

3640

*See* *W.M.L.D. Bonfaro*

*14<sup>th</sup> Nov/43 - 7<sup>th</sup> Feb/44*

**S. 322** (Revised—October, 1935)

5M Bks.—4-43 (9648) K.P. 5079

N.S. 815-9-322

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# DECK LOG BOOK

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For use at Sea and in Harbour

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HMCS ST BONIFACE

FAIR DECK LOG

EXTRACTS FROM ARTICLES 863, 1167 AND 1208 KING'S REGULATIONS AND ADMIRALTY INSTRUCTIONS, 1926.

\* \* \* \* \*  
863(2). The deck logs (S.322) are to be retained in the ship or on deposit for four years and are to be available for forwarding if required. After this period they may be destroyed.

\* \* \* \* \*  
1167(3). Whenever a collision, or narrow escape from a collision, occurs, care should be taken to preserve \* \* \* the deck log \* \* \*. Entries are not to be erased, but, if correction is found to be necessary, the entry should be crossed through so that the correction may be shown, and the alteration initialled.

\* \* \* \* \*  
1208(3). ENTRIES.—He will be particular that all the particulars required by the established form of log are correctly entered in the log book, in addition to the following circumstances and all other occurrences of moment:—

(a) Notice of Main Engines for steam to be entered daily at noon and of any alteration. Times of weighing and proceeding.

(b) STRANGE SHIPS OBSERVED.—The arrivals, departures, the meeting at sea or finding at anchor of H.M. Ships and ships of war of all nations, transports and fleet auxiliaries. Salutes and ceremonies. Halfmasting and rehoisting colours; dressing ship, the occasion being stated.

(c) Every occurrence connected with the navigation of the ship and with discovered dangers; the set and velocity of the currents or tides; the result of all observations made, and angles or bearings taken to ascertain the ship's position; besides the currents between noon and noon when at sea, those experienced on leaving and making the land, or when running along the land are to be recorded, the number of hours between the observations being given.

(d) Peculiarities of the weather, sea and other atmospheric and natural phenomena, and other circumstances worthy of note. The height of the barometer and thermometer at 0000, 0400, 0800, 1200, 1600, 1800, 2000. In stormy weather the barometer should be noted every hour. Occasional notation of roll. Whenever the clocks are altered, the fact is to be noted in the remarks column, and a notation of the zone time being kept is to be made daily at noon.

(e) When in company the position of the leading ships is to be recorded, and the necessary particulars as to the ship herself and the other ships if out of station, especially at night.

(f) The anchoring or mooring the ship, giving depth of water, amount of cable, and position by bearings or the securing the ship to a wharf or buoy. The draught of water, fore and aft, before sailing and on arrival in harbour.

(g) Evolutions, exercises and landing on service or for drill; the closing of watertight doors.

(h) The employment of the ship's company. The daily inspection of the ship's company at divisions, evening quarters; holding Divine Service and reading of Prayers. The leave given, stating to which watch or part of the watch.

(i) The embarkation and disembarkation of all passengers.

(j) The entry and discharge of officers, and ratings, the number only of the latter to be given.

(k) Details and times of any accidents occurring on board or injury to important store articles or fittings; any damage caused by or to vessels berthing alongside. The circumstances of the loss of all important stores. It will be sufficient to specify in the log only the description of the important articles, making reference to the complete list kept with the store accounts where alone the details need be shown.

(l) The names of colliers, oilers and fleet auxiliaries and also the names or descriptions of lighters, etc., berthing alongside, with the times of arrival and departure, and the purpose for which brought alongside.

(m) Details of aircraft sighted in flight at sea, together with the time of the observation and, if possible, the marks of identification of the machine. Movements of fleet aircraft working with the Fleet need not be entered.

(n) The particulars of the hire of any vessel, boat, wharf or building for the service of the ship.

(o) All general payments.

(p) All punishments requiring warrants, the serial numbers being noted.

(q) Births and deaths on board. See 869 (*Births and Deaths to be reported to Registrar-General of Births, Deaths and Marriages*).



## DECK LOG BOOK

### For use at Sea and in Harbour

1. This Deck Log Book is to be carefully preserved. When not in use, it is to be kept in a painted canvas cover, or in a watertight box. When filled, it is to be taken charge of by the Captain, and kept on board for reference, if required.
2. The Officer of the Watch is responsible for the Deck 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 readings of the Patent Log or Logs 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, and the State of the Weather, Sea and Swell, are to be registered at the end of each Watch, and when any change may occur in the same.
5. The corrected Barometric Pressure in millibars and the Temperature of the Air and Sea are to be registered at 0400, 0800, 1200, 1600, 1800, 2000 and 2400; but in Stormy Weather, the corrected Barometric Pressure in millibars is to be registered every hour. In the case of mercurial barometers, the correction to be applied to the reading of the instrument can be obtained by means of the "Gold slide." In the case of aneroid barometers, the only correction which need be applied is that for height, which can be obtained from the table on the opposite page.
6. In recording the Force of the Wind and State of the Weather, Sea and Swell, the following scheme is to be adopted:—

THE BEAUFORT WIND SCALE

Beaufort Number. International	Meteorological Wind Scale		The Seaman's Wind Scale	
	Limits of Velocities		Beaufort's description of Wind. International	Coastal Criterion
	Nautical miles per hour 2	Feet per second 3		
1			4	5
0	Less than 1	Less than 2	Calm.....	—
1	1—3	2—5	Light air.....	Sufficient to give good steerage way to fishing smacks with the "wind free."†
2	4—6	6—11	Light breeze.....	Fishing smacks with topsails and light canvas "full and by" make up to 2 knots.
3	7—10	12—18	Gentle breeze.....	Smacks begin to heel over slightly under topsails and light canvas make up to 3 knots "full and by."
4	11—16	19—27	Moderate breeze.....	Good working breeze. Smacks heel over considerably on a wind under all sail.
5	17—21	28—36	Fresh breeze.....	Smacks shorten sail.
6	22—27	37—46	Strong breeze.....	Smacks double-reef gaff mainsails.
7	28—33	47—56	Moderate gale.....	Smacks remain in harbour and those at sea lie to.
8	34—40	57—68	Fresh gale.....	Smacks take shelter if possible.
9	41—47	69—80	Strong gale.....	—
10	48—55	81—93	Whole gale.....	—
11	56—65	94—110	Storm.....	—
12	Above 65	Above 110	Hurricane.....	—

For the purpose of showing the forces of winds by wind roses on Meteorological Charts, winds are grouped as follows:—

Scale Numbers		
0	.....	Calm
1 to 3	.....	Light winds
4 to 7	.....	Moderate winds
8 and above	.....	Gales

The scale numbers are attributed to the wind force at the time of observation by judgment of the observer. For the purposes of the Meteorologist, forces of 8 to 10 only are gales.

The Gale Warning Signal in the British Isles is hoisted for winds which may reach force 8 or above. For this purpose force 7 is not considered a gale.

In a steamer the force of the wind may be judged by an experienced observer by the appearance of the sea, remembering that rain has a smoothing effect, and tides or currents influence the sea surface differently when there is a weather or lee tide or current.

† Cutter or Yawl rigged average sized sailing trawler, loaded, with clean bottom.

### LETTERS TO INDICATE THE STATE OF THE WEATHER

- |  |  |
|--|--|
| b Blue sky (less than 1/8ths covered).           | m Mist.  |
| bc Sky partly cloudy (1/8ths to 1/2ths covered). | o Overcast sky (1/2ths covered nimbus or stratus only).          |
| c Generally cloudy (more than 1/2ths covered).   | p Passing showers.   |
| d Drizzle, or fine rain.                         | q Squalls.   |
| e Wet air without rain falling.                  | r Rain.  |
| f Fog.   | rs Sleet, i.e., rain and snow together.                          |
| fe Wet fog.                                      | s Snow.  |
| g Gloomy.  | t Thunder.   |
| h Hail.  | u Ugly, threatening sky.   |
| i Intermittent.                                  | v Exceptional visibility (abnormal clearness of the atmosphere). |
| KQ Line Squall                                   | w Dew.   |
| l Lightning.                                     | x Hoar frost.  |
|  | y Dry air.   |
|  | z Dust haze.   |

A capital letter denotes "intense" or "heavy"; e.g., R = heavy rain. Repetition of a letter denotes "continuous," e.g., RR = continuous heavy rain. Addition of suffix O to a letter denotes "slight," e.g., r<sub>o</sub>r<sub>o</sub> = continuous slight rain.

### FOG AND VISIBILITY SCALE (SPECIFICATION FOR USE AT SEA)

0 Dense fog.....	Objects not visible at 50 yards.
1 Thick fog.....	" " 1 cable.
2 Fog.....	" " 2 cables.
3 Moderate fog.....	" " 1/2 mile.
4 Mist or haze, or very poor visibility.....	" " 1 mile.
5 Poor visibility.....	" " 2 miles.
6 Moderate visibility.....	" " 5 miles.
7 Good visibility.....	" " 10 miles.
8 Very good visibility.....	" " 30 miles.
9 Excellent visibility.....	Objects visible more than 30 miles.

To be inserted in "Weather and Visibility" column.

### COMBINED SEA AND SWELL SCALE

SEA	SWELL										
	No Swell	LOW			MODERATE			HEAVY			Confused
		Short or Average	Long	Short	Average	Long	Short	Average	Long		
0	1	2	3	4	5	6	7	8	9		
0 Calm.....	00	01	02	03	04	05	06	07	08	09	
1 Smooth.....	10	11	12	13	14	15	16	17	18	19	
2 Slight.....	20	21	22	23	24	25	26	27	28	29	
3 Moderate.....	30	31	32	33	34	35	36	37	38	39	
4 Rough.....	40	41	42	43	44	45	46	47	48	49	
5 Very Rough.....	50	51	52	53	54	55	56	57	58	59	
*6 High.....	60	61	62	63	64	65	66	67	68	69	
*7 Very High.....	70	71	72	73	74	75	76	77	78	79	
*8 Precipitous.....	80	81	82	83	84	85	86	87	88	89	
*9 Confused.....	90	91	92	93	94	95	96	97	98	99	

NOTE.—In this scale a new departure has been introduced in that length of swell and height of swell are, from the point of view of observations, considered separately and then combined together for coding.

A *Short Swell* means a Swell where the length or distance between each successive top of swell is less than 300 feet.

A *Long Swell* means a Swell where the length is more than 600 feet.

A *Low Swell* means a Swell where the height between the lowest and highest part of the swell is less than 6 feet.

A *Heavy Swell* means a Swell where the height is greater than 12 feet.

\* These are considered to represent seas which occur with a swell or in the open ocean, for instance, the highest sea recorded in sheltered waters would be 5, or under exceptional circumstances (e.g., a hurricane) 6 or 7 might be used. The idea of the roughness would be conveyed by the force of the wind.

† Occasioned by current, tide, sudden shift of wind, and not necessarily strong wind.

The above scales for sea and swell have been adopted separately for international use in weather reports.

7. The mean number of revolutions of the Engines per minute is to be registered every hour in the column appropriated 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 clause 3 of Article 1208 of the King's Regulations of which a copy is printed in the cover of this book.

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.

### Reduction of Barometric Pressure in Millibars of Aneroid Barometers to Mean Sea Level

Pressure at Station level 1000 millibars

Height in feet above sea level	Air temperature (° F.) (Dry bulb in Screen)				
	0° F.	20° F.	40° F.	60° F.	80° F.
	mb.	mb.	mb.	mb.	mb.
10	0.4	0.4	0.4	0.4	0.3
20	0.8	0.8	0.8	0.7	0.7
30	1.2	1.2	1.1	1.1	1.0
40	1.6	1.6	1.5	1.4	1.4
50	2.0	2.0	1.9	1.8	1.7
60	2.4	2.4	2.3	2.2	2.1
70	2.8	2.8	2.7	2.5	2.4
80	3.3	3.1	3.0	2.9	2.8
90	3.7	3.5	3.4	3.2	3.1

This correction is always +.







Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300																		
0400										N	1	B7	0					
0500																		
0600																		
0700																		
0800										N	0	C6	0					
0900																		
1000																		
1100																		
1200										W	5	C7	3					

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
		+3	0300 for ratings 0320 Landing loads 0400 Chaps + P.O's. Ship under sailing orders	

1300																		
1400																		
1500																		
1600										W	2	C7	0					
1700																		
1800																		
1900																		
2000										W	0	C7	0					
2100																		
2200																		
2300																		
2400										W	0	R6	0					

REMARKS	Initials of the Officer of the Watch
0600 Q.M. relieved by Vase. S.P.	
0800 - H. order fall in.	
0900 - Colours 0945 - Stopped from a logside H.M.C.S. <i>Pravida</i> at 10th St. H.B.	
1017 - Passed through gate. 1100 - #1 buoy + 1137 dropped 10 ft's position 4420, 24 N, 63 25-02 W - 1130 Curved guns crews.	
1200 - Q.M. relieved by Fichaud R.V.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1300 - Echo sounding gear appears to be defective - order for maintenance has <sup>repair</sup> work in hand.	
1400 - gyro for maintenance report gyro in good order. 1315 Passed in through gate	
1430 - All barometers and barograph connected. 1545 Secured alongside H.M.C.S. <i>Coyote</i> at 17th St.	
1430 - Liberty boat.	
1630 - Liberty boat.	
1745 - Sunset.	
1800 - Q.M. relieved by Rutledge	
2100 - Raunds correct	
2330 - echo sounder still out of order or working unsatisfactorily	
2400 - Q.M. relieved by Fichaud.	
0030 - Raunds correct	







Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300																		
0400		78	3	131	057	057	N79E	24W	N	2	C6	3	1010					48
0500																		
0600																		
0700																		
0800		121	2	161	057	057	N79E	2E 24W	S	2	f5	24	1010					48
0900																		
1000																		
1100																		
1200		161	7	155	307	307	N25W	3E 26W	NNW	2	f2	24	1008					47

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	

1300																		
1400																		
1500																		
1600				178.4	247		N85W		N	3	C6	23	1019					48
1700																		
1800																		
1900																		
2000									N	1	C6	0						
2100																		
2200																		
2300																		
2400									N	0	C6	0						

REMARKS		Initials of the Officer of the Watch
2100 A/c to 057° Δ 50.9		
0400 Watch relieved by Lt. Angus Course 057 Revs 160° 0400 Speed 150 revs.		RRB
0700 Δ 109.8 0706 A/c to 360° relieved by S/Lt Hampson		
0834 Canso D/F station bearing 246° 0840 A/c to 264 Δ 128.9 Speed increased to 130 revs.		RRB
0915 Canso, bearing 055 1/2 Δ 36.8 0951 Green St. light bearing 309° Δ 418 Speed increased to 160 revs		
1001 Green St. light abeam (354) Δ 42.9 Course 275° 1005 A/c 275. Speed 180 revs		
1040 Abeam light buoy, dist 2 cables, A/c to 304° Δ 52.2 1110 Eddy Pt. ← 5 cables A/c to 290 T		
Watch relieved by S/Lt Young		LGH

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1210	Pt. Canso Lt 1 Mi Δ 171.5 A/c to 307°	
1352	A/c to 247° 1357 Cape George Lt. abeam (157) dist 3 mi. Δ 195.3	
1635	3 miles 270° Pisbu. barbour. Watch relieved by Lt. Rytow H.B.Y. Breakwater Lt. 1645 dropped anchor Anchor bearings Breakwater Lt. 061.7 Pisbu. landing jetty 077.7	
1730	ML away with 1st Lieut.	
1836	ML secured alongside	
2230	Clean up for rounds Rounds Corraet pipe down	HRM











H.M.C.S. *St. Boniface* Sat. day 20th of November

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F				
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea		
0100																			
0200																			
0300																			
0400		82.9		125	055	055	N 78 E	4W	21W	SW	3	C6	12	1019				47	
0500																			
0600																			
0700																			
0800		111.1		180.0	238	238	S 85 W	3W	26W	S	3	C7	1-2	1019				47	
0900																			
1000																			
1100																			
1200				140.1	Various courses					SW	3	C7	12	1020					47

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings
			no leave.		
14		+3			

1300																			
1400																			
1500																			
1600										W	0	B7	0	1020					48
1700																			
1800																			
1900																			
2000										NW	0	B66	0	1020					48
2100																			
2200																			
2300																			
2400										N	0	B66	0	1020					48

1943. From — to — , and at *Northumberland St.*

REMARKS															Initials of the Officer of the Watch
0130 - Bear Cape Lt 7 32.0 T and Pictou Is. Lt 7 21.0 T log 54.9 mi.															
0155 - Took 4 ft. 7 on Pictou Is. Lt. log 58.0															
0230 - Lt Pictou Is. Lt. dist 5 mi. 2/c 060° T. 0320 - Cape Bear Lt 7 26.5 T.															H.K.P. P.K.P.
0400 - Watch relieved by Lt. Angue & Lt. B. Lewis.															
0751 - Log line & rotator lost over side. Re 190															
0800 - Watch relieved by S/Lt. Hampson & Pictou Is. Lt. Closed Pictou Lt.															
0830 - Stopped engine - Power lost away with M.O. & B. Richards to hospital.															
0915 - Proceeded to see for Gummy shoot in company with W.V.P. Lt.															
Carried out flat manœuvre. 1130 - Gummy exercises & flat manœuvre complete returned to harbour.															

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1315 - Secured to "E" buoy 1320 - Tack & mend.	
1400 - G.M. H. Lt. 1430 - A/S equipment defective reported 2/5 haulman ahead.	
1738 - "Sunset"	
2000 - G.M. relieved by H. Lt. <i>Relinquished duties as duty ship Assumed duties as stand-by ship.</i>	
2100 - Rounds correct	P.K.A.
2400 - G.M. relieved by R. Patterson H.R.	













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