	41° 58' 0W	0800 (+1) OMEGA FIX				STEAMING
1200	48° 08' 0N	43° 25' 0W	1200 (+1) OMEGA FIX				
2000	47° 41' 0N	46° 58' 7W	2000 (+2) OMEGA FIX				

# HMCS PROTECTEUR

TUES DAY

22<sup>ND</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		9080.44	15.5	81.6	255	255	284	3°W	26°W												
0200		9095.12	14.7	81.7	255	255	284	3°W	26°W												
0300		9110.60	15.5	81.8	255	255	284	3°W	26°W												
0400	+2	9124.70	15.5	82.2	255	255	284	3°W	26°W	8	005	24	1	230	8	98	02	1018.0	6.7	6.7	8.9
0500		9140.21	15.5	81.9	255	255	284	3°W	26°W												
0600		9155.30	16.1	81.9	255	255	284	3°W	26°W												
0700		9168.50	16.0	81.9	255	255	284	3°W	26°W												
0732		9177.50	8.1		255	255	284	3°W													
0800	+2	9184.52	8.0	81.9	250	250	279	3°W	26°W	8	355	22	2	240	7	98	02	1019.0	7.2	6.7	9.4
0900		9199.21	15.2	70.2	250	250	278	2°W	26°W												
1000		9213.41	12.5	66.0	250	250	278	2°W	26°W												
1040		9223.05	8.2		250	250	278	2°W													
1100		9227.65	4.0	66.2	255	255	284	3°W	26°W												
1137		9236.75	8.3		255	255	284	3°W													
1200	+2	9242.40	4.0	67.4	250	250	278	2°W	26°W	8	310	23	3	260	6	98	02	1024.5	7.4	2.8	9.4
1300		9256.00	14.1	70.6	250	250	278	2°W	26°W												
1400		9271.51	15.1	70.6	250	250	278	2°W	26°W												
1500		9286.28	15.2	70.7	250	250	278	2°W	26°W												
1600	+2	9300.00	15.1	70.5	250	250	278	2°W	26°W	8	310	18	2	330	4	98	02	1025.0	7.8	7.8	7.8
1700		9314.60	14.1	70.1	250	250	278	2°W	26°W												
1800	+2	9328.70	14.1	71.6	250	250	278	2°W	26°W	3	330	18	1	320	5	98	02	1026.6	3.9	2.2	9.4
1800	+3	9341.52	15.0	71.0	250	250	278	2°W	26°W												
1900		9354.25	15.0	70.5	250	250	278	2°W	26°W												
2000	+3	9368.78	15.0	70.6	250	250	278	2°W	26°W	1	350	14	1	280	3	98	01	1028.0	3.9	1.7	9.4
2100		9383.14	15.0	70.5	250	250	278	2°W	26°W												
2200		9396.78	15.0	70.6	250	250	278	2°W	26°W												
2300		9409.21	15.0	70.5	250	250	278	2°W	26°W												
2400	+3	9423.73	15.0	70.3	250	250	278	2°W	26°W	1	030	18	1	280	3	98	02	1027.0	3.9	1.7	9.4

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings	
	369.8			

19 74

FROM

TO

OR AT

SEA

REMARKS

Initials  
of the  
Officer  
of the  
Watch

						0200 { 47° 12' 5" N OMEGA { 49° 01' W	
						0400 { 47° 04' N OMEGA { 49° 43' W	JW
						0600 { 46° 55' N OMEGA { 50° 30' W	
0733 - a/c 250	0752 - SUNRISE	NAV LTS SWITCHED OFF				0800 { 46° 48' N OMEGA { 50° 47' W	JW
0822 - SP 14	0848 - FLYING STATIONS	0854 - SECURED FLYING STATIONS				0900 { 46° 42' N OMEGA { 51° 34' W	
						1000 { 46° 37' 5" N OMEGA { 51° 50' W	
1035 - REPLENISHMENT STATIONS	1040 - a/c 255	1043 - REPLENISHMENT SSD CLOSED UP				1100 { 46° 34' N OMEGA { 52° 06' W	JW
1103 - HMCS MARGAREE ALONG SIDE PORT SIDE. COMMENCED BLIND STATION	1136 - COMPLETED SOLID TRANSFER					1200 { 46° 21' 9" N OMEGA { 52° 37' 8" W	JW
1137 - a/c 250	1138 - SECURED RAS SSD	1148 - SP 15				1300 { 46° 16' 0" N DECCA { 52° 57' 6" W	
1341 - EXERCISED SHIPS COMPANY AT EMERGENCY/SURFACE DEFENSE STATIONS						1410 { 46° 10' 3" N DECCA { 53° 21' 0" W	
1425 - SECURED EMERGENCY/SURFACE DEFENSE STATIONS						1500 { 46° 11' 2" N DECCA { 53° 37' 6" W	
						1534 { 46° 03' 5" N DECCA { 53° 48' 6" W	JW
1745 - FLYING STATIONS						1700 { 45° 55' 9" N DECCA { 54° 17' 5" W	
1804 - RECOVERED HELO CH 12408	1815 - STOOD DOWN FLYING STATIONS	1830 - CLOCKS RETARDED 1HR TO ZONE (+3)				1800 { 45° 46' N DECCA { 54° 58' W	JW
1737 - STAND DOWN FLYING STATIONS	1739 - GYRO 1/2° LOW BY SUN AMPLITUDE	1743 - SUNSET - NAV LTS SW ON					
1820 - FLYING STATIONS	1842 - LAUNCHED HELO CH 12417					1930 { 45° 38' N DECCA { 55° 27' W	JW
						2100 { 45° 35' 2" N DECCA { 55° 51' 6" W	
						2200 { 45° 28' 5" N DECCA { 56° 12' 3" W	
						2300 { 45° 23' 9" N DECCA { 56° 31' 6" W	
						2340 { 45° 18' 8" N DECCA { 56° 45' 9" W	JW

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	46° 48' 0" N	50° 47' 0" W	0800 (#2) OMEGA FIX				STEAMING
1200	46° 21' 9" N	52° 37' 8" W	1200 (#2) DECCA FIX				
2000	45° 36' 0" N	55° 35' 0" W	2000 (#3) DECCA FIX				

# HMCS PROTECTOR

## WEDNES DAY

## 23<sup>RD</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type) E.M.	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Barometric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100		9438.87	13.9	66.1	250	250	278	2°W	26°W												
0200		9453.31	13.8	66.1	250	250	278	2°W	26°W												
0300		9467.10	13.8	66.1	250	250	278	2°W	26°W												
0330		9474.71	7.6		250	250	278	2°W													
0400	+3	9480.96	7.6	66.0	260	260	287	1°W	26°W	0	080	12	1	275	2	98	02	1026.5	4.4	3.3	7.8
0500		9494.40	13.5	66.0	260	260	286	0	26°W												
0600		9507.94	13.5	66.0	260	260	286	0	26°W												
0700		9521.27	13.2	66.0	260	260	286	0	26°W												
0745			8.2		260	260	286														
0756			4.5		000	000	026														
0800	+3	9534.65	1.0	66.0	260	260	286	0	26°W	0	120	9	1	275	2	98	02	1022.5	6.1	5.0	6.7
0900		9549.16	13.1	62.0	260	260	285	0	25°W												
1000		9563.68	12.5	61.8	260	260	285	0	25°W												
1100		9578.31	13.0	62.8	260	260	285	0	25°W												
1200	+3	9592.72	13.0	62.1	260	260	285	0	25°W	0	115	12	0	257	1	98	02	1021.0	7.8	7.2	8.9
1300		9606.80	12.2	56.9	260	260	284	0	24°W												
1400		9619.53	12.0	55.9	260	260	284	0	21°W												
1409		9612.60	1.8		260	260	284	0													
1500		9631.54	8.5	47.5	302	302	328	2°W	21°W												
1600	+3	9641.60	10.0	45.5	302	302	328	2°W	24°W	7	155	8	0	250	1	98	02	1018.0	10.0	8.3	8.9
1700		9652.10	10.5	45.5	302	302	328	2°W	24°W												
1721			4.0		302	302	328	2°W													
1800	+3	9662.62	6.4	45.5	246	246	270	1°W	23°W												
1900		9673.44	10.8	45.6	246	246	270	1°W	23°W												
2000	+3	9684.28	10.8	45.6	246	246	270	1°W	23°W	8	295	11	0	250	1	98	02	1015.0	11.1	10.6	9.4
2100		9697.25	10.3	56.0	246	246	270	1°W	23°W												
2200		9708.93	9.8	49.2	246	246	270	1°W	23°W												
2300		9720.22	9.7	46.2	246	246	270	1°W	23°W												
2400	+3	9731.15	9.5	44.0	246	246	270	1°W	23°W	8	015	12	0	250	1	98	02	1014.5	9.4	8.4	9.4

Distance run through the Water Midnight to Midnight

286.3

Leave Granted to Ship's Company

Anchor Bearings

19 74

FROM

TO

OR AT

SEA

REMARKS

Initials  
of the  
Officer  
of the  
Watch

0001-SP14	0056 { 45° 10.7'N DECCA { 57° 12.4'W	
	0126 { 45° 07.9'N DECCA { 57° 23.0'W	
	0224 { 45° 02.4'N DECCA { 57° 39.8'W	
0330-a/c 260	0331 { 44° 56.3'N DECCA { 57° 59.1'W	Lab
	0500 { 44° 52.5'N DECCA { 58° 27.0'W	
	0600 { 44° 51.2'N DECCA { 58° 47.0'W	
0741- SUNRISE - SWITCHED OF NAV LTS 0745- a/c 000 0756- a/c 260 SP13 0800- HANDS TO DIVISIONS	0800 { 44° 48.2'N DECCA { 59° 20.5'W	JW
	0900 { 44° 46.7'N DECCA { 59° 39.4'W	
0930- FLYING STATIONS - HANDS TO GENERAL PAYMENT 1000- LAUNCHED HELO CH12405 1000- COMMENCED TRANSFERRING CARBO FUEL TO SHIP'S TANKS.	0930 { 44° 46.1'N DECCA { 59° 49.1'W	
1002- STOOD DOWN FLYING STNS 1025- FLYING STATIONS 1036- SP16 1041- RECOVERED HELO CH 12405-SP13 1050- STOOD DOWN FLYING STATIONS	1100 { 44° 44.1'N DECCA { 60° 16.1'W	
	1132 { 44° 42.1'N DECCA { 60° 25.1'W	JW
1209- SP12 1230- FLYING STATIONS 1300- LAUNCHED HELO CH12407	1230 { 44° 40.7'N DECCA { 60° 42.1'W	
1303- STOOD DOWN FLYING STATIONS 1400- a/c 250	1330 { 44° 39.3'N DECCA { 60° 58.1'W	
1409- a/c 302 SP10 1445- FLYING STATIONS 1500- COMMENCED DECK LANDINGS - CH12407	1430 { 44° 40.2'N DECCA { 61° 12.0'W	
1523- RECOVERED HELO CH12407 1528 - SECURED FLYING STATIONS	1530 { 44° 45.7'N DECCA { 61° 22.8'W	JW
1600- COMPLETED TRANSFERRING 4520 BBL DIST & 231 BBL DIESEL TO SHIP'S TANKS.	1630 { 50° 00.9'N DECCA { 61° 36.8'W	
1721- a/c 246	1750 Ra/Vis { LISCOMBE I LT 330/9.1mi	JW
1810- SUNSET - NAV LTS SWITCHED ON	1810 FIX { LISCOMBE I LT 336 1/2 BARRENI 7.47mi.	
2000- FLYING STATIONS	1930 Ra/Vis { LISCOMBE I LT 031 1/2 WHITE I 6.67mi	JW
2005- SP12 2032- LAUNCHED HELO CH12405 2039- SECURED FLYING STATIONS	2030 Ra/Vis { BEAVER LT 016 - 7.5mi. TAYLOR Hd 8.3mi.	
2110- SP10	2128 Ra/Fix { POSES Hd. 8.8mi TANGIER Is. 8.0mi FRIARS Is 8.3mi	
	2230 Ra/Vis { EGG IS LT 343-6.6mi EAST Hd 11mi JEDDORE Hd. 11.4mi	
	2328 Ra/Fix { EAST Hd. 12.0mi FLYING PT 11.4mi PETPESWICK Hd 12.1mi	Lab

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	44° 48.2'N	59° 20.5'W	0800 (+3) DECCA FIX				STEAMING
1200	44° 41.5'N	60° 34.0'W	1200 (+3) DECCA FIX				
2000	44° 30.5'N	62° 17.5'W	2000 (+3) VIS & RDR FIX				

# HMCS PROTECTEUR

THURS DAY

24<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100		9742.78	10.3	47.2	246°	246°	269	1W	22W													
0200		9753.14	10.3	46.3	246	246°	269	1W	22W													
0240		9759.81	6.7		246	246°	269	1W	22W													
0300		9765.10	3.4	50.3	180	180°	201	1E	22W													
0400	#3	9777.44	9.0	41.7	113	113°	133	2E	22W	1	340	9	0	240	1	90	02	1013.0	9.4	9.4	10.0	
0500		9786.34	11.1	53.2	310	310	330½	1½E	22W													
0600		9798.00	11.6	54.8	VAR	VAR	VAR	VAR	22W													
0700		9811.00	12.1	57.8	080	080	101	1E	22W													
0800	#3	9823.10	12.2	57.4	080	080	101	1E	22W	6	355	22	1	050	3	98	03	1014.0	8.9	5.6	9.4	
0900		9837.08	11.2	63.0	VAR	VAR	VAR	VAR	22W													
1000		9845.30	5.6	33.4	VAR	VAR	VAR	VAR	22W													
1033		9845.58	0.0	3.2	VAR	VAR	VAR	VAR	22W													
1100																						
1200	#3									5	310	12	-	-	-	98	01	1017.0	5.6	3.9	-	
1300																						
1400																						
1500																						
1600										5	310	12	-	-	-	98	02	1021.0	5.0	3.3	-	
1700																						
1800																						
1900																						
2000										0	CALM	-	-	-	-	98	01	1022.0	5.0	3.3	-	
2100																						
2200																						
2300																						
2400										0	CALM	-	-	-	-	98	02	1023.0	5.0	3.3	-	

Distance run through the Water Midnight to Midnight	103.5	Leave Granted to Ship's Company  PERSONNEL NOT REQUIRED FOR DUTY FROM 1130 THURSDAY TO 0755 TUESDAY	Anchor Bearings

19 74

FROM

SEA

TO

HALIFAX, N.S.

AND HALIFAX, N.S.  
OR AT JETTY 8

REMARKS

Initials of the Officer of the Watch

0030 VIS { CHEBUCK LT. 278°  
SAMBRO LT. 263°  
DEVIL IS LT. 298°  
FIX

0140 VISUAL { CHEBUCK LT. 352½  
SAMBRO LT. 329½  
PENNON PT 7.5  
KETCH HD 9.8  
RADAR  
FIX

0240-a/c 180-SP 14 KTS  
0300-a/c 113-SP 9 KTS

0230 VISUAL { SAMBRO LT 032½  
SAMBRO IS 0.7  
FIX MARS HD 8.3

0345- HANDS TO REPLENISHMENT STATIONS ; 0347- REPLENISHMENT SSD CLOSED UP  
0400-a/c 310-SP 12 KTS.

0317 VISUAL { SAMBRO LT 019½  
RADAR KETCH HD 17.1  
FIX MARS HD 13.7

0427- HMCS IROQUOIS ALONGSIDE STARBOARD SIDE FOR PRACTICE RAS HOOK-UP; 0431- HMCS SKEENA ALONGSIDE PORTSIDE, COMMENCED FUEL TRANSFER  
0452- COMPLETED PRACTICE RAS WITH HMCS IROQUOIS  
0424 DECCA { 44° 12' 0" N  
FIX { 63° 36' 4" W

0518- COMPLETED FUEL TRANSFER WITH HMCS SKEENA - 1102 BBL DISTILLATE TRANSFERRED; 0519- HMCS MARGAREE ALONGSIDE SBD SIDE, COMMENCED FUEL TRANSFER  
0528-a/c 300; 0530-a/c 290; 0532-a/c 280; 0535-a/c 270; 0538-a/c 260; 0541-a/c 250; 0542-a/c 240; 0543-a/c 230; 0544-a/c 220 0530 DECCA { 44° 19' 4" N  
FIX { 63° 50' 5" W

0548- COMPLETED FUEL TRANSFER WITH HMCS MARGAREE - 1182 BBL DISTILLATE 0551- SECURED REPLENISHMENT SSD. 0552-a/c 080

0615 VISUAL { CROSS IS LT 273½  
FIX { SAMBRO LT 055½

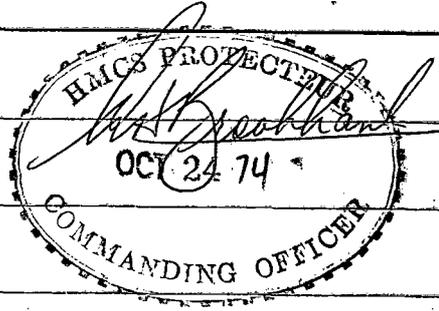
0732- FLYING STATIONS CLOSED UP; 0740- RECOVERED HELO CH 12405 FROM CFB SHEARWATER; 0741- SUNRISE; NAV LHS S/W OFF.  
0741- LAUNCHED HELO CH 12405 TO CFB SHEARWATER 0800- HANDS EMPLOYED AT CLEANING STATIONS.  
0734 DECCA { 44° 20' 0" N  
FIX { 63° 30' 8" W

0807-a/c 333; 0810-a/c 340; 0815- LAUNCHED HELO CH 12407 TO CFB SHEARWATER. 0817- SECURED FLYING STATIONS.  
0815- SSD & CABLE PARTY CLOSED UP; a/c 328; CHEBUCK HD + RC; 0848- SP 6 KTS.  
0853-a/c 355; CYRO #1 ½° LOW BY TRANSIT 0854-a/c 354° 0855- HANDS TO STATIONS FOR ENTERING HARBOUR  
0858 VISUAL { SANDWICH PT 339°  
FIX { TRIBUNE HD 302°  
HULK 269°

0907-a/c 350°; 0916-a/c 340; 0918- LIGHTHOUSE BANK BUOY - Stud; 0916-a/c 339°; 0917-a/c 338°; 0919-a/c 339°  
0924- SP 8 KTS; 0928-a/c 002° 0930- IVES KNOLL BUOY - Stud; 0931- SP 5 KTS; 0932-a/c 000; 0935-a/c 358; 0936- SP 8 KTS; 0937-a/c 325-SP 2 KTS  
0942- QM PILOT MR BOICE EMBARKED. 6½ SP AS REQUIRED TO MAKE APPROACH TO JETTY 8.

1001- 20MM TUBS GLENBROOK SECURED PORT QTR; LISTERVILLE MIDSHIPS PART.  
1033- SECURED ALONGSIDE JETTY 82 DOCKYARD STARBOARD SIDE TO. 1034- SLIPPED TUGS; 1036- FINISHED WITH MAIN ENGINES REVERTED TO 12 HAS MFS.  
1036- PILOT DISEMBARKED 1045- SECURED SSD & CABLE PARTY REVERTED TO CONDITION X.

1130- SECURE; SHIP CLEARED BY CUSTOMS - CUSTOMS OFFICERS DISEMBARKED.



1816- SUNSET

1930- ROUNDS CORRECT

2110- GUARD OFFICER CHALLENGED

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	44° 19.3N	63° 27.3W	0800(13) DECCA FIX				
1200	°	°		1100	20' 2"	24' 0"	12 HOURS
2000	°	°					

HMCS PROTECTEUR

FRI DAY

25<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Barometric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100																						
0200																						
0300																						
0400										0	CALM	-	-	-	98	02	1023.0	3.9	2.8	-		
0500																						
0600																						
0700																						
0800										0	110	5	-	-	98	02	1024.0	3.3	2.2	-		
0900																						
1000																						
1100																						
1200	+3									0	110	5	-	-	98	02	1024.0	8.3	6.7	-		
1300																						
1400																						
1500																						
1600										3	110	6	-	-	98	02	1024.0	14.4	8.9	-		
1700																						
1800																						
1900																						
2000										3	110	10	-	-	98	03	1021.0	10.0	8.9	-		
2100																						
2200																						
2300																						
2400										6	110	5	-	-	98	03	1016.0	12.2	11.7	-		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 0830 FRIDAY TO 0755 TUESDAY	



HMCS PROTECTOR

SATUR DAY

26<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										6	CALM	-	-	-	98	50	1013.0	11.7	10.6	-	
0500																					
0600																					
0700																					
0800										8	180	5	-	-	98	51	1008.0	11.7	11.7	-	
0900																					
1000																					
1100																					
1200	+3									6	270	5	-	-	98	01	1008.5	11.7	10.0	-	
1300																					
1400																					
1500																					
1600										7	340	5	-	-	98	03	1009.0	10.6	7.8	-	
1700																					
1800																					
1900																					
2000										8	290	5	-	-	98	03	1011.0	6.7	5.0	-	
2100																					
2200																					
2300	+3																				
2300	+4																				
2400	+4									8	280	5	-	-	98	02	1010.0	6.7	5.0	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company		Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 0830 SATURDAY TO 0755 TUESDAY		

19 74

FROM

TO

, OR AT HALIFAX, N

REMARKS

Initials of the Officer of the Watch

0744 - SUNRISE  
0800 - COLOURS; DUTY WATCH EMPLOYED AT CLEANING STATIONS.

0850 - ONE LANDING CRAFT AND ONE ZODIAC AWAY WITH DIVERS EMBARKED TO CARRY OUT TRAINING DIVE. 0900 - SECURED CLEANING STATIONS.

1500 - LANDING CRAFT AND ZODIAC RETURNED

1610 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - 59 MESS.

1813 - SUNSET

1915 - ROUNDS CORRECT

2100 - CLOCKS RETARDED ONE HOUR TO TIME ZONE Q

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 HOURS
1200	° ' "	° ' "					
2000	° ' "	° ' "					

# HMCS PROTECTEUR

## SUNDAY

## 27<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										8	CALM	-	-	-	97	51	1005.0	7.2	7.2	-	
0500																					
0600																					
0700																					
0800										8	CALM	-	-	-	98	50	1000.0	6.1	5.6	-	
0900																					
1000																					
1100																					
1200	H									4	280	15	-	-	98	01	1004.0	2.8	1.7	-	
1300																					
1400																					
1500																					
1600										6	020	20	-	-	98	85	1008.1	1.7	0.6	-	
1700																					
1800																					
1900																					
2000										8	290	10	-	-	98	02	1018.0	1.1	0.6	-	
2100																					
2200																					
2300																					
2400										8	200	8	-	-	98	02	1018.0	0.0	-0.6	-	

Distance run  
through the Water  
Midnight to  
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY FROM  
0830 SUNDAY TO 0755 TUESDAY



HMCS

PROTECTEUR

MONDAY

28<sup>th</sup> OF

OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100																						
0200																						
0300																						
0400										8	190	5	-	-	-	98	02	1018.0	-0.6	-1.1	-	
0500																						
0600																						
0700																						
0800										0	300	5	-	-	-	98	02	1018.0	-0.6	-1.7	-	
0900																						
1000																						
1100																						
1200	+4									1	300	10	-	-	-	98	03	1021.0	4.4	2.2	-	
1300																						
1400																						
1500																						
1600										1	300	11	-	-	-	98	02	1021.0	3.9	3.7	-	
1700																						
1800																						
1900																						
2000										1	300	15	-	-	-	98	02	1024.0	3.9	2.2	-	
2100																						
2200																						
2300																						
2400										7	290	02	-	-	-	98	03	1026.0	4.4	2.8	-	

Distance run through the Water  
Midnight to  
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY FROM  
0830 MONDAY TO 0755 TUESDAY

1974

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials of the Officer of the Watch

0646 - SUNRISE

0800 - COLOURS; DUTY WATCH EMPLOYED AT CLEANING STATIONS

0900 - SECURED CLEANING STATIONS.

*[Handwritten initials]*

1710 - SUNSET

1920 - ROUNDS CORRECT  
1925 - EXERCISED EMERGENCY PARTY AT FIRE STATIONS - ENGINE ROOM.

*[Handwritten initials]*

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12 HOURS
1200	° ' "	° ' "					
2000	° ' "	° ' "					

HMCS PROTECTEUR

TUES DAY

29<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										7	CALM	-	-	-	98	02	1027.0	5.0	3.9	-	
0500																					
0600																					
0700																					
0800										7	CALM	-	-	-	98	02	1027.0	5.0	4.0	-	
0900																					
1000																					
1100																					
1200	+4									5	CALM	-	-	-	98	01	1024.0	11.1	8.9	-	
1300																					
1400																					
1500																					
1600										6	CALM	-	-	-	98	03	1027.0	11.7	10.0	-	
1700																					
1800																					
1900																					
2000										6	CALM	-	-	-	98	02	1026.0	11.1	10.0	-	
2100																					
2200																					
2300																					
2400										5	CALM	-	-	-	98	01	1026.0	10.6	10.0	-	

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1550 TUESDAY TO 0755 WEDNESDAY	

19 74

FROM

TO

OR AT HALIFAX, N.S.

REMARKS

Initial of the Officer of the Watch

0647-SUNRISE

0800-COLOURS; HANDS EMPLOYED AT CLEANING STATIONS

0900- HANDS EMPLOYED BY DEPARTMENTS.

1550- SECURE

1709- SUNSET

1930- ROUNDS CORRECT

2030- EXERCISED EMERGENCY PARTY AT FIRE STATIONS - 3"50 GUN MOUNTING

*[Handwritten initials and signature]*

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' "	° ' "					12. HOURS
1200	° ' "	° ' "					
2000	° ' "	° ' "					

# HMCS PROTECTEUR

## WEDNES DAY

## 30<sup>th</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)		
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea
0100																					
0200																					
0300																					
0400										7	CALM	-	-	-	98	02	1027.0	5.0	3.7	-	
0500																					
0600																					
0700																					
0800										7	CALM	-	-	-	98	02	1027.0	5.0	4.0	-	
0900																					
1000																					
1100																					
1200	+4									8	010	5	-	-	-	98	02	1031.0	10.6	10.0	-
1300																					
1400																					
1500																					
1600										8	CALM	-	-	-	98	02	1033.0	10.0	8.9	-	
1700																					
1800																					
1900																					
2000										8	150	5	-	-	-	98	02	1032.0	9.4	8.9	-
2100																					
2200																					
2300																					
2400										8	030	5	-	-	-	98	02	1032.0	8.3	7.2	-

Distance run  
through the Water  
Midnight to  
Midnight

Leave Granted to Ship's Company

Anchor Bearings

PERSONNEL NOT REQUIRED FOR DUTY FROM  
1550 WEDNESDAY TO 0755 THURSDAY



HMCS PROTECTEUR

THURS DAY

31<sup>ST</sup> OF OCTOBER

Time	Zone Suffix	Log (Stating type)	Distance Run Miles and Tenths	Mean Revs. per Minute	True Course	Gyro Com- pass Course	Standard Compass Course	Deviation	Variation	Cloud Amount (Eighths)	Wind		Sea Height (In Feet)	Swell		Visibility (Code vv)	Present Weather (Code ww)	Corrected Baro- metric Pressure in Millibars	Temperature (Celsius)			
											Direction (True)	Speed (Knots)		Direction From (True)	Height (In Feet)				Dry Bulb	Wet Bulb	Sea	
0100																						
0200																						
0300																						
0400										8	CALM	-	-	-	97	02	1031.0	8.3	7.8	-		
0500																						
0600																						
0700																						
0800										8	CALM	-	-	-	98	02	1032.0	8.9	8.3	-		
0900																						
1000																						
1100																						
1200	+4									8	CALM	-	-	-	98	02	1031.5	10.6	10.1	-		
1300																						
1400																						
1500																						
1600										8	170	5	-	-	-	98	02	1025.0	11.7	10.7	-	
1700																						
1800																						
1900																						
2000										8	CALM	-	-	-	98	02	1024.0	11.7	11.1	-		
2100																						
2200																						
2300																						
2400										8	CALM	-	-	-	97	40	1021.0	12.2	11.7	-		

Distance run through the Water Midnight to Midnight	Leave Granted to Ship's Company	Anchor Bearings
	PERSONNEL NOT REQUIRED FOR DUTY FROM 1550 THURSDAY TO 0755 FRIDAY	

19 74

FROM

TO

, OR AT HALIFAX, N.S.

REMARKS

Initials  
of the  
Officer  
of the  
Watch

0649- SUNRISE

0800- COLOURS ; HANDS EMPLOYED AT CLEANING STATIONS

0900- HANDS EMPLOYED BY DEPARTMENTS

*AW*

1550- SECURE

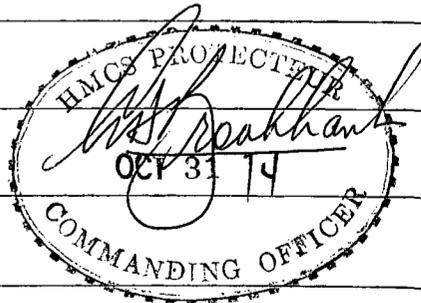
1615- HMCS ATHABASKAN SECURED ALONGSIDE PORT SIDE

1645- REAR ADMIRAL D.S. BOYLE, C.D., COMMANDER MARITIME COMMAND ON BOARD FOR OFFICIAL DINNER FOR YOUNG BUSINESSMEN ASSOCIATION.

1940- ROUNDS CORRECT

*JS*

2245- ADM D.S. BOYLE DEPARTED SHIP.



*JS*

Position	Latitude	Longitude	Depending on	Draught			Notice for Main Engines at Noon
				Time	Forward	Aft	
0800	° ' /	° ' /					12 HOURS.
1200	° ' /	° ' /					
2000	° ' /	° ' /					

**CAUTION - THE FOLLOWING RULES (INTERNATIONAL, ST. LAWRENCE RIVER, AND RULES OF THE ROAD FOR THE GREAT LAKES)  
ARE SUBJECT TO CHANGE AND REFERENCE SHOULD BE MADE TO Q.R.C.N. AND OTHER RELEVANT PUBLICATIONS.**

# REGULATIONS FOR PREVENTING COLLISIONS AT SEA

Established by Order-in-Council P.C. 1953-1287 dated 13 Aug. 1953. (Effective 1 January, 1954).

## Part A.—Preliminary and Definitions

### Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) In the following Rules, except where the context otherwise requires:

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery;
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the upper-most continuous deck;
- (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible", when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast from four to six seconds' duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

## Part B.—Lights and Shapes

### Rule 2

(a) A power-driven vessel when under way shall carry:

- (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (112½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (ii) Either forward of or abaft the white light mentioned in subsection (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.
- (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however, that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
- (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (vi) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

(b) A seaplane under way on the water shall carry:

- (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.
- (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

### Rule 3

(a) A power-driven vessel when towing or pushing another vessel shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

### Rule 4

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

### Rule 5

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a) (iv) and (v) and shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

### Rule 6

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points (22½ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

### Rule 7

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights:

(a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry:

- (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles.
- (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points (22½ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in subsection (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4 (a) and 11 (e).

### Rule 8

- (a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light, or flare-up lights at short intervals shall never exceed 10 minutes.

- (ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.
- (iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.

(d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

#### Rule 9

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor:

- (i) If power-driven vessels, shall show in the same position as the white light mentioned in Rule 2 (a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points (22½ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points (22½ degrees) on each bow to 2 points (22½ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).

- (ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.

- (iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shapes specified in Rule 11 (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sections (c), (d) or (e) and show the signal specified in Rule 11 (c). By night she shall show the light or lights specified in Rule 11 (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15 (c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

NOTE.—For fog signals for fishing vessels, see Rule 15 (c) (ix).

#### Rule 10

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

NOTE.—For vessels engaged in towing or being towed, see Rules 3 (b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

#### Rule 11

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding sections of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

#### Rule 12

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorized elsewhere under these Rules.

#### Rule 13

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective Governments and duly registered and published.

(b) Whenever the Governments concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

#### Rule 14

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

#### Rule 15

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

- (b) All signals prescribed by this Rule for vessels under way shall be given:
  - (i) by power-driven vessels on the whistle;
  - (ii) by sailing vessels on the fog-horn;
  - (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.
- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in subsections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.
- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
- (vii) A vessel aground shall give the signal prescribed in subsection (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

#### Rule 16

*Speed to be moderate in fog, etc.*

(a) Every vessel, or seaplane when taxi-ing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

## Part C.—Steering and Sailing Rules

### Preliminary

1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.
2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.
3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

### Rule 17

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

### Rule 18

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of this Rule and Rules 19 to 29 inclusive, except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

### Rule 19

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

### Rule 20

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

### Rule 21

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

### Rule 22

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

### Rule 23

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

### Rule 24

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points (22½ degrees) abaft her beam, i.e. in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

### Rule 25

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

### Rule 26

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

### Rule 27

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

## Part D.—Miscellaneous

### Rule 28

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorized or required by these Rules, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port."

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

### Rule 29

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

### Rule 30

#### Reservation of Rules for Harbours and Inland Navigation

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

### Rule 31

#### Distress Signals

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

(a) A gun or other explosive signal fired at intervals of about a minute.

(b) A continuous sounding with any fog-signal apparatus.

(c) Rockets or shells, throwing red stars fired one at a time at short intervals.

(d) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — — . . . in the Morse Code.

(e) A signal sent by radiotelephony consisting of the spoken word "Mayday".

(f) The International Code Signal of distress indicated by N.C.

(g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

(h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).

(i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

Note.—A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

### Rule 32

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port".

# ST. LAWRENCE RIVER REGULATIONS

Established by Order in Council P.C. 1954-1925. (Effective 8 December, 1954).

## REGULATIONS FOR THE ST. LAWRENCE RIVER FROM FATHER POINT TO VICTORIA BRIDGE AT MONTREAL

1. These regulations may be cited as the St. Lawrence River Regulations.

2. These Regulations apply to the St. Lawrence River between Victoria Bridge at Montreal and Father Point including the harbours of Montreal, Three Rivers and Quebec.

3. When any aid to navigation or any mark or dredge of the Department of Transport is moved, carried away or damaged by any person, vessel or vehicle, such person or the person in charge of the vessel or vehicle shall forthwith replace or repair the aid to navigation, mark or dredge, to the fullest extent possible in the circumstances.

4. The owner of every vessel is liable to the Crown for damage done by such vessel to any aid to navigation or other property of the Crown.

5. No person shall encumber navigable waters or in any way obstruct the navigation thereof with stones, filth, rubbish, timber, logs, spars, rafts, cribs or wrecks of vessels; or throw therein fuel-oil, coal ashes, cinders, hay, straw, ballast or any other matter or thing by which navigation may be impeded or injured; and a further like penalty to that which is hereinafter imposed for a breach of this section shall be incurred by any person guilty of such breach, if he does not remove or cause to be removed any such obstruction within a reasonable time to the satisfaction of the Minister of Transport after being required to do so by any officer appointed for such purpose by the Minister; and a further like penalty shall be incurred for every subsequent day during which such obstruction is not removed.

6. No vessel while under way or drifting shall trail its anchor.

7. No vessel drawing nine feet of water or less and no barge or raft shall, except in case of accident, stress of weather or force of current use the deep water channels

(a) near Pointe aux Trembles (en haut);

(b) at, between or near Varennes and Buoy 5-M St. Ours Traverse, except between Buoys 104-M and 116-M, and between Buoys 122-M and 124-M;

(c) in Lake St. Peter between the upper end of the St. Francis Bank and the English Bank;

(d) at or near Port St. Francis;

(e) at, between or near Batiscan and Cap Charles;

(f) in the dredged channel below Quebec known as Madame Reef-Brule Bank Channel, between Buoys 120½B and 112B, except between Buoys 114½B and 114B; or

(g) at or near Buoys 109½B, 109B and 108B.

8. Vessels drawing nine feet of water or less and barges and rafts shall at all times keep to the proper side of the fairway and away from the established steamer track between Quebec and Father Point, except when crossing the steamer track at right angles.

9. Rafts descending the river, whether in tow or otherwise, shall

(a) keep to the north of Ile Deslauriers or Laurette Island, and Ile Bellegarde; and

(b) when opposite to Ile au Raisin in Lake St. Peter, keep to the south of the Ship Channel, as far as Nicolet Traverse.

10. No vessel, when passing any dredge, wreck or tow of barges, shall move at greater than slow speed.

11. Between Victoria Bridge at Montreal and the western limits of the harbour of Quebec every vessel overtaking another and intending to pass shall, at a distance of one-half mile from the other vessel, give one prolonged blast on its whistle, to which the other shall, if safe and practicable, reply by a similar signal, decrease its speed, to dead slow if necessary, and direct its course to port, and the overtaking vessel, upon arriving in close proximity to the overtaken vessel, shall also reduce its speed, maintaining only sufficient speed to enable it to pass the overtaken vessel to starboard; after having answered the prolonged blast of the overtaking vessel by a similar signal, if the overtaken vessel does not consider it safe and practicable to allow the other vessel to pass to starboard, it shall, after an interval of not less than one minute and not more than two minutes, give one short blast and direct its course to starboard and the overtaking vessel shall direct its course to port and pass accordingly.

12. A vessel navigating against the current or tide shall before meeting another vessel at any sharp turn or narrow passage, or where the navigation is intricate, stop, and if necessary, come to a position of safety below or above the point of danger and there remain until the channel is clear.

13. The following conditions apply to vessels being towed:

(a) if canal barges, there shall not be more than ten in number, five in length and two abreast;

(b) if sand barges, there shall not be more than six in number, three in length and two abreast;

(c) if mixed vessels, there shall not be more than eight in number, four in length and two abreast; and

(d) a complete tow from the stem of the tug to the stern of tow shall not exceed 1,000 feet in length.

14. (1) A steam vessel when at anchor shall, between sunrise and sunset, carry in its forward part a black ball not less than two feet in diameter, and at or near the stern another such ball; the forward ball shall be carried at a height above the superstructure or other erections other than the funnel on the vessel, but in no case less than twenty feet above the hull, and the stern or after ball shall not be less than fifteen feet lower than the forward ball; the above signals shall be reversed when the vessel is anchored only by the stern.

(2) Every vessel anchoring with a stern anchor shall notify the Signal Service at Quebec by wireless thereof, which in turn shall notify all vessels.

14A. (1) Every dredge shall show at its forward and after ends

(a) from sunrise to sunset, two black balls or shapes not less than two feet in diameter, and

(b) from sunset to sunrise, two red lights suspended one over the other not less than six feet apart and not less than ten feet outside the hull on the side on which other vessels are to pass.

(2) In the case of a dipper dredge, the shapes and lights prescribed by subsection (1) shall be suspended at a sufficient height and a sufficient distance from its side that they shall, with the dipper arm and boom athwartship, be visible at all times.

15. Every person who commits a breach of these regulations is liable on summary conviction to a penalty not exceeding five hundred dollars and the costs of the conviction and, in default of payment of such penalty and costs, to imprisonment for a period of not more than thirty days.

# RULES OF THE ROAD FOR THE GREAT LAKES

Established by Order in Council P.C. 1954-1927. (Effective 8 December, 1954).

## RULES OF THE ROAD FOR THE GREAT LAKES

### Definitions

1. In these rules,
  - (a) "motor boat" includes every vessel propelled by machinery and not more than sixty-five feet in length except vessels towing, the length to be measured from end to end over the deck, excluding sheer;
  - (b) "pilot" includes the master, officer or other person in charge of the navigation of a vessel;
  - (c) "prescribed" means prescribed by these Rules;
  - (d) "steam vessel" includes any vessel propelled by machinery, whether under sail or not;
  - (e) "sailing vessel" includes every steam vessel that is under sail and is not being propelled by machinery;
  - (f) "under way" — a vessel is under way when she is not at anchor, made fast to the shore, or aground; and
  - (g) "visible" when applied to lights means visible on a dark night with a clear atmosphere.

### Application

2. (1) These rules apply on Lakes Ontario, Erie, Huron (including Georgian Bay), Michigan and Superior, their connecting and tributary waters, and the Ottawa and St. Lawrence Rivers and their tributaries as far east as the lower exit of the Lachine Canal and the Victoria Bridge at Montreal.

(2) The rules concerning lights apply in all weathers from sunset to sunrise, and during such time no other lights that could be mistaken for the prescribed lights or impair their visibility shall be exhibited.

### Steam Vessels

3. (1) Except in the cases hereinafter expressly provided for, a steam vessel when under way shall carry,

- (a) on or in front of the foremast, or if a vessel without a foremast, then in the fore part of a vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles; such light shall be at a greater height above the water than the side lights required by paragraphs (b) and (c);
- (b) on the starboard side, a green light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side and of such a character as to be visible at a distance of at least two miles; and
- (c) on the port side, a red light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(2) The green and red lights required by paragraphs (b) and (c) of subsection (1) shall each be fitted with an inboard screen projecting at least three feet forward from the light, so as to prevent the light from being seen across the bow.

(3) A steam vessel of over one hundred feet register length when under way shall carry, in addition to the lights prescribed by subsection (1), a bright white light so fixed as to throw the light all around the horizon, and of such a character as to be visible at a distance of at least three miles, such lights to be placed in line with the keel at least fifteen feet higher than, and more than fifty feet abaft, the light required by paragraph (a) of subsection (1); or in lieu thereof two such lights of the same character and height as herein described placed not over thirty inches apart horizontally, one on either side of the keel, and so arranged that one or the other or both shall be visible from any angle of approach.

(4) A steam vessel not more than one hundred feet in length when under way shall carry, in addition to the lights prescribed by subsection (1), a bright white light aft to show all around the horizon; such light shall be placed in line with the keel higher than the light required by paragraph (a) of subsection (1).

### Vessels towing, other than those towing rafts

4. A steam vessel having a tow other than a raft, shall in addition to the lights prescribed for vessels of her length by rule 3, carry forward a second bright white light; such light shall be of the same construction and character and fixed in the same manner as the light prescribed by rule 3 (1) (a) and shall be carried in a position not less than six feet vertically above or below that light; such steam vessel shall also carry a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam.

### Vessels Towing Rafts

5. A steam vessel having a raft in tow shall, instead of the forward lights mentioned in rule 4, carry on or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, two white lights in a horizontal line athwartships and not less than eight feet apart, each so fixed as to throw the light all around the horizon and of such a character as to be visible at a distance of at least five miles; such steam vessel shall also carry the small white steering light aft, of the character and fixed as required by rule 4, and shall also comply with the requirements of rule 3 respecting side lights, screens and range lights.

### Tugboats

6. (1) A tugboat under one hundred tons register (net) whose principal business is harbour towing, shall carry the red and green side lights carried by other steam vessels; and at the foremast head or, if the tugboat has no foremast, then on top of the pilot house, a white light so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least three miles; and when towing, except when towing a raft, shall carry an additional white light of the same character and construction as the headlight and carried not less than three feet vertically above or below the headlight.

(2) When towing a raft, two headlights shall be carried in a horizontal line athwartships not less than four feet apart, each so fixed as to throw the light all around the horizon, and of such a character as to be visible at a distance of at least three miles; such headlights shall be in lieu of the headlights prescribed by subsection (1).

### Ferryboats

7. (1) Every double-end ferryboat propelled by machinery, except a cable ferry, shall carry the green and red side lights required for other vessels, and in lieu of the white lights shall carry two bright white lights as a central range, one at or near each end of the vessel; the white lights shall be placed at equal heights above the hull, in the centre line of the vessel, and so constructed as to be visible at a distance of at least three miles all around the horizon; the green and red side lights shall be of such a character as to be visible at a distance of at least two miles, and shall be fitted with inboard screens projecting at least three feet forward from the lights, to prevent them from being seen across the bow.

(2) Other ferryboats propelled by machinery, except cable ferries, shall carry the lights prescribed for steam vessels of their length.

### Open Boats

8. (1) An open boat is not obliged to carry the side lights required for other vessels but shall, if she does not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision and in such manner that the green light shall not be seen on the port side nor the red light on the starboard side; an open boat, when at anchor or stationary, shall exhibit a bright white light; she shall not, however, be prevented from using a flare-up light in addition when considered expedient.

(2) A rowing boat or a canoe, whether having a sail or not, shall show a white light in sufficient time to prevent collision.

### Motor Boats

9. (1) Motor boats as defined in these rules are classified as follows:  
Class A: less than sixteen feet in length;  
Class 1: sixteen feet or over and less than twenty-six feet in length;  
Class 2: twenty-six feet or over and less than forty feet in length; and  
Class 3: forty feet or over and not more than sixty-five feet in length.

(2) Such motor boats are not obliged to carry the lights prescribed by rule 3, but if they do not carry them they shall be provided with the following lights:

- (a) A motorboat of Class A or Class 1 shall carry
  - (i) a bright white light aft to show all around the horizon;
  - (ii) a combined lantern in the fore part of the vessel and lower than the white light aft so constructed and fixed as to show a green light from right ahead to two points abaft the beam on the starboard side and a red light from right ahead to two points abaft the beam on the port side.
- (b) A motorboat of Class 2 or Class 3 shall carry
  - (i) a bright white light in the fore part of the vessel, as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on either side;
  - (ii) a bright white light aft to show all around the horizon, placed higher than the white light forward; and
  - (iii) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from

ahead to two points abaft the beam on the starboard side; on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side; the sidelights shall be fitted with inboard screens of sufficient height and length and so placed as to prevent the lights from being seen across the bow.

(3) Every white light prescribed by this rule shall be of such a character as to be visible at a distance of at least two miles; every coloured light prescribed by this rule shall be of such a character as to be visible at a distance of at least one mile.

#### *Sailing Vessels and Vessels Being Towed*

10. (1) A sailing vessel under way and any vessel being towed shall carry the side lights prescribed by rule 3.

(2) A vessel being towed shall also carry a small white light aft, but such light shall not be visible forward of the beam.

(3) A sailing vessel shall, on the approach of another vessel, show temporarily a white light in the direction of the approaching vessel.

#### *Small Vessels*

11. (1) Whenever, as in the case of small vessels under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand lighted and ready for use and shall, on the approach of or to other vessels, be exhibited in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side nor, if practicable, more than two points abaft the beam on their respective sides.

(2) The lanterns containing the lights prescribed by subsection (1) shall each be painted on the outside with the colour of the light they respectively contain, and shall be provided with proper screens.

#### *Canal Boats in Tow of Steam Vessels*

12. (1) Canal boats when in tow of steam vessels shall carry lights as follows:

(a) When towed astern of steam vessels and towed singly or tandem they shall each carry a green light on the starboard side, a red light on the port side, and a small bright white light aft;

(b) When towed astern in one or more tiers, two or more abreast, the boat on the starboard side of each tier shall carry a green light on her starboard side and the boat on the port side of each tier shall carry a red light on her port side, and each of the outside boats in the last tier also shall carry a small bright white light aft;

(c) When towed alongside and on the starboard side of a steam vessel, the boat towed shall carry a green light on the starboard side, and when towed on the port side of a steam vessel, the boat towed shall carry a red light on the port side,

(d) When towed alongside a steam vessel, one boat on the starboard side and the other on the port side, the starboard boat shall carry a green light on the starboard side and the port boat shall carry a red light on the port side,

(e) When a tow of one or more boats is being pushed ahead of a steam vessel such tow shall carry a green light on the starboard side and a red light on the port side so placed that they mark the tow at its maximum projection to starboard and port respectively, and may carry an amber light at the extreme forward end of the tow as near the centre line as it is practicable to carry such light, such amber light shall be so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least three miles.

(2) The coloured side lights shall be so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides, and of such a character as to be visible at a distance of at least two miles; the minimum size of glass globes shall be six inches in diameter and five inches high in the clear; the said coloured sidelights shall be fitted with inboard screens so as to prevent them from being seen across the bow.

(3) The small bright white light aft required to be carried on a canal boat in tow shall not be visible forward of the beam.

(4) For the purposes of this rule, the term "canal boat" includes barges, scows and other nondescript craft.

#### *Vessels not under command*

13. (1) A vessel over sixty-five feet in length that is not under command shall carry where they can best be seen and, if a steam vessel, in lieu of the white light required by rule 3 (1) (a) two red lights in a vertical line one over the other not less than three feet apart, and of such a character as to be visible all around the horizon at a distance of at least two miles; such vessel, when not making way through the water, shall not carry the side lights required by rule 3 (1)(b) and (c), but when making way shall carry them.

(2) By day such vessel shall carry in a vertical line one over the other not less than three feet apart, where they can best be seen, two black balls, each two feet in diameter.

#### *Vessels at anchor*

14. (1) A vessel under one hundred and fifty feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light constructed so as to show a clear, uniform and unbroken light visible all around the horizon at a distance of at least one mile.

(2) A vessel of one hundred and fifty feet or upward in register length, when at anchor, shall carry in the forward part of the vessel two white lights at the same height of not less than twenty and not exceeding forty feet above the hull, and not less than ten feet apart horizontally and athwartships, except that each need not be visible all around the horizon but so arranged that one or the other, or both shall show a clear, uniform and unbroken light and be visible from any angle of approach at a distance of at least one mile; and at or near the stern of the vessel two similar lights, similarly arranged and at such height that they shall be not less than fifteen feet lower than the forward lights; in addition to the four anchor lights above specified, at least one white decklight shall be displayed in every interval of one hundred feet along the deck measuring from the forward lights, such decklights to be not less than two feet above the deck and arranged, so far as intervening structures will permit, so as to be visible from any angle of approach.

(3) Between sunrise and sunset every vessel over sixty-five feet in length, when at anchor, shall carry forward, where it can best be seen, one black ball not less than two feet in diameter.

(4) A vessel over sixty-five feet in length, which is aground, shall carry by night the white light or lights prescribed for a vessel at anchor and, in addition, shall carry, where they can best be seen by approaching vessels, two red lights in a vertical line one over the other, not less than three feet apart, visible all around the horizon at a distance of at least two miles; by day such vessel shall carry in a vertical line one over the other not less than three feet apart, where they can best be seen, three black balls each two feet in diameter.

#### *Certain Naval or Military Vessels and Vessels not otherwise provided for*

15. (1) Whenever it shall be determined to the satisfaction of the Minister of Transport that a naval or other military vessel of special construction or purpose cannot comply fully with the provisions of any of these rules with respect to number, position, range or arc of visibility of lights or shapes, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as shall have been determined by the Minister to be the closest possible compliance with these rules in respect to that vessel; provided that notice of such noncompliance with the rules together with the character and positions of lights or shapes to be displayed on such vessel, shall be published by "Notice to Mariners".

(2) Every vessel not otherwise provided for in these rules, when under way, or at anchor, shall carry a white light forward; such light shall be carried at least eight feet above the surface of the water, in a lantern so fixed and constructed as to show a clear, uniform and unbroken light all around the horizon, and of such a character as to be visible at a distance of at least one mile.

#### *Rafts*

16. (1) Rafts when under way, at anchor or moored shall carry lights as follows:

(a) a raft of one crib and not more than two in length shall carry one white light; a raft of three or more cribs in length and one crib in width shall carry one white light at each end of the raft; a raft of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all;

(b) a bag or boom raft shall carry a bright white light at each end of the raft, and one of such lights on each side midway between the forward and after ends.

(2) The white lights required by these rules for rafts shall be carried in lanterns so fixed and constructed as to show clear, uniform and unbroken lights visible all around the horizon, and of such a character as to be visible at a distance of at least one mile; such lights shall be carried at a height of not less than eight feet above the surface of the water.

#### *Use of searchlights*

17. No person shall direct the rays of a searchlight or other blinding light on the pilot house or navigating bridge of any vessel under way.

#### *Fog Signals*

18. (1) A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than eight feet from the deck, or in such other place where the sound will not be intercepted by any obstruction, and of such a character as to be heard in ordinary weather at a distance of at least two miles, and with an efficient bell; a sailing vessel shall be provided with an efficient fog horn and with an efficient bell.

(2) In fog, mist, falling snow or heavy rainstorms, or when visibility is low from any other cause, whether by day or by night, fog signals shall be used as follows:

(a) a steam vessel under way, excepting only a steam vessel with a raft in tow, shall sound at intervals of not more than one minute three distinct blasts of its whistle;

(b) every vessel in tow of another vessel shall, at intervals of not more than one minute, sound four strokes on a good and efficient and properly placed bell, by striking the bell twice in qu

succession, followed by a little longer interval, and then again striking twice in quick succession (as in striking "four bells" to indicate time);

- (c) a steam vessel with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds;
- (d) a sailing vessel when under way and not in tow shall sound on the foghorn, at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession, when with the wind abaft the beam three blasts in succession;
- (e) a vessel at anchor and a vessel aground in or near a channel or fairway shall at intervals of not more than two minutes ring the bell rapidly for from three to five seconds and, in addition, at intervals of not more than three minutes shall sound on the whistle or horn a signal of one short blast, two long blasts, and one short blast in quick succession;
- (f) a vessel of less than ten tons register tonnage, not being a steam vessel, shall not be obliged to give the signals prescribed by paragraphs (a) to (e), but if she does not she shall make some other efficient sound signal at intervals of not more than one minute;
- (g) any vessel or raft not otherwise provided for in this rule, when under way, anchored or moored, and not in port, shall make an efficient sound signal at intervals of not more than one minute.

#### *Speed of ships in fog*

19. In fog, mist, falling snow or heavy rainstorms, or when visibility is low from any other cause, every vessel shall go at a moderate speed; a steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and thereafter navigate with caution until the vessels shall have passed each other.

#### *Steering and Sailing Rules*

20. Risk of collision can, when circumstances permit, be ascertained by carefully watching the bearing of an approaching vessel; when the bearing does not appreciably change, risk of collision should be deemed to exist.

#### *Sailing Vessels*

21. When two sailing vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, as follows:

- (a) a vessel that is running free shall keep out of the way of a vessel that is closehauled;
- (b) a vessel that is closehauled on the port tack shall keep out of the way of a vessel that is closehauled on the starboard tack;
- (c) when both vessels are running free, with the wind on different sides, the vessel that has the wind on the port side shall keep out of the way of the other;
- (d) when both vessels are running free, with the wind on the same side, the vessel that is to windward shall keep out of the way of the vessel that is to leeward.

#### *Steam Vessels Meeting End On*

22. (1) When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each shall pass on the port side of the other.

(2) When steam vessels are meeting end on, or nearly end on, each steam vessel shall pass on the port side of the other; and the pilot of either steam vessel may be first in determining to pursue this course, and thereupon shall give, as a signal of this intention, one distinct blast of his whistle, which the pilot of the other steam vessel shall answer promptly by a similar blast of his whistle and thereupon such steam vessels shall pass on the port side of each other; but if the courses of such steam vessels are so far on the starboard of each other as not to be considered by their pilots as meeting end on, or nearly end on, the pilot so first deciding shall immediately give two distinct blasts of his whistle, which the pilot of the other steam vessel shall answer promptly by two similar blasts of his whistle, and they shall pass on the starboard side of each other.

#### *Meeting in Rivers and Channels where there is a current*

23. In all narrow channels where there is a current, and in the rivers Saint Mary, St. Clair, Detroit, Niagara, St. Lawrence and Ottawa, when two steam vessels are meeting, the descending steam vessel shall have the right of way, and shall before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate the side on which she intends to pass.

#### *Steam Vessels Crossing*

24. (1) When two steam vessels are crossing so as to involve risk of collision the vessel that has the other on her own starboard side shall keep out of the way of the other.

(2) When two steam vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steam vessel is overtaking another, the steam vessel that has the other on her own port side shall hold her course and speed; and the steam vessel which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other steam vessel or, if necessary to do so, slacken her speed or stop or reverse; the steam vessel having the other on her own port side shall blow

one distinct blast of her whistle as a signal of her intention to cross the bow of the other, holding her course and speed, which signal shall be promptly answered by the other steam vessel by one distinct blast of her whistle as a signal of her intention to direct her course to starboard so as to cross the stern of the other steam vessel or otherwise keep clear.

(3) If from any cause whatever conditions are such as to prevent immediate compliance by the vessels with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing the danger signal, and both vessels shall be stopped, and reversed if necessary, until signals for passing with safety are made and understood.

#### *Steam and Sailing Vessels Approaching Each Other*

25. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of a collision the steam vessel shall keep out of the way of the sailing vessel.

#### *Right of Way*

26. Where, by any of these rules one of two vessels is required to keep out of the way, the other shall keep her course and speed.

#### *Duty to slacken speed or stop*

27. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching such vessel, if necessary, slacken her speed or stop or reverse.

#### *Overtaking Vessels*

28. (1) Notwithstanding anything contained in these rules every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(2) When one steam vessel is overtaking another and the steam vessel astern shall desire to pass on the right or starboard side of the steam vessel ahead, she shall give one distinct blast of the whistle as a signal of such desire and, if the vessel ahead answers with one blast, she shall direct her course to starboard; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two distinct blasts of the whistle as a signal of such desire and, if the vessel ahead answers with two blasts, she shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to pass at that time, she shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle, not less than five; the steam vessel astern shall then hold back and, after an appropriate interval, if she still desires to pass, make the proper signal so indicating; but under no circumstances shall the steam vessel astern attempt to pass the steam vessel ahead until such time as they have reached a point where it can be safely done, and the steam vessel ahead shall signify her willingness by blowing the proper answering signal; the steam vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the other steam vessel.

(3) Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until the overtaken vessel is finally passed and cleared.

(4) As the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, when in doubt, assume that she is an overtaking vessel and keep out of the way.

#### *Narrow Channels*

29. (1) In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass; the steam vessel astern may then pass, subject, however, to the other rules applicable to such a situation.

(2) When steam vessels proceeding in opposite directions are about to meet in a channel less than five hundred feet in width, such steam vessels shall be slowed to a moderate speed, according to the circumstances.

#### *Signals indicating course*

30. (1) In all weathers every steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by a signal on her whistle, to be accompanied, whenever required, by a corresponding alteration of her course; and every steam vessel receiving a signal from another shall promptly respond with the same signal or sound the danger signal as provided in rule 31.

(2) Except as otherwise provided in these rules,

- (a) one blast shall mean "I am directing my course to starboard"; and
- (b) two blasts shall mean "I am directing my course to port".

(3) These signals shall be used, not only when an alteration of course is required, but at all times before vessels approach within half a mile of each other, from whatever direction, if their courses will bring them within that distance from each other.

#### *Danger Signal*

31. If, when steam vessels are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously, or from other causes, the pilot so in doubt shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle, not less than five, and if both vessels shall have approached within half a mile

other, both shall be immediately slowed to a speed barely sufficient for steerageway and, when necessary, stopped and reversed, until the proper signals are given, answered and understood, or until the vessels shall have passed each other.

*Cross Signals Prohibited*

32. Pilots shall in no circumstances use "cross signals", that is, answering one blast of the whistle with two, or two blasts with one; whenever a pilot receives either of the whistle signals provided in rule 30 (2) and he deems it imprudent to comply with that signal, he shall immediately give the danger signal and observe the rule applying thereto (rule 31).

*Approaching a short bend or curve in channel*

33. Whenever a steam vessel is nearing a short bend or curve in the channel where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, the pilot of such steam vessel, when he has arrived within half a mile of such bend or curve, shall give a blast of the whistle of at least eight seconds duration, which shall be answered by a similar blast given by the pilot of any approaching steam vessel within hearing on the other side and within half a mile of such bend or curve; should such a signal be so answered by a steam vessel upon the farther side of the bend or curve, then the usual signals for meeting and passing shall immediately be given and answered.

*Leaving a Dock or Berth*

34. When a steam vessel is leaving a dock or berth she shall give one blast of the whistle of at least eight seconds duration, which shall be answered by a similar blast given by any approaching steam vessel; both vessels shall be governed by rule 35 until the course of the vessel leaving the dock or berth becomes apparent, after which time the applicable steering and sailing rules shall be observed.

*Special Circumstances*

35. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from them necessary in order to avoid immediate danger.

*Neglect of Rules or Other Precautions*

36. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

*Unnecessary Sounding of Whistle*

37. No person shall authorize or permit unnecessary sounding of the whistle.

*Distress Signals*

38. When a vessel is in distress and requires assistance from other vessels or from the shore, the signals to be used or displayed, either together or separately, are as follows:

- (a) In the daytime:
  - (i) a gun or other explosive signal fired at intervals of about a minute;
  - (ii) the distant signal, consisting of a square flag, having either above or below it a ball or some object resembling a ball;
  - (iii) continuous sounding with any fog-signal apparatus.
- (b) At night:
  - (i) a gun or other explosive signal fired at intervals of about a minute;
  - (ii) flames from the vessel (as from burning of a tarbarrel or oilbarrel);
  - (iii) rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals;
  - (iv) a continuous sounding with any fog-signal apparatus.

*Bell and Whistle Signals Between Bridge and Engine Room*

39. When signals between bridge and engine room are made by bell or whistle they shall be given as follows:

- 1 stroke or 1 blast (when engines are stopped)..... Go Ahead
- 1 stroke or 1 blast (when engines are turning)..... Stop
- 2 strokes or 2 blasts..... Go Astern
- 3 strokes or 3 blasts..... Slow
- 4 strokes or 4 blasts..... Full Speed
- 2 strokes or 2 blasts shall always mean "Go astern", irrespective of other signals previously given.

**Supplement**

*Diagrams*

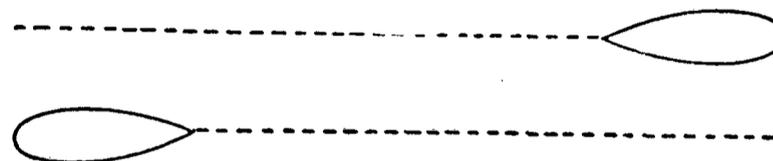
The following diagrams are intended to illustrate the steering and sailing rules:

*First Situation*



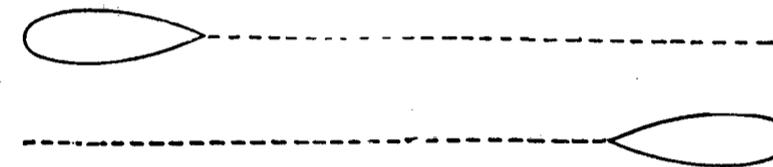
Here the two coloured lights visible to each will indicate their direct approach end on to each other. In this situation it is a standing rule that both shall direct their courses to starboard and pass on the port side of each other, each having previously given one distinct blast of the whistle.

*Second Situation*



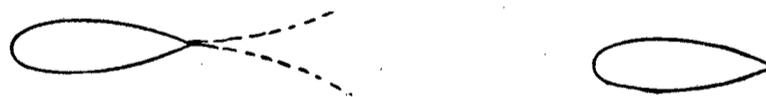
In this situation the red light only will be visible to each, the screens preventing the green lights from being seen. Both vessels are evidently passing to port of each other, which is permissible in this situation, each pilot having previously signified his intention by one distinct blast of the whistle.

*Third Situation*



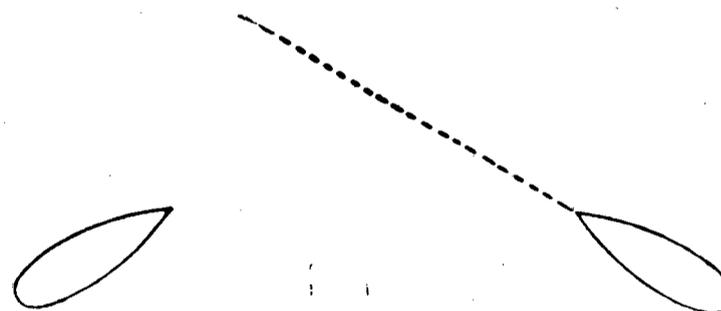
In this situation the green light only will be visible to each, the screens preventing the red light from being seen. They are therefore passing to starboard of each other, which is permissible in this situation, each pilot having previously signified his intention by two distinct blasts of the whistle.

*Fourth Situation*



In this situation one steam vessel is overtaking another steam vessel from some point more than two points abaft the beam of the overtaken steam vessel. The overtaking steam vessel may pass on the starboard or port side of the steam vessel ahead after the necessary signals for passing have been given, with assent of the overtaken steam vessel, as prescribed in rule 28.

*Fifth Situation*



In this situation two steam vessels are approaching each other at right angles or obliquely in such manner as to involve risk of collision, other than where one steam vessel is overtaking another.

The steam vessel which has the other on her own port side shall hold her course and speed, and the other shall keep clear by crossing astern of the steam vessel that is holding course and speed; or, if necessary to do so, shall slacken her speed or stop or reverse. Both steam vessels shall otherwise observe the provisions of rules 30 and 31 with respect to the signals for passing and the danger signal.

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