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Dundas

25-4-42

27-10-42

S. 322 (Revised—October, 1935)
3M Bks.—11-40 (7955)
N.S. 815-9-322

DECK LOG BOOK

H.M.C.S. DUNDAS

For use at Sea and in Harbour

25th April to Oct 27 1942

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

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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.
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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.
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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		
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

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

DOUGLAS SEA AND SWELL SCALE

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

THE FOLLOWING WAVE HEIGHTS IN FEET CORRESPOND TO THE DOUGLAS SEA SCALE

0 Calm	0 feet	4 Rough	5—9 feet
1 Smooth	0—1/2 "	5 Very Rough	9—15 "
2 Slight	1—2 "	6 High	15—24 "
3 Moderate	2—5 "	7 Very High	24—36 "
8 Precipitous			over 36 feet

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 small.

A *Long Swell* means a Swell where the length or distance is large.

A *Low Swell* means a Swell where the height between the lowest and highest part of the swell is small.

A *Heavy Swell* means a Swell where the height is great.

* 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.

L. 3380/92.
Sta. 96/32.

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.

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

Pressur^e 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.
	10	mb.	mb.	mb.	mb.
20	0.4	0.4	0.4	0.4	0.3
30	0.8	0.8	0.8	0.7	0.7
40	1.2	1.2	1.1	1.1	1.0
50	1.6	1.6	1.5	1.4	1.4
60	2.0	2.0	1.9	1.8	1.7
70	2.4	2.4	2.3	2.2	2.1
80	2.8	2.8	2.7	2.5	2.4
90	3.3	3.1	3.0	2.9	2.8
100	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	Steering 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										S.	1	b. 6	0.	1020	49	45	50
0300																	
0400										S.	1.	b. 6	0	1020	48	43	50
0500																	
0600										SE	1.			1021	46	44	50
0700																	
0800					100	078	N75E	1E	24E	SE	1.	bc. vis. 8	0.	1021	47	44	50
0900					058	036	N33E										
1000					courses to					airs.	-	c. 6	0.	1024	53	47	50
1100					Capt orders.												
1200										SE.	1.	0.d. vis. 5-6	0.	1024	55	50	50

REMARKS		Initials of the Officer of the Watch
0100 Hailed Larbar patrol		
0545 Hailed Larbar patrol		
0755 Engines moved, lines attended to.		
0800 Cast off & left berth 4. 0810 Cleared boom. Revs. 150. co. N75E ^{HOB} course to Capt. orders.		
0825. Broke ledge 360x1M. co. N75E (C). 0840. Trial I ^s . 360x2M. 1/2 N33E (C)		
0900. Discovery I ^s . 270x1 1/2 M. courses to Capt. orders.		
0917. Relined HMCS Wolf. & commenced patrol duty. revs. 60.		

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

Position	Latitude	Longitude	Depending on	Currents experienced
0800	C. Berth 4.			
1200	Patrol duty between			
2000	Gordon H ^P & Lime Kiln Pt.			Tidal.

CAPTAIN (D)
H.M.S. X
DEC 17 1942

1300																		
1400										SE.	1.			1021.5	63	54	48	
1500												0. vis. 6	0.					
1600										SE	1.			1021.5	58	50	48	
1700																		
1800										SW.	2.	c. vis. 6	0.	1021	56	50	48	
1900																		
2000										SW.	2.			1021	52	45	48	
2100												c. vis. 6	0.					
2200										SW.	2.			1022	50	48	48	
2300																		
2400										SW.	2.	c. vis. 6	0.	1024	50	46	48.	

Gordon Head 360x2M.		
1925. Darken ship.		
Lime Kiln Pt. 080x1 1/2 M.		
2144. HMCS. Armentiers S. bound. wrong challenge reply given by her. not blacked out.		
Lime Kiln Pt. 090x2M.		

H.B.H.

H.M.S. Dundas.

26 day

of APRIL

1942

Patrol From Gordon Head to Lime Kln Point, and at

Time	Log (stating type)	Distance Run		Mean Revns. 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				65.7													
0200				61.6	Patrol duty									1024	49	45	48
0300				55.5						ESE	4	C. vis. 6	2.				
0400				55.4	between									1024	49	45	48
0500				64.0													
0600				47.6	Gordon Hd.					ESE	3	C. vis. 6	0.	1021	49	45	50
0700				60.7	†												
0800				59.1	Lime Kln Point									1020.5	51	47	50
0900				99.2						SE	2	C. vis. 6	0.				
1000				79.5										1021.5	57	50	49
1100				55.3													
1200				60.6						SE	2	C. vis. 6	0.	1019.5	54	49	49

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

1300				61.3													
1400				60.7	Patrol duty									1018	52	48	49
1500				62.4						SE	2	C. vis. 6	0.				
1600				65.7	Gordon Hd.									1017	55	48	49
1700				53.0	†												
1800				82.4	Lime Kln Point					SE	1-2	C. vis. 6	0.	1016	55	50	49
1900				73.2													
2000				55.9										1015	52	49	49
2100				87.0						SXE	1	C. vis. 6	0.				
2200				86.5										1013.5	50	46	45
2300				69.5													
2400				67.6						S	1-2	C. vis. 6	0.	1011.5	49	44	45

REMARKS					Initials of the Officer of the Watch
0050	S/S Bering	S. bound:	0145	C.P. S/S Princess Mary	
0202	C.N.R. 9E	N. bound.			
0410	S/S Southholm	S. bound.			
0535	Princess Joan	S. bound.	0553	S/S Amur	S. bound.
0640	U.S. Army Transport	N. bound.			HBA
0830	"Border King"	N. bound.			

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	Patrol between Gordon Hd. & Lime Kln Pt.			Tidal
2000				

1421	C.P. S/S Princess Victoria	S. bound:	1435	Princess Charlotte	S. bound.
1445	S/S Unacans	S. bound.			
1603	S/S Ontario	S. bound.	1625	U.S. Navy Auxiliary	bound N.
1712	U.S.S. "Baranof"	bound N.			HBA
2025	C.P. S/S Princess Elizabeth	S. bound.			
2030	"Brisk" U.S.A.	Bound N.			

H.M.S. Dundas

27 day

of APRIL

1942.

From Patrol duty Gordon Hd.

to Lime Kila Point

, and at Vancouver.

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steering 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				52.6													
0200				62.8	Patrol duty					ESE	3.	C. 6	0.	1010	47	45	49.
0300				63.0	Gordon Hd.												
0400				62.0						ESE	3.	C. 6	0.	1008	45	45	49.
0500				65.1	Lime Kila Pt.												
0600				63.5						SE	2.	C. 6	0.	1007	45	43	49.
0700				93.3													
0800				72.7						SE	2.	C. 6	0.	1006	51	46	49.
0900				69.1	344 320 N40W - 24E												
1000				93.3	courses to Capt. orders					SE	2.	C. 6	0.	1005	51	46	48.
1100				165.0													
1200				165.0	344 320 N40W					SE	1-2.	C. 6	0.	1005	55	49	48.

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	60.	Pacific Summer Time	Red watch } 1520 to 0800.			
			Blue " }			
			chiefs & P.O.s: 1520 to 0830.			

1300			165.0	002	340	N20W - 24E											
1400				336	002	North								1005.5	61	53	48.
1500																	
1600										W	1	C. 7	0.	1005.5	59	53	48.
1700																	
1800														1006	58	51	
1900																	
2000										W	1	C. 7	0	1007	55	49	48.
2100																	
2200																	
2300																	
2400										N	1	C. 6	0.	1007	50	47	48.

REMARKS	Initials of the Officer of the Watch
0045. Indian N bound.	
0104. Canora N. bound.	
0530. C.P. S.S. S. bound.	
0605. "Margaret Sheper" S bound.	ABH
0635. H.M.C.S. "Prize Robert" N. Bound. 0700. "Morgan" N. bound.	
0905. "Burrard Chief" S. bound.	
0940. Relieved by H.M.C.S. "Wolf". 0950. Zero RK 320 x 3 1/2 M. 1/2 N40W(c)	
1006. Darcy Is. 080 x 4 M. courses to Capt. orders. 1035. Dock Is. 270 x 1 1/2 c.	
1110. Portlock Pt. 270 x 1/2 M. 1116. Proceeding thru Actua Pass. 1131. Gossip Shoal Buoy 270 x 30. 1/2 N40W(c)	
1200. Sand Heads L.V.L. 012 x 7 M. 1/2 N20W(c). Astromed. set 0.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	Gordon Hd. 270 x 3 M.		Bearings	
1200	Sand Hd. L.V. 012 x 7 M.		"	
2000	@ Pir. A. Vancouver			Tidal

1250. Pt. Atkinson 023 x 7 M. 1/2 North(c)	
1300. Pt. Grey 070 x 3 M. courses to Capt. orders. 1310. Bell buoy 110 x 1/2 M.	
1314. Cleared at Ex. Vessel. 1329. Passed under Lions Gate bridge. 1333. Brockton Pt.	
1350. Secured at Pir. A. Vancouver.	
1520. Liberty men fall in (33 ratings).	
2010. Sunset colours.	ABH

Time	Log (stating type)	Distance Run		Mean Revns. per Minute	True Course	steering 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										SE	2	0. vis. b	0					
0400														1008.5	48	46	48	
0500																		
0600										SE	2	0. vis. b	0					
0700																		
0800														10.11	49	46	48	
0900										SE	1-2	c. vis. b	0					
1000				121.4														
1100				82.5														
1200				88.6	To Capt. orders.			1E	24E	SE	1-2	b. vis. 7	0	10.14.5	57	52	48	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	70.	Pacific Summer Time	No shore leave			
			Duty ship.			

1300			155.3	190	168	S 15 E	1E	24E										
1400			151.4	171	148	S 34 E												
1500			152.3	158	136	S 46 E			SSE	2	b. vis. 7	0						
1600			154.2											10.16	57	53	50	
1700			103.6															
1800			104.6						SSE	2	0. vis. b	0						
1900																		
2000														10.16	56	50	50	
2100									SE	1	c. vis. b	0						
2200																		
2300																		
2400									SE	1-2	c. vis. b	0		10.16	50	47	50	

REMARKS	Initials of the Officer of the Watch
0600. Relief closed up.	
0630. Lands called.	HBA
0830. Hands fall in. 0900. Calcutt. 0915. Close scuttles & secure ship for sea.	
0920. Hands to stations for leaving H ^r . D.G. Officer sent on board.	
0945. Cast off from Pt. A. Van. 1003. First Narrows bridge co. Capt. orders.	
1010. at D.G. range & commenced tests. 1130. completed D.G. tests & disembarked D.G. officer & ast.	
& proceeded to Capt. orders. revs. 165.	
1202. Spanish Rk. bell buoy 135 x 1 c.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	@ Pt. A. Vancouver			
1200	Spanish Rk. bell buoy 135 x 1 c.		Bearings	
2000	Berth #9. Esquimalt			Tidal

1210. North Arm jetty 090 x 1M. 1/2 c. S 15 E (C). revs. 158.	
1252. Sand Mts. L.V. 100 x 1M. 1/2 c. S 34 E (C). D set zero. 1335. Pt. Robert 082 x 10M. 1/2 c. S 46 E (C).	
1352. Gossip Shoal Buoy 225 x 2 c. D. Housed. courses to Capt. orders navigating Active Pass.	
1407. Helen Pt. 115 x 1 c. cleared Active Pass. 1415. Portlock Pt. 270 x 2M. 1/2 c. S 25 E (C).	
1440. Canoe Rk. Buoy 085 x 2 c. 1500 Sydney Spit B ⁿ 080 x 2 c.	HBA
1530. D'arvey I ^s 348 x 1M. 1/2 c. S 86 E (C). 1550 Johnstone Rk. 280 x 2M.	
1555. Navigating Baynes channel. 1612. Staines Pt. 350 x 2M.	
1628. Brothie ledge 025 x 2 c. cleared @ Ex. Vt. 1639. Scrogg Rks. 065 x 2 c. cleared boom. 1809 cast off, 1830 secured @ berth 9.	
1705. Secured at Oil Jetty. 1935. H.M.S. Prince Robert left berth. 2024 Sunset.	
2125. Hailed H ^r patrol. one rating drafted off, & one drafted to ship.	
2400. Relief closed up.	

H.M.S. *Dundas*

29 day

of APRIL

1942

From

to

, and at *Esquimalt*

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										SW.	1.	b. 6	0.	1017.	49	45	50.	
0500																		
0600																		
0700																		
0800										SW.	1.	b. 6	0.	1016.	54	50	50	
0900																		
1000																		
1100																		
1200										NE.	1.	b. 7	0.	1015.	58	52	50	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
			Usual Leave for Red & white watches	1009.	Grant Knoll sig. 7' 170' x 3 1/2 cables.	VL @ Single ⚓. 2 shackles in water.
/	/	Pacific Summer Time	0730	30 EL.	Ch. P. 05 0800 : watchkeepers 1000.	

1300																			
1400																			
1500																			
1600										NE	1.	b. 7	0.	1013.	60	54	50		
1700																			
1800																			
1900																			
2000										NE	1.	b. 6	0.	1012.	47	50	50.		
2100																			
2200																			
2300																			
2400										E.	1.	b. 6	0.	1012.	49	46	50		

REMARKS	Initials of the Officer of the Watch
0100. Hailed Harbour patrol	
0400. Reliefs closed up.	
0545 Hailed harbour patrol.	
0630. Hands called. Rig of day # 32. 0730. closed all scuttles & hands to stations for changing berth. ⁰⁷⁵⁵	
0800. Cast off & proceeded towards oil jetty. 0813 secured at oil jetty. no smoking on deck	
0855 taking fuel. 0935 completed fueling. 0955 cast off & proceeded.	
1005 let go port ⚓ @ berth "D". 1009 brought up to ⚓ 2 shackles in water.	
1145 weighed ⚓ & proceeded towards berth 5. engines slow speed.	
1200. Secured @ berth #5. on outside off H.M.C.S. "Caragnet". F.W.E.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	Berth # 9.			
1200	@ Berth #5 alongside H.M.C.S. "Caragnet."			
2000				

1310. Hands fall in.	
1530. Hands mustered for payment.	
1630. Liberty men fall in.	
1830. Liberty men fall in.	
1930. clean up decks for rounds.	
2000. Rounds made.	
2316. Hailed harbour patrol.	
2400. Reliefs closed up.	

H.M.S. *Dundas*

1 day of *MAY*

1942

From *Esquimalt* to *Estaban Point*, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steering 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										W	2	bc. 6	0	1018	48	43	49
0500																	
0600										SE	1	o. vis. 7	0				
0700																	
0800														1019	49	44	49
0900				125.2	288	262	S 82 W	1E	25E	SE	2	c. vis. 7	3				
1000				119.0	288	262	S 82 W										
1100	Walkers			115.4													
1200	Electric	41	0	117.8	290	264	S 84 W			SE	3	b.c.p. vis. 7	3	1021	62	52	48

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings
✓	Esquimalt H ^r to NOON. 47.	Pacific Summer Time	✓		✓

1300			116.4	290	264	S 84 W	1E	25E									
1400			121.8														
1500			122.1	306	285	N 80 W				SSE	2	b.c. vis. 7	3				
1600		84	122.8											1022.5	55	49	48
1700			120.9														
1800		107	122.6														
1900			102.8	302	280	N 85 W	1E	26E									
2000			88.9							SSE	2	c. vis. 7	2. 3.	1025			
2100			66.8														
2200			64.6														
2300	140.		69.6														
2400	142		35.8							SE	2	c. 7	3. 3.	1025	49	46	48

REMARKS	Initials of the Officer of the Watch
0245 Hailed Harbour patrol	
Relief closed up.	
0615 Hailed Harbour patrol. 0630 Lands called.	
0730. Forman. S.P.O. drafted off VL. Rig of day No. 2. 0755 Lands to stations leaving H ^r .	
0803. Back off. Capt orders. 0810. Cleared boom. revs 125. 0824 Albert H ^r 200 x 1 M. ^{WCH} set zero.	
0850. Buddip P ^r 292 x 2 M. 0920. Beechey H ^r 290 x 2 1/2 M. 1/2 S 82 W (C).	
1124. Sombrero P ^r 336 x 3/4 9/16 S 84 W.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	@ berth #5.			
1200	48° 27' N	124° 20' W		
2000	Lenard Is. 090 x 8 1/2 M.		Bearings	Tidal

1313. Carmach P ^r 012 x 3 1/4 M. Δ 53. 1435. Pachena P ^r 005 x 5 M. 1/2 N 80 W (C) Δ 69.	
1518. Cape Beale 028 x 4 1/2 M. Δ 76 1/2. VL. Rolling heavily.	
1650. Amphitrite P ^r 049 x 4 M. Δ 94 1/2.	
1800 Δ 7. 1850. Slow speed revs 40.	
1858. Lenard Is. H ^r 079 x 6 M. 1/2 N 85 W (C).	H.B.H.
1933. Sub-contact stations exercised. speed various. 1944. revs to 40. slow speed.	
1944. Lenard Is. H ^r 088 x 8 M.	
2155. 3Rarp P ^r 030 x 9 x. Darken ship.	
2300. Herquist H ^r 040 x 10 M.	
2337. Estaban P ^r H ^r 351 x 3 1/2 M. Δ 140. Hauled.	

H.M.S. "Dundas"

2 day

of MAY

1942

From Estaban Pt to Cape Cook, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steering 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				36.1	302	280	N85W	1E	26E									
0200				45.3														
0300				32.9														
0400				41.8						S.	3.	0.5-6	2.4	1025	46	44	48	
0500				43.1														
0600				43.0														
0700				40.8														
0800				39.9						S.	2.	0.6	2.3	1025	48	46	49	
0900				40.9	302	278	N85W	1E	24E									
1000				107.6														
1100				121.8														
1200				52.1						S.	2.	0.6	2.2	1025	50	48	49	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
/	158	Pacific Summer Time	/	/

1300	3	3	0	48.9	302	278	N83W	1E	24E									
1400	6.5	3	5	46.2														
1500	9.5	3	0	44.2														
1600	12.5	3	0	49.0						SE	2.	0.7	2.3	1023	52	49	49	
1700	16.0	3	5	47.3														
1800	19.5	3	5	46.8														
1900	23.0	3	5	46.6														
2000	31.5	8	5	83.2	090	063	N65E			SE	2.	0.7	2.3	1022	48	48	49	
2100	44.0	12	5	123.0	340	319	N45W											
2200	56.5	12	5	126.5														
2300	65.5	9	0	092.5														
2400	70.5	5	0	055.6	320	300	N65W			SE	2.	0.7	2.3	1022	50	48	49	

REMARKS	Initials of the Officer of the Watch
0045 Estaban Pt Lt. 042x4M. vt. Rolling heavily.	
0355 San Miguel Is. Lt. 039x12M. vt. setting to Northward allowed 10' leeway (S85W(C))	
0530 Estaban Pt Lt. dipped 113° x 17M.	
0900 1/2 N85W(C) error 25E. 0909 revs to 125 half speed.	
1055 C. Cook 335° x 21M.	
1104 revs to 50.	
1200 L. Cook 346° x 16M. D. steamed. 2 revs.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	C. Cook 346° x 16M.		Bearings	Tidal
2000				

1430 L. Cook 027° x 9M. Δ 8 1/2	
1628 C. Cook 054° x 9M. Δ 14. vt. setting to Nord 15' allowed for leeway.	
1933 Sub-contact stations exercised. speed r.v. to Capt. orders.	
(D.R. Pos.)	
1940 C. Cook 090° x 19M. 1/2 N65E(C). Half sp. 125 revs.	
2053 C. Cook 310° x 11M. by R.D.F. bear. 1/2 N45W(C) darken ship	
2149 C. Cook Lt. 090° x 2M. revs. 125.	
2225 revs to 75.	
2300 C. Cook Lt. 165° x 5M. 1/2 N65W(C) Δ 6 1/2. revs to 55.	
2400 Δ 70 1/2.	

CAPTAIN (D)
 H.M.S. "DUNDAS"
 DEC 17 1942

H.M.S. *Dundas*

3. day of MAY

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steering 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	74.5	4		52.6	320	300	N65W	1E	24E								
0200	78.5	4		52.4													
0300	82.5	4		54.1													
0400	85.5	3		42.0						S	2	0.6	2.4	1020	50	48	49
0500	88.5	3		49.1								0.5	5				
0600	92.	4		50.3	008	346	N17W										
0700				121.4	015	351	N11W	1E	25E								
0800				127.6	056	028	N30E			SE	2	0.6	2.4	1020	48	45	49
0900				117.0													
1000				87.5													
1100				92.3													
1200				52.5						SE	2	0.6	2.3	1020	64	50	48

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
/	103.	Pacific Summer Time	/	/	/	/

1300				57.3													
1400				67.6													
1500				109.1													
1600				81.8						NW	3	0.7	2.3	1022	56	51	48
1700				44.8													
1800				74.0													
1900				52.0													
2000				49.5						NW	2	0.7	2.2	1022	52	49	48
2100				43.8													
2200				41.5													
2300				52.1													
2400				44.3						NW	2	0.7	2.2	1024	50	46	48

1942.

From *Cape Cook* to *Cape Scott + Egg Is.* and at *Patrol duty*

REMARKS		Initials of the Officer of the Watch
0115	<i>Kassis Is. 058 x 7 1/2 M. Δ 72. V.L. Rolling Sea</i>	
0308	<i>Bonniwell Pt. 067 x 5 1/2 M. Reduced revs to 50.</i>	
0505	<i>Cox Is. 017 x 7 M. by R.D.F. Is. 0550. B. Scott 029 x 8 M. 1/2 N17W(C) Δ 90. revs to 55. Δ Housed.</i>	
0600	<i>1/2 N11W(C) error 26E. Revs to 125.</i>	
0652	<i>B. Scott Is. 136 x 2 M. 1/2 N30E(C).</i>	
0840	<i>Mexicana Pt. 105 x 2 M. revs to 100. 0910. Razor Is. 190 x 2 M.</i>	
0930	<i>Pine Is. 110 x 6 1/2 M. Relined H.M.C.S. "Queen"</i>	
1100	<i>Egg Is. 005 x 8 M. revs to 60.</i>	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	<i>Mexicana Pt. 085 x 4 M.</i>		<i>Bearings</i>	
1200	<i>51. 05 N</i>	<i>127. 54 W</i>	<i>Bearings</i>	
2000	<i>51. 06 N</i>	<i>127. 53 W</i>	<i>"</i>	<i>Tidal</i>

1350	<i>Revs to 125. Egg Is. 100 x 3 M.</i>	
1500	<i>B. Caution 160 x 4 M. 1530 revs to 60.</i>	
1700	<i>Clark Pt. 326 x 2 M. 1715 revs to 125. 1730 revs to 60.</i>	
1910	<i>Storm Is. 010 x 3 M.</i>	
2115	<i>revs to 45.</i>	
2130	<i>Egg Is. 024 x 3 M. Darker ship</i>	
2310	<i>Pine Is. 150 x 7 M.</i>	

H.M.S. *Dundas*

4 day

of MAY

1942.

From *Patrol duty Egg Is to Hope Is + Egg Is to C. Salvat*, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steering Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature of		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100				53.5													
0200				43.5	Patrol duty												
0300				54.7	323	303	N60W	1E	26E								
0400				174	147	123	S60E	"	"	S.	2.	0. 7.	2. 3.	1025	49	47	48
0500				167.9	"	"	"	"	"								
0600				173.4	100	070	N73E										
0700				94.9	163.	140	S40E										
0800				45	Hope Is.					S.	2.	0. 7.	2. 3.	1026	49	46	48
0900				48.8	to												
1000				52.6	Egg Is.												
1100				78.3													
1200				106.5						S.	2.	0. 7.	2. 2.	1028	53	49	49

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

1300			93.7	Patrol													
1400			54.1	Egg Is													
1500			52.7	to													
1600			99.4	Hope Is.			Airs			bc.	7.	0. 2.		1028	56	49	49
1700			99.6	"													
1800			71.4	"													
1900			51.0	"													
2000			101.5											1029	51	45	48.
2100			119	Egg Is.			Airs			b.	7.	0. 2.					
2200			76.1	to													
2300			150.1	C. Salvat													
2400			72.1				Airs			b.	7.	0. 2.		1031	50	44	48.

REMARKS		Initials of the Officer of the Watch
0045	White 140x2 1/2 M. 0150 rears to 150.	
0210	Egg Is. 10.5x1 1/2 M. courses to Capt. orders	
0240	Black Pt. 360x2 M. 0304 Watch Rk. 150x2 M. 1/2 N60W(C)	
0410	White cliff Is. 045x7 M. 1/2 S60E	
0530	Watch Rk. 148x2 M. 1/2 N73E(C)	
0600	Sorrau Is. 030x1 M. 1/2 S40E(C) rears to 125.	ABH
0630	rears to 50. 0700 Egg Is. 090x 1/2 M.	
1000	51.03 N Long 127.51 W. Rears to 125. 1230 ^{rears} to 60.	
1230	rears to 60	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51.23 N	127.53 W	Bearings	
1200				
2000				Tidal

1350	Pine Is. 150x4 M.	
1518	Rears to 125. Egg Is. 050x3 M.	
1555	rears to 60. (60) 1615 Sub-contact stations Exercised	
1700	rears to 125. 1715 rears to 60.	
1800	C. Salvat 260x3 M.	ABH
1930	rears to 125. 1940 Relieved by HMCS New Westminster	
2000	Egg Is. 085x2 M.	
2145	rears to 45. Darken ship	
2200	rears to 125.	
2332	rears to 45.	

H.M.S. *Junda* Thursday 15th of October

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 of			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300																		
0400																		
0500																		
0600																		
0700																		
0800																		
0900				Var	Var	Var	Var	Var	232 ⁰ W	Airs	1	b.6	0-0					
1000				"	"	"	"	"	"	"	"	"	"					
1100				"	"	"	"	"	"	"	"	"	"					
1200				"	"	"	"	"	"	"	"	"	"					

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

1300																			
1400			Var	Var	Var	Var	Var	232 ⁰ W	Airs	1	b.6	0-0							
1500			"	"	"	"	"	"	"	"	"	"	"						
1600			"	"	"	"	"	"	"	"	"	"	"						
1700			"	"	"	"	"	"	"	"	"	"	"						
1800			"	"	"	"	"	"	"	"	"	"	"						
1900																			
2000																			
2100																			
2200																			
2300																			
2400																			

1942 From _____ to _____, and at _____

REMARKS	Initials of the Officer of the Watch
08:30 Lit go. 8:35 - all clear + proceeded to George Is.	
0900 Lit go. port & 0905 - Brought up. Comm. H.E. Calibration	
10:25 Heavy on port & 10:32 I swung. Proceeded to base	
10:55 alongside K106 at berth #5	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1300 Lit go. 1305 - all clear 1305 all clear proceeded to H.E.H.C. to gunner exercise. 1325 away stb seabunt 1340 stb subit secure. Var. courses + speeds to C.O. orders	
1410 - 125 revs. 1415 - 130 revs. 1420 - 135 revs. 1425 - 140 revs. 1435 - 140 revs. 1452 - 140 revs	
1500 - 175 revs. 1505 - 140. 15:39 - 140 revs. Comm. gunner exercise	
1600 Var. engine + helm moments to C.O. orders 1610 gunner exercise completed	
1610 - Proceeded to St. Margaret Bay.	
1700 - Var. courses + speeds in transit to St. Margaret Bay.	
1800 - Ubeam shot in island. Shot 4 cables - Watch correct.	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steer 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	<i>Walker Electric</i>			55.0	300	275	N85W	1E	2E	<i>airs</i>	1.	vis. 6. 0.p.	0. 2.				
0200				53.4	"	"	"	"	"					1022	53	51	50
0300		84	0	52.8	"	"	"	"	"								
0400				52.9	"	"	"	"	"					1022.5	53	51	50
0500				53.6	"	"	"	"	"								
0600		98	5	54.1	"	"	"	"	"	<i>airs</i>	1.	vis. 6. 0.p.	0. 2.	1023	55	53	49
0700				52.4	"	"	"	"	"								
0800		124	0	52.0	310	288	N75W							1023	57	54	49
0900				61.6						SE	1.	c. vis. 7.	2.				
1000				61.0										1024	60	54	49
1100				69.3													
1200		147	0	68.6	310	288	N75W	1E	24E	SE	1.	c. vis. 7.	2.	1024	63	56	53.

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

1300		10	0	67.4	310	288	N75W	1E	24E								
1400				68.4										1024	57	52	52
1500				70.1						SSE 7	2.	c. vis. 7	2.				
1600		32	0	62.8										1023	55	52	52
1700				84.3													
1800		41	0	59.8						SSE 2	2.	c. vis. 7	2.	1022.5	55	52	49
1900				55.8													
2000		55	0	55.9										1022	55	52	49
2100				50.6						SE	4-5	r. vis. 5	3.				
2200				50.1	345	320	N40W							1022	54	52	49
2300				49.3													
2400		69	5	52.8						SE	4-5	r. vis. 6	3.	1021.5	52	52	49

REMARKS	Initials of the Officer of the Watch
0030. <i>Cape Beale</i> 040° x 7 1/2 M.	
0313. <i>Amphitrite</i> P. 029° x 6 1/2 M. Δ 84.	
0600. <i>Leonards</i> I. S. N. 016° x 10 1/2 M. Δ 98 1/2. Half speed 125 revs.	H.B.H.
0800. <i>Estaban</i> P. 358° x 14 M. Δ 24. 9/16 N75W(C). Engine slow. 65 revs.	
1130. <i>Norfolk</i> cone 039° x 21 M. Δ 45.	
NOON. Δ set zero.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	<i>Estaban</i> P. 358° x 14 M.		<i>Bearings</i>	
1200	49-27 N	127-07 W	"	
2000	<i>Cape Cook</i> 025° x 14 M.		"	<i>Tidal</i>

1320. <i>Ferrer</i> P. 056° x 17 M. Δ 10.	
1600. <i>Exercise</i> & <i>action stations</i> . 1635. <i>Exercise</i> comp. 1644. <i>Cape Cook</i> 346° x 28 M. Δ 32.	
1800. <i>Cape Cook</i> 354° x 21 M. Δ 41.	H.B.H.
2058. <i>Cape Cook</i> 041° x 12 1/2 M. Δ 55.	
2200. 9/16 N40W(C). Δ 67.	
MIDN. Δ 69 1/2.	

H.M.S. *Dundas* 19 day of *MAY*

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steering 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		75	0	52.3	344	325	N40W	1E	25E	SE	4	O. vis. 6.	3.				
0200		80	5	53.3									1021	54	52	49	
0300				52.1						SE	3	Y. vis. 5.	4.				
0400		93	0	52.3									1021	63	51	49	
0500		103	5	89.4	056	028	N30E										
0600		111	0	124.5						SE	2	p. vis. 5	2	1021	54	50	49
0700	<i>Δ Howard</i>	123	0	124.9													
0800				124.2	Patrol	duty							1021	54	52	49	
0900				58.5	between												
1000				96.5	Egg Is.								1022	55	51	49	
1100				94.1													
1200				55.3	Hope Is.					S	3	C. vis. 7	1	1023	55	52	49

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	Dist up to taking over Patrol = 136.	Pacific Summer Time				

1300				68.7													
1400				76.1	Patrol	duty							1023.5	55	52	49	
1500				104.4						SSW	3	p. vis. 6	1				
1600				49.7	between								1024	57	54	49	
1700				49.4													
1800				55.6	Egg Is.					SW	1-2	C. vis. 7	1	1024	57	54	50
1900				57.5													
2000				74.9	Hope Is.								1025	56	54	50	
2100				123.8						vis	1	bc. vis. 7	1				
2200				110.1									1025.5	56	53	50	
2300				52.5													
2400				49.2						vis	1	bc. vis. 7	1-2	1026.5	56	53	50

1942. From *Cape Cook* to *Cape Scott*, and at

REMARKS	Initials of the Officer of the Watch
0055. <i>Kain I^s Lt. 060 x 14 1/2 M. Δ 74 1/2.</i>	
0200. <i>Kain I^s Lt. 082 x 14 M. Δ 80 1/2.</i>	
0430. <i>Halt speed Revs. 125. Δ 93.</i>	
0520. <i>SE Point Cox I^s. 010 x 2 1/2 M. Δ 103 1/2. 1/2 N30E (C).</i>	
0600. <i>Cape Scott. 193 x 3 M. Δ 111.</i>	<i>H.B.H.</i>
0710. <i>Δ Howard 123. Log 4% slow from Estaban Pt. to Cox I^s.</i>	
0735. <i>Released H.M.S. "Garroquet" & commenced patrol duty. revs. 50.</i>	
1100. <i>Helmsman reported lost pressure on wheel, checked by Lt. E.R.A. OK.</i>	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 07' N	127° 54' W	Bearings	
1200	51° 10' N	127° 50' W	"	
2000	51° 04' N	127° 51' W	"	<i>Tidal</i>

1400. <i>Egg I^s. 080 x 2 1/2 M.</i>	
1600. <i>Egg I^s. 060. 4 M.</i>	
1800. <i>Cape caution. 100 x 4 M.</i>	<i>H.B.H.</i>
2313. <i>Pine Is. 101 x 7 M.</i>	

H.M.S. *Dundas*

20 day of MAY

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				49.4														
0200				45.3	Patrol								0	1026.5	55	53	49	
0300				52.9	between					airs	1.	bc. vis 7	1-2					
0400				54.4	Egg Is									1026	53	51	49	
0500				50.6	f													
0600				50.3	Hope Is					airs	1.	c. vis 7	0.	1026	53	51	49	
0700				50.8														
0800				50.8										1026	55	53	49	
0900				51.0						SE	1.	c. 7	0					
1000				51.4										1026	56	53	49	
1100				44.7														
1200				102.5						SE	1.	c. 7	0.	1026.5	60	56	49	

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

1300																			
1400				73.0										1025	59	57	50		
1500				34.8						airs	1.	c. 7	0.						
1600				29.5										1024.5	58	55	50		
1700				104.9	Patrol														
1800				50.7															
1800				43.6	Egg Is					airs	1.	c. 7	0.	1023	56	53	50		
1900				50.9	b														
2000				48.9										1022	52	51	49		
2100				49.0	Hope Is					NW	1-2	r. 5-6	0						
2200				77.9										1022	52	51	49		
2300				53.2															
2400				46.7						airs	1.	r. 5-6	0	1020	52	51	49		

1942 Patrol duty From Egg Is. to Hope Is., and at

Time	REMARKS	Initials of the Officer of the Watch
0200	Egg Is. 090 x 3M.	
0400	Pine Is. 130 x 10M.	
0600	Cape Caution 030 x 9M.	HBB
0725	C. Caution 112 x 4M.	
0906	Pine Is. 159 x 4M.	
1000	Egg Is. 003 x 9M.	
1100	Islander Is. 227 x 22M.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 10' N	127° 51' W	Bearings	
1200	51° 03' N	127° 53' W	"	
2000	51° 08' N	127° 50' W	"	Tidal

1400	Pine Is. 112 x 6M.	1500 half sp. 125 revs.	1555 slow 50 revs.	1600 Pine Is. 100 x 4M.
1600	Exercise action stations.	revs. 125		
1630	Exercise action stations completed.	revs. 50.		
1745	Half sp. 125 revs.	1755 slow 50 revs.		
1800	Storm Is. 006 x 2M.			HBB
1900	Egg Is. 351 x 13M.	1930 Signal books mustered.		
2000	Lat. 51° 08' Long. 127° 50' W.			
2100	Egg Is. 024 x 3M.	half sp. 125 revs.	2135 slow 50 revs.	2135 Darken ship.
2207	C. Caution 129 x 4M.			
2304	Pine Is. 149 x 8M.			
2400	Pine Is. 140 x 6M.			

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				46.8	Patrol												
0200				49.4	Egg Is.					N	2	r. 5	2	1019	52	51	49
0300				54.0	to												
0400				51.6	Hope Is.					N	1	0. 6	2	1017	53	51	49
0500				49.4	"												
0600				108.8	Patrol					NW	1	0. 6	1	1016.5	54	53	49
0700				54.9	Egg Is.												
0800				55.6	to					N	1	0. 5	0	1016	56	54	49
0900				128.8	C. Calvert.												
1000				129.7						N	1	0. 6	0	1016	58	56	49
1100				96.1													
1200				88.5						NNE	1	0. 6	1	1016	60	58	49

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

1300				130.9	Patrol duty												
1400				115.7	C. Calvert.					airs		0. 6	1	1014	61	58	49
1500				94.5	to												
1600				94.1	Hope Is.					airs		0. 6	1	1015	62	59	50
1700				130.9	"												
1800				111.8						S.	1	c. 6	1	1013	61	59	50
1900				78.3	"												
2000				64.6						airs		c. 6	1	1013	59	56	50
2100				48.2	"												
2200				51.5	"					airs		0. 6		1014	57	54	50
2300				50.0	Egg Is. to												
2400				49.2	C. Calvert.					airs		0. 5-6		1015	55	53	50

REMARKS	Initials of the Officer of the Watch
0100. <i>Patrol duty Egg Is.</i> 160 x 3M.	
0200. <i>Egg Is.</i> 050 x 4M.	
0300. <i>Egg Is.</i> 090 x 1 1/2 M.	
0400. <i>C. Calvert</i> 080 x 3M.	
0500. <i>C. Calvert</i> 060 x 5M. 0510 Relieved by H.M.C.S. "Timmins" & proceeded at 125 revs.	
to relieve H.M.C.S. "Baraguet" on patrol Egg Is. to C. Calvert.	KBT
0550 <i>Egg Is.</i> 090 x 2M. Relieved H.M.C.S. "Baraguet": revs. to 50: 0700. <i>Black Pt.</i> 357 x 4M.	
0823 revs. to 140. 0835 revs. to 50:	
0840 revs. to 125. 0912. <i>Black Pt.</i> 349 x 2M.	
1052. revs. to 50.	
1100. <i>False Egg Is.</i> 149 x 6M. took over patrol from C. Calvert to Hope Is. having relieved H.M.C.S. "Timmins" who wished to proceed to Bella Bella: increased revs. to 100.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 18' N	127° 57' W	Bearings	
1200	51° 15' N	127° 53' W	"	
2000	51° 18' N	127° 50' W	"	Tidal

1235 <i>Egg Is.</i> 100 x 3M. half speed 125 revs. 1245 160 revs. 1330. Reduced to 100 revs.	
1445. <i>Egg Is.</i> 095 x 2M.	
1600. <i>C. Calvert</i> 160 x 4M. 1610 revs. to 125: 1620 Exercise: Sub-contact: A.B. stations & collision stations.	
1645 Exercise completed. 1647 revs. to 160: 1655 revs. to 155. 1700 <i>Egg Is.</i> 110 x 3M. 1732 revs. to 50.	
1750 revs. to 125. 1820 revs. to 100. 1830 revs. to 80. 1850 revs. to 125.	KBT
1913 revs. to 50. 1915 <i>Black Pt.</i> 326 x 2M.	
2057 <i>Egg Is.</i> 11. 175 x 4M. 2106 Signal books mustered.	
2300. <i>Egg Is.</i> 11. 127 x 3M.	
2334. H.M.C.S. "Timmins" returned & took over patrol Egg Is. to Hope Is. & signalled us to resume normal patrol. 2400. <i>Black Pt.</i> 002 x 5M.	

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 of		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100				49.0													
0200				53.1	Patrol duty					SW	2	r.m. 4	0. 0	10.15	54	53	50
0300				78.8								0. 5					
0400				46.9	Egg Is.					SW	1	0. 6	0. 0	10.15	55	53	50
0500				51.7													
0600				53.9	to					SSW	3	f.r. 4	1. 0	10.16	53	52	49
0700				44.1													
0800				54.4	Cape Galvert.					SSW	4	0. 5-6	2. 1	10.17.5	52	50	49
0900				75.7													
1000				102.4						SSW	1	0. 5-6	0. 0	10.19	55	52	50
1100				124.5													
1200				123.4						W	1	0. 5-6	0. 2	10.18	64	58	49

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

1300				69.8													
1400				48.2	Patrol					W	2	0. d. 5-6	0. 1		57	54	
1500				53.0													
1600				48.5	Egg Is.					WSW	2	0. 6	0. 1	10.19	58	55	
1700				45.5													
1800				54.4	to												
1900				47.7													
2000				49.0	Cape Galvert.					SW.	2	0. 5	0. 1	10.19	53	51	49
2100				151.5													
2200				53.0													
2300				62.0													
2400				49.4						NW.	1	0. 5	0. 1	10.20			49

REMARKS		Initials of the Officer of the Watch
0100.	Cape Galvert 340x2M. visibility poor, wet fog revs 50.	
0200.	C. Galvert 270x1M. 0250 fog cleared	
0400.	Clark P. 260x1M.	
0500.	visibility poor, wet fog.	
0600.	Clark P. 270x1M. fog cleared.	H.B.H.
0700.	Sharbau Is. 075x2M.	
0800.	Egg Is. 167x4M.	
0937.	False Egg Is. 076x3M. revs to 125.	
1050.	Egg Is. 182x3M.	
1122.	Egg Is. 092x3M. s/c. N16W(S). 27E.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51-19'N	127-51'W	Bearings	
1200	51-23'N	127-53'W	"	
2000	51-22'N	127-52'W	D.R.	Tidal.

1217.	Clark P. 315x1M. revs to 50.	
1400.	False Egg Is. 094x1M. vis. poor 36. N25W(S)	
1500.	Clark P. 319x1M.	
1600.	Clark P. 320x1M.	
1700.	Egg Is. 105x2M.	
1800.	Ann Is. 060x2M. revs. 50.	H.B.H.
1900.	False Egg Is. 084x2M. 2003 revs to 125. 2012 revs to 150.	
2056.	revs to 125.	
2106.	Egg Is. 027x2M. 2135 darken ship.	
2212.	revs to 50. 2235 Egg Is. 085x2M.	
2305.	Signal books mustered	
2400.	Clark P. 009x6M.	

H.M.S. Dundas

23. day of MAY

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 of		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100				50.2													
0200				52.3	Patrol duty						fg. 5						
0300				49.9	Egg Is.												
0400				49.6	to					N x E	2	0.5-6	0.1	10.20	-	-	49
0500				49.3	C. Calvert.												
0600				49.4													
0700				48.1	"												
0800				56.8						NW	1	0.5-4	0.1	10.20	52	50	49
0900				51.2	"												
1000				109.5	"												
1100		14	3	121.6	347	324	N40W	-	27E								
1200	19	14	3	149.3	307	285	N80W	-	"	SW	1	c. 7	0.1	10.20	63	55	49

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	Egg Is 030 x 2 M. to Noon 22 M.	Pacific Summer Time				

1300	36	11	4	142.8	329	307	N58W	-	27E									
1400	44	9	0	131.8	307	285	N80W	-	"									
1500	53	9	0	91.9	344	322	N43W	-	"									
1600	62	9	0	93.0	151	124	S56E	-	"	SSE	2	bc. 7	2	2	10.19	61	55	49
1700	A Handed			96.1														
1800				103.3														
1900				116.0	330	309	N57W	-	27E									
2000				121.8	various					NW	1	bc. 7	0.0	10.17	54	50	49	
2100				122.6	"													
2200				108.9	"													
2300	74	5	0	54.2	216	185	S9W	-	"									
2400	79	5	0	47.8	"	"				SW	1	bc. 6	0.1	10.18	-	-	49	

1942.

Patrol From Egg Is to C. Calvert to Milbanke Sd. Patrol, and at

REMARKS		Initials of the Officer of the Watch
0010 Zero RK. L. 060 x 9 1/2 M. 0110 G. Lark. P. L. 270 x 1 M. visibility poor. revs. 50.		
0200 Harold P. 240 x 1 M. vis. poor. 0300 Black P. L. 345 x 1 M.		
0445 Sorrow Is. 262 x 1 1/2 M. vis. mod. %c. 82.7E (C) error 27E.		
0545 White Rks. 140 x 2 1/2 M.		
0706 Egg Is. L. 053 x 1 1/2 M.		
0909 Egg Is. 107 x 1 1/2 M. 0914 revs to 125.		HBA
0951 revs to 50. 1006 revs to 150. Egg Is. 030 x 2 M. Relieved by H.M.C.S. "Timonius" & proceeded towards Milbanke Sd. 1012 revs to 50. 1017 revs to 125.		
1025 Egg Is. 083 x 2 M. %c. N40W (C) 1040 streamed A.		
1043 revs to 150. 1115 %c. N80W (C)		
1141 Blackney Is. 025 x 1 M. A14.		
1153 Blackney 107 x 3 M. %c. N58W (C) A17.		

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51-15N	127-48W	Bearings	
1200	51-31N	128-10W	"	
2000	52-10N	128-35W	D.R.	Tidal.

1235 White cliff Is. 021 x 8 1/2 M. A28.	
1312 White cliff Is. 082 x 7 1/2 M. A36. %c. N80W (C) 1330 action stations exercised	
1345 Exercises completed, 1350 relieved H.M.C.S. Baraquet & took over Milbanke Sd. patrol.	
1400 West RK. 050 x 5 M. %c. N43W (C) 1520 G. Mark 047 x 8 M. A56.	
1622 McInnes Is. 060 x 2 1/2 M. A66 Heused. %c. S56E (C)	
1800 G. Mark 030 x 2 M. %c. N57W (C)	HBA
1844 Robt. P. 052 x 14 M. %c. N13E (C) 1905 %c. N60E (C) Patrol Milbanke Sd. Courses various	
2105 revs to 50. 2116 revs to 125.	
2140 Darken ship. Signal books mustered.	
2150 A streamed reading 66.	
2205 revs to 50. 2213 Susan RK. 145 x 3 1/2 M.	
2340 McInnes Is. L. 308 x 3 M. 2400 A79 1/2.	

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 of [°] F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100	83.	4	0	44.7	184	156	S 23 E	-	27 E								
0200	87.	4	0	52.7													
0300	91.	4	0	50.3													
0400	94.5	3	5	50.6						S	2	0.6	2.4	1016		49	
0500	99.5	5	0	51.3													
0600	104.5	5	0	53.5	345	322	N 42 W										
0700	109.5	5	0	53.4													
0800	114.5	5	0	53.1					NW	1	bc. 7	2.4		1013	54	50	49
0900	119.5	5	0	52.9													
1000	124.0	4	5	52.9	077	046	N 50 E										
1100	130	6	0	54.0													
1200	134	4	0	53.0	027	002	North		airs		d. 6	0.1		1012	59	56	49

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

1300	38	4	0	48.1	027	002	North	-	27 E								
1400	43	5	0	51.8	096	066	N 69 E										
1500	48	5	0	52.2	279	250	S 72 E										
1600	54	6	0	57.6					NW	2	b. 7	0.2		1010	64	57	50
1700	58.5	4	5	51.5													
1800	62.5	4	0	46.3													
1900	68	5	5	50.7	042	015	N 15 E		27 E								
2000	72.2	4	2	55.2	205	178	S 3 W		NW	1	b. 7	0.2		1006	59	55	49
2100	77.3	5	1	55.3													
2200	82.5	5	2	51.0													
2300	87.8	5	3	56.6													
2400	90.5	2	7	40.8	227	195	S 20 W		SW	1	0.6	0.2		1006			49

REMARKS	Initials of the Officer of the Watch
Midt McAnnes Is. Lt. 318 x 2 1/2 M. 1/4 S 23 E (C)	
0200. D.R. Lat. 52° 04' N Long 128° 41' W. Δ 87.	
0400. D.R. Lat. 51° 57' N Long 128° 42' W. Δ 94 1/2. Vessel rolling heavily	
0448 D.R. Lat. 51° 54' N Long 128° 42' W. Δ 98. 1/4 N 42 W (C)	
0540. South end Goose Is. 101 x 11 M. Δ 2. rolling heavily	H.B.A.
0700. C. Mark. 0.49 x 6 M. Δ 9 rolling heavily	
0815 McAnnes Is. 0.33 x 9 M. Δ 15.	
0907 1/4 N 50 E (C) McAnnes Is. Lt. N. 0.55 x 6 1/2 M. Δ 19.2.	
1010. Cape Mark. 121 x 10 M. Δ 24.3.	
1100. Cape Awaia. 0.95 x 6 M. Δ 29.7. 1140 Susan RK. 0.07 x 1 1/4 M. Δ 32.	
1200. Susan RK. 317 x 1 1/2 M. 1/4 North (C) Δ 34	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	52-8 N	128-51 W	Bearings	
1200	52-17 N	128-28 W	"	
2000	52-28 N	128-26 W	"	Tidal

CAPTAIN (D)
H.B.A.
DEC 17 1943

1227 Robt. Pt. Lt. N. 144 x 2 3/4 M. Δ 36 1/4 S 37 E (C)	
1307 " " " 0.57 x 1 1/2 M. Δ 39 1/4 N 69 E (C) 1410. Hyndman reefs B. 0.70 x 2 1/2 M. Δ 44.	
1430 Adol Pt. 0.42 x 1 1/2 M. 1/4 S 72 W (C) Δ 45 1/2. 1530. Robt. Pt. 0.08 x 3/4 M. Δ 51.	
1600. Susan RK. 337 x 1 1/4 M. Δ 54 1/2 (Dist made good = 19.5 mls. Log dist = 20.5 mls. Av. speed 5 knots. Good courses made good. Log 2 1/2 to fast, noon to 1600.)	
1700. Aldrich Pt. 0.08 x 3 M. 1/4 North (C) Δ 58 1/2	
1800.	H.B.A.

CALL SIGNS, DISTINGUISHING SIGNALS, SERVICE INSTRUCTIONS, ETC.

For use
in Signal
Department
only

TO:

FROM:

Text and Time of Origin. (Write Across)

				5
				10
				15
				20
				25
				30
				35
				40
				45
				50
				55
				60
				65
				70
				75
				80
				85
				90
				95
				100

System or Wave Frequency	P.O. of Watch	Ldg. Hand of D.O.	Time Rec'd. in D.O.
Type of Code or P/L	Reader	Time of despatch	Time Rec'd. in Coding Office
Cabinet No.	Sender	Time of receipt	Date

Serial No.
Date of issue

207
252
<u>45</u>
42
1919
<u>23</u>
2
<u>46</u>

Receipt
Date of
Receipt
of D.O.
No.

Date
County Office
Date Recd. in
D.O.
Date Recd.

7 ⁰ 50
46
<u>8⁰36</u>

100
92
80
82
80
72
60
50
42
40
32
30
22
20
12
10
2

167.4
<u>252.1</u>
84.7
<u>2</u>

(Serial No. and Date)

TO

FROM

only
Department
to issue
For use

ALL SIGNS DISAPPEARING SIGNAGE SERVICE INSTITUTIONS FOR

Serial No.
Date of issue

H.M.S.

Saturday 26th of September

1942

From

to

, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Star Gyro Compass Course	Standard Compass Course	DG. OFF		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths					Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300	7.2																	
0400	79.9	41	4		142°	135°	S 45 E			var	0	bc-5	1-2	102.3			84	
0500																		
0600	97.5	8	1		117°	106°	S 73 E	10 E		var	0	bc-5	1-2	"				
0700																		
0800	116	96	6		"	"	"	"		NW	1	bc-7	1-2	102.2	84	80	86	
0900																		
1000																		
1100																		
1200	159	49	0		117°	105°	S 73 E	10 E		SW	1	bc-7 1/2	1-2	102.4	86	80	84	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings
6	142.7 (Sat)				

1300																		
1400																		
1500																		
1600	7	48			117°	106°	S 73 E	10 E		SW	1	bc-7	1-2	102.2 1/2	97	83	84	
1700																		
1800																		
1900																		
2000	352.1	45	1		117°	106°	S 73 E	10 E		SW	1	bc-5	1-2	102.4			84	
2100																		
2200																		
2300																		
2400	301.8	49	7		117°	105°	S 72 E	9 E		SW	1	bc-5	1-2	102.4			85	

REMARKS	Initials of the Officer of the Watch
0002 - began chain 2/5 Patrol around N.W. - Δ 38.5	
0005 - speed 12 K. = 130 revs; 0045 stop engine 0048 - half speed 130 revs	
0100 - Rounds correct	
0200 - Rounds correct. Vessel rolling and pitching moderately. 0230 Bar lockout	
emp'd to bridge. 0250 - TOR 1-12354 - 100 revs. Δ 69.9	
0300 Rounds correct - course resumed Δ 73.0; 0327 - 95 revs	
0400 Watch correct. 0425 Pt. Salmo abeam Δ to 117° (T), Δ 83.6	733
0500 Rounds correct. 0507 Pt. Salmo abeam Δ 89.4	
0600 Watch correct - increased 100 Revs.	733
0720 - 105 Revs.	
0800 - White water astern. 0850 - Reduced 85 Revs. allowed Queen to pick up C.P.P.D.	
0920 - 135 Revs. - BN shield K-223 (from 2. westwardly) 0940 - 85 Revs.	
0945 - 11 1/2 K. - (125 revs.) 0955 - stop engine - embark M.O. from Timmins	
Δ halyd in 36 (W.H.) 36.9 (off)	
1015 - Resumed course - 120 revs. Δ streamel - 36 (36.9) 1025 - 140 revs. bearing lost.	
1100 - 125 revs.	
1200 - Δ 59 (off) 59 (W.H.) CO. S 73 E (std) 105° (star)	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	17° 30' N	102° 32'	ab. 0.2. W. Δ 167.4	
2000				

CAPTAIN (D)
 HALIF. X
 DEC 17 1943

1429 - 135 revs (G.12).	
1530 - 150 revs. 1555 - 140 revs.	
1600 - Watch correct. 1610 - 135 revs.	
1700 - 100 revs. Timmins & Mrs. Weston alter station to transfer personnel. 1706 - slow speed.	
1715 - stop. 1715 - Boat from Timmins alongside to embark M.O. slow speed. 1732 - 115 revs	
OR 4 - 35142 CO. S 73 E - 1257 - 110 revs. 1800 - Watch correct	
1807 - 130 revs; 1835 - 135 revs. - changed station to port wing; RAE closed up.	
darken ships. 1913 - 145 revs. 1937 - 135 revs.	
2000 Watch correct. 2010 Boilers blown	
2110 Rounds correct. 2120 - 140 revs.	733
2200 Rounds correct	
2315 Rounds correct	
2400 Watch correct	733

H.M.S.

Monday 28th day of September

1942 From Base to , and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	DG OFF		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths					Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200														102.5				
0300																		
0400	655.0	50	5		117°	105°	872E	9E	SE	4	07.4	3-3		102.4				84
0500																		
0600					117°	105°	872E	9E	SE	5	07.4	3-3		102.6				
0700																		
0800	697.5	42	5		117°	105°	872E	9E	SSE	3	R.4	3-3		102.7				81
0900																		
1000									SSE	4				102.7				
1100									SSE	5				102.7				
1200	739.1	41	5		117°	105°	872E	9E	SSE	4	0.6	3-3		102.7	79	75		81
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings								
		Total dist. 714.4																
		284.2																
1300					117°	105°	871E	8E						102.6				
1400														102.6				
1500														102.5 3/4				
1600	787.5	48	5		"	"	"	"	S	3	0.7	2-3		102.6	80	75		80
1700														102.6				
1800														102.6				
1900														102.6 1/2				
2000	837.8	50	3		117°	103°	871E	8E	SSE	2	0.5	2-3		102.7				79
2100														102.8				
2200														102.9				
2300														102.9				
2400	887.8	50	-		117°	103°	871E	8E	SSE	3	0.5	2-3		102.9				

REMARKS					Initials of the Officer of the Watch
0100 - Rounds correct 0115 Nav. lts shown on Edusund. 0150 - nav. lts shown on Tim.					
0200 - Baromet. 102.5					
0300 - 13.5 revs.					
0400 - Watch correct. 0430 Ed. shows nav. lts: reply with star lt					WJ
0525 - All vessels show nav. lts briefly. 0537 - 13.0 revs.					
0600 - Rounds correct - reduced to 6.0 revs on signal					WJ
0620 - Commenced chain of 1/2 patrol around New Westminster - 100 revs. 58.2 0641 - 110 revs.					
0654 - 150 revs. 0706 - Resumed previous course 4 station Δ 88.8 1220 - 100 revs.					
0800 - Watch correct. 0802 - 105 revs. 0851 - 125 revs.					
0920 - 110 revs. 0945 - 115 revs.					
1045 - 120 revs.					
1121 - 125 revs.					
1200 - Watch correct. 1213 - 115 revs. 1223 - G. 11.5 - 125 revs					WJ
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200	13° 14' N	93° 53' W	T.R. Δ 739.1		
2000					
1345 - 140 Revs - G. 12.5K.					
1425 - 145 Revs.					
1600 - Watch correct					
1800 - Watch correct - Δ 813.5					WJ
1845 - S.G. turned off					
1900 - Boilers blown. 1956 - 140 revs.					
2000 - Watch correct. 2045 - 135 revs.					WJ
2105 - Rounds correct					
2200 - Rounds correct					
2300 - Rounds correct. 2303 - 140 revs.					
2400 - Watch correct					WJ

H.M.S.

Tues day 29th of September

1942

From

to

, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	D.G. OFF		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths					Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100										S	2			1029			
0200										S	2			1028			
0300										S	2			1028			
0400	938	51	8		117°	103°	571°E	8°E		S	1	0.7	1-2	1028			78
0500										S	1			1028			
0600										S	1			1028 1/2			
0700														1029			
0800	89.3	51	3		117°	103°	571°E	8°E		S	1	0.7	1-2	1030	78	76	77
0900														1030			
1000														1030			
1100														1030			
1200	1036	46	7		117°	103°	571°E	8°E		S	1	0.7	1-2	1030	84	78	77

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	1074.4 Total 360. Run	+ 6				

1300	66 Δ 1048				116°	095°	580°E	6°E									
1400																	
1500																	
1600	10.82	46												1027	92	82	76
1700																	
1800					106°	095°	580°E	6°E		S	1	0.8	1-2	1028 1/2			
1900														1028 1/2			
2000	11.31	49	-		"	"	"	"		Airs	-	0.5	1-1	1028 1/2			77
2100														1029			
2200														1029			
2300														1029			
2400	11.81	50	-		"	"	"	"		Airs	-	0.6	1-1	1028 1/2			77

REMARKS		Initials of the Officer of the Watch
0100	Rounds correct.	
0200	Rounds correct.	
0300	Rounds correct.	
0400	Watch corrected.	
0500		
0600	Rounds correct.	J.M.W.
0700	135 revs.	
0800	Watch correct.	
0900	0922-140 revs. 0953-170 revs.	
1000	1011-100 revs. 1015 sign exercises 1037 Slow ahead to take aboard M.O.	
1100	1048 M.O. taken aboard, 1050 Half ahead 160 revs.	
1200	1124-110 revs. 1148 Slow - sea boat put over with M.O.	
1200	Watch correct 1215 Stop engine to take aboard sea boat 1227 sea boat in	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	9° 00' N	89° 41' W	Obs. 0.1.1.	
2000				

1228	- 170 Revs. 1302 - 130 Revs 1306 A/C 106° (S. 80° E) Δ 1048	
1420	- 135 Revs 1440 - 145 Revs	
1600	Watch correct 1603 - 140 Revs - 1614 - 170 Revs	J.M.W.
1635	Sea boat alongside 1645 Towing sea boat secure	
1730	RAT aboard up 1755 180 - 180 1800 Darken ship	J.M.W.
1853	- 135 Revs. 1946 - 145 Revs.	
2000	Watch correct 2026 - 135 Revs.	
2100	Rounds correct	
2200	" "	
2300	" "	
2400	Watch correct	J.M.W.

H.M.S.

Wednesday 30th of September

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	DG OFF		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths				Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																	
0200																	
0300																	
0400	1230	49	-		106°	095°	580E	6E	air	-	15-5	1-2	1031			77	
0500																	
0600																	
0700																	
0800	1280	50	5		"	"	"	"	Air	-	15-2	0-1	1028	80	78	77	
0900																	
1000																	
1100																	
1200	1330	49	5		"	"	579E	5E	Air	-	16-7	0-1	1029	85	78	79	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	1394.4 Total					
	320					

1300																	
1400																	
1500																	
1600	(Chk)	1372	42		093°	080°	N88E	5E	air	-	16-7	0-1	1028	93	83	80	
1700																	
1800																	
1900																	
2000	1404	5	32		093°	080°	N88E	5E	Air	-	16-7	0-1	1029			80	
2100																	
2200																	
2300																	
2400	1446	5	42	5	093°	080°	N88E	5E	Air	-	16	0-1	1029			80	

1942 From Base to , and at

REMARKS				Initials of the Officer of the Watch
Rounds correct				
0200 Rounds correct				
0305 Rounds correct 0338-145 revs				
0400 Watch correct - 0420 Watch blown				
0500 Rounds correct				
0600 Watch correct 0625 - 150 Revs				
0715 - 140 Revs.				
0800 - Watch correct				
0955 - 155 Revs 1010 - 170 Revs.				
1025 - A/C 579E (stand) 5°E Error 1040 - 140 Revs.				
1100 - (G10) - 120 Revs 1125 - Exercise A/A Stations + Action Stations				
1145 - 2-4" Practice B.L. + 7.C. fired at Panel target. 1150 - Evolution completed				
1150 - A 28.5 - 7/Bl - F.H.G. - Round original course. 1200 - Watch correct				

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	7° 00' N	84° 52' W	abs. 0.4W	
2000				

1217 - Red Watch cloud up. 1219 - G10 - (120 revs). 1225 - A/C - 093° T. 35.8 - 1230 - 115 revs.	
Station - 15 cables - 1235 - 100 revs. - 1239 - 110 revs.	
1421 - 120 revs.	
1530 - 110 revs.	
1600 - White Watch cloud up. 1609 - 120 revs. 1648 - 115 revs.	
1745 RDF cloud up. 1800 Clocks set to zone +5 when ship watch correct.	
2016 - 110 revs	
2108 115 revs 2115 Rounds correct	
2240 - 180 revs Rounds correct	
2305 - 115 revs 2320 tube blown	
2400 Watch correct	

H.M.S.

Thursday 1st of October

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	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	1488	41	5		089	080	N88E	SE	Air	-	no. 5	0-1	1028	-	-	79	
0500																	
0600	1516				085	096	N80E										
0700																	
0800	1529.6	41	6		085	096	N80E	SE	Air				1029	78	76	79	
0900																	
1000																	
1100																	
1200	1571.2	41	6		085	096	N80E	SE	Air				1029	90	80	80	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	1655					
	241	+5H				

1300																	
1400																	
1500																	
1600	1613	41	8		036	021	N31E	SE	S.W.	3/4			1027 1/2	84	80		
1700					025	010	N20E										
1800																	
1900																	
2000	1654	41			025	010	N18E	SE	air				1028			82	
2100																	
2200																	
2300																	
2400	1692.5	38	5		030	025	N23E	SE	air				1029			82	

1942 From to , and at S.M.H

REMARKS		Initials of the Officer of the Watch
0152 - 120 Revs.	0100 - Rounds correct	
0200 - Rounds correct	0208 - 115 Revs.	
0300 - Rounds correct	0314 - 120 Revs.	
0400 - Watch correct	0400 - 115	
0500 - Rounds correct	0530 - Engines slowed down - dusts taken over prim	
0545 - Engines OK again	125 Revs.	
0600 - Watch correct	0600 - 115	
0640 AK	085° N80E Δ 1516	
0800 watch correct		
9.14 - 125 revs	0925 - 115 revs	
1155 watch correct		
1200 watch correct		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200 174 2000	6° 16.9' N	80° 37.5' W	obs. 0.1h	

CAPTAIN
HALLIX
DEC 17 1943

1310	Log 84 1/2, 9/10 N31E(C) slow speed.	
1330	Half speed (120 revs) 1400 - 115 revs. 1422 - 110 revs.	
1510	115 revs.	
1600	Watch closed up.	
1632	Homed high in abd. sequence 1, 2, 3, 4, 5, 9/10 N20E(C) Log 23, 1203 Revs 12.5,	
1723	revs 115, 1744 revs 105, 1815 - Double ship, 1814 revs 110, 1840 revs 115	
1915	revs 110, 1935 revs 100	
2000	Watch manual. 2011 AK: 030° T - G9 - Δ 55.7, 2016 - revs 110	
2026	Cape Mala Lt. N71° W - Δ 58.2 - 2100 revs 120 - 2124 - 105 revs	
2155	100 Revs. 2245 - 105 Revs. 2315 - 100 Revs.	
2349	115 revs.	
2400	Watch correct	

H.M.S.

Friday and day of October

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	D.G. ON		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Deviation	Variation					Direction (true)	Force (0-12)	Dry Bulb	Wet Bulb				Sea		
0100	00																
0200																	
0300																	
0400	1731.9	39	4		various as by signal				air	-	bc-5	0-0		102.8			82
0500																	
0600					CAPT. ORDER S.												
0700																	
0800	Berthed alongside																
0900	Yimmix Quessel + New Westminster																
1000	at U.S. Naval Ammunition																
1100	Wharf																
1200									air	-	bc-5	0-0		102.8			82

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	1781.9					

1300																	
1400																	
1500																	
1600									air	-	bc-5	0-0		102.8			81
1700	Berthed at Pier 18																
1800																	
1900																	
2000									air	-	bc-5	0-0		102.8			80
2100																	
2200																	
2300																	
2400									air	-	bc-5	0-0		102.8			80

1942 From Base to , and at

REMARKS																	Initials of the Officer of the Watch
0020 - 125 revs. 0032 9/16 to 360°(T) on signal - Δ 98 0050 - 105 revs. 0100 Rounds correct 0115 - 110 revs. 0123 - bounding mach. out of order. 0150 - light flashing on stbd. beam. Reduced to 90 revs. 0323 210 028° on signal Δ 22.4 0304 Rounds correct - 100 revs. 0355 - 115 revs. 0400 Watch correct 0405 9/16 to 360°(T) Δ 31.9 - 0413 - 125 revs. 0445 - 100 revs. 793 0453 Bow light ahead Δ 41.1 - 0525 - slow - 0541 - stop - 0617 - slow speed.																	
0955 - Alongside S.S.T. New Westminster along Naval Ammunition Wharf																	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1455 - left Naval Ammunition Wharf	
1530 - Berthed " " " 1540 - Cleared lower decks for Casual Payment	
1625 - left Naval Ammunition Wharf	
1640 - Made fast S.S.T. Pier #18. 1735 - Liberty men (18)	
1745 - Liberty men 1800 - Sunset - 1815 Liberty men	

H.M.S.

Monday 5th of October

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steel Gyro Compass Course	D.G.O.N.		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths				Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																	
0200																	
0300																	
0400																	
0500																	
0600																	
0700																	
0800	Δ 00				Vm	Vm		SE	1	r.6			1023	78	76		
0900																	
1000																	
1100	dep 34.3																
1200	41.6	7.3		140	051	040	N46E	5 E	SW	2.5	r.6	3-2	1028.5	78	76	82	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	From dep pos. Till Noon dist. 7.3	+57				

1300																	
1400																	
1500																	
1600	90.3			028°	019°	N23°E	5 E	SW	1.1	6-7	3-2		1026	84	78	84	
1700																	
1800																	
1900																	
2000	40.3	49.9		028°	019°	N23°E	5° E	NE	2	6-5	2-2		1027			83	
2100																	
2200																	
2300																	
2400	90	49.7		028°	019°	N23°E	5° E	NNE	3	6-5	2-2		1027			83	

1942

From

to

, and at

REMARKS	Initials of the Officer of the Watch
0615. E enough. 0620 - TOR 1. 0627 - Howl heard.	
0700 - 130 revs. 0707: 160 revs. Clean of beam 0712 - 130 revs.	
0725 Δ streamed and set 200 755 feet water mounted.	
0800 watch correct. 0805 9/16 to 585 W (E) Δ 11.1 - 270° (T).	
0855 signal 1000 110 revs. 210 090 T. 0914 - 10850 9/16 to 585 W (E) Δ 11.1 - 270° (T).	
0900 9/16 to N. SW. 0922 9/16 to S. 275 W (E) Δ 200° (T) - 0907. Log 14.2. N.W. no guide.	
0922 Zimmern is guide. 210 N. SW Δ 16 9.45-09 265 E Δ 20.9	
1005 210 N. SW Δ 23. 1017 210 N. SW Δ 23. 1030 210 N. SW Δ 23. 1045 210 N. SW Δ 23.	
1055 210 N. SW 11:07 - 60 revs on signal 11:20 Cabin Breakwater by 92E dist. approx. 15M. Δ 34.3	
1130 dep. N. 46 E Δ 51° Δ 34.3 11:30 - 130 revs. 11:35 - 140 revs.	
1200 116 watch mounted.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	9° 38' N	79° 48' W	F.R. log reading	
2000				

1210 - 9 vessels on abrd bow headed SW dist 15 M. 1225 - 145 revs 1250 - 140 revs.	
1307 - Plans proceed NE dist 4 M. 1318 - 135 revs.	
1449 - 140 revs.	
1516 - RIT watch closed up. 1534 9/16 to 028° (T) - [5° error used] - Δ 86.1 - 145 revs.	
1600 - Watch correct. 1610 - 150 revs.	
1707 - 140 revs. 1730 - 135 revs. R.I.F. closed up. 1752 Darken ship. Wtd. correct. P.B.	
1800 Ship ahead.	
1945 - revs. 145	
2000 - Port Watch closed up. 2007 - 135 revs. 2045 - 140 revs.	
2100 - Rounds correct.	
2214 - 135 revs.	
2300 - 145 revs.	
2400 - Watch correct.	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	D6 ON		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths					Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300																		
0400	241.3 2.42	52	-		025°	019°	N23E	5 E	NE	2	6.5	2-2	1026				82	
0500																		
0600																		
0700																		
0800	288.6 288.4	46	4		Commenced Z-Z #19				NE	2/3	6.7	2-2	1027	85	78	82		
0900																		
1000																		
1100																		
1200	328.8 338.7	50	3						NE	1/2	7 1/8	1-2	1029	89	81	83		
Number on Sick List		Distance run through the Water		Zone Time kept at noon	Leave Granted to Ship's Company				Anchor Bearings									
		Total dist 303.8		+57														
		296.5																
1300																		
1400																		
1500																		
1600	388.6	50	0		028°	024'	N28E	nil	NNE	1	6.7	1-2	1027	87	81	83		
1700																		
1800																		
1900																		
2000	440.2	51	6		028°	024'	N28E	nil	NNE	1	6.5	1-2	1028				83	
2100	451.7 452.8				028°	022'	N27E	1 E										
2200																		
2300																		
2400	488.2	48	0	135	028°	022'	N27E	1 E	NNE	1	6.5	1-2	1029				83	

REMARKS					Initials of the Officer of the Watch
0100 changed sounds.					
0200 changed sounds.					
0200 changed sounds; 0330-135 revs.					
0400 Watch correct 0415-145 revs. 0455-140 revs.					
0500 Round correct 0530-135 revs.					
0600 Points correct - RIF. packed up.					WSS
0800 - Watch closed up - Commenced Z-Z #19					
1200 - Watch correct A/C 028° T. revs.					WSS
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200	13° 42' N	72° 57' W	obs. a.h.w.		
2000					
1322-140 revs.					
1524 - Revs. 135					
1600 - Stbd. Watch closed up. 1630 - Received sub. Callock station station.					
1700 - Exercise completed. 1735 - Evening action station closed up.					
1748 - Blank ship.					WSS
2000 Stbd. watch closed up.					
2100 to eased zig-zag, A 52.8; course 027° (C)					
2255 - 135 revs					
2325 - 140 revs 2350 135 revs					
2400 Watch correct.					WSS

H.M.S.

Thursday 8th of October 1942

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Star Gyro Compass Course	D.G. ON		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths				Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																	
0200																	
0300																	
0400	838	50			017°	015°	N19E	2°W	NE	4	2-6	0-0	10.30			84	
0500	850																
0600																	
0700																	
0800	888	50			017°	015°	N19E	2°W	NE	2	6-7	0-1	10.32	87	85	84	
0900																	
1000																	
1100																	
1200	936.5	48	5		052°	049°	N56E	9°W	NE	1	6-7	0-1	10.33	90	80	83	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	TOTAL 926.3					
	318.5	+5h.				

1300																	
1400																	
1500																	
1600	988	51	5		018°	017°	N21E	3°W	ENE	1/2	6-7/8	0-1	10.32	90	78	85	
1700																	
1800																	
1900																	
2000	1040.6				018°	019°	N23E	5°W	ENE	1	6-7	0-1	10.33			83	
2100																	
2200																	
2300																	
2400	1089.1				018°	019°	N23E	5°W	NE		6-6	0-1	10.33			84	

19 42 From , and at

REMARKS	Initials of the Officer of the Watch
0400 A/C 017°T N19E STROB. & RSR	
0500 Comm. Zig-Zag. Plan No. 19159. 0.4.530 under ship	
0547 R/F Cloud down 0540-150 REVS	
0641 - Revs. 135	
0905 - Revs. 155. 0958 Revs. 145.	
1040 - A/C 052°T Δ 22.8 - 1055 Revs. 135	
1103 - Revs. 125. 1140 - Revs. 135	
1200 - Watch correct.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	22° 09' N	72° 17'	FIX. Providenciales IS.	
2000				

1215 - Increased 155 Revs. 1240 - Decreased 135 Revs. 1250 - 170 Revs.	
1325 - 140 Revs.	
1600 - Watch correct A/C 018°(T) Δ 988. 1600-150 Revs.	
1615 - 140 Revs. 1640 - 135 Revs. 1710 - Slow Speed 1725 - 170 Revs.	
1730 - Darken ship - A/S Hydrophone Sweep.	
1800 - Watch correct 1830 - 140 Revs.	
1900 - Cloud Z-Z H 19 Δ 27 Revs. N21E(C) 6.17 (STROB) 018°(T) Error 3°W	
1928 - 135 Revs	
2000 - STROB. Watch cloud up. A/C N23°E(C)	
2400 Watch correct	

H.M.S.

Tuesday 9th of October

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steel Gyro Compass Course	Standard Compass Course	D.G. ON		Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths					Deviation	Variation	Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300																		
0400	1139.8 1139.5	50	4		018°	019°	N23°E	5°W	NE	1	6.6	2-3	1032					82
0500																		
0600																		
0700																		
0800	1189.3 1189.3	49	8		018°	019°	N23°E	5°W	NE	1	6.6	2-3	1033					82
0900																		
1000																		
1100																		
1200	1238.2 1238.2	48	9		018°	018°	N24°E	6°W	NE	1	6.6	2-3	1032	90	86	82		

D.G. OFF

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	Total 1216.3					
	290	+5h				

1300				151.9														
1400				163.1														
1500				136.														
1600	1292.0 1292.0	53	8	147.7	018°	018°	N24°E	6°W	NE	1	6.6	2-3	1032	84	76	82		
1700				147.7	018°	019°	N25°E	7°W										
1800				142.														
1900				144.6														
2000	43.6 43.6	51	6	146.	018°	019°	N25°E	7°W	NE	1	6.6	0-2	1032 1/2					80
2100				143.2														
2200				135.3														
2300				69.2														
2400	80.2 80.2	36	6	128.7	018°	019°	N25°E	7°W	NE	1	6.7	1-2	1032 1/2					79

1942

From

to

, and at

REMARKS					Initials of the Officer of the Watch
0130	-	145	Revs.		
0220	-	140	Revs.		
0305	-	145	Revs.		
0400	-	Watch correct			
0500	-	Recommence 2-2 #19. D.G. off.		0522 - 140 Revs.	
0530	-	0555 - Swing ship for duration.			
0600	-	Watch correct			
0820	-	130 revs watch correct			
1115	-	135 - 11-10 - 140 revs			
1200	-	Comms 212. ZAG. Reconn 018° T. N24E stand 6.W. over			

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	26° 30' N	70° 10' W	Obs. Obs.	
2000				

1223	-	145	Revs.	1238 - 170	Revs.
1400	-	140	Revs.		
1500	-	150	Revs.		
1600	-	1645	Revs.	1657 - 145	Revs.
1700	-	Began zig-zag, Δ 5.0. Mean course N25E - 7°W. error 1713			
1800	-	darken ship. 1715 a/s turned over to hydrophone. 1800 Watch correct			
1900	-	Comm 2.2 #19 Δ 30.			
2000	-	Pat Watch correct. 2040 - 140 revs.			
2135	-	Arrived upst A/S contact - slow speed - Comm out A/S. made with other ships Δ 66.6 - 2240 Δ in - 71.1			
2315	-	Reconn mean course + stations Δ steamed 71.7			
2400	-	Watch correct			

H.M.S.

Saturday 10th day of October

1942

From Base to

, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Star 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				138.1													
0200				149													
0300				151.2													
0400	432.2	52	-	141.2	018°	020°	N26E	8W	NE	1			1031			79	
0500				143.8													
0600				150.7	018°	020°	N27E	9W	NE								
0700				144.9													
0800	482.7	52	5	137.9	"	"	"	"	ESE	1/2	bc 7	1-2	1032	82	76	80	
0900				140.1													
1200	527	44	3		027°	032°	N37E	10°W	ESE	1	bc 6	1-2	1032	79	78	78	
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
		Total 1501.3		451													
		Run 285															

Position	Latitude	Longitude	Depending on	Currents experienced	REMARKS	Initials of the Officer of the Watch
0800					0230 - 150 revs	
1200	30° 51' N	68° 52' W	of G.H. + X.M.E.C.		0250 - 145 revs	
2000					0400 - commenced zigzag Δ 432.2 Port watch closed up.	J.H.
					0443 - 150 revs	
					0600 - stopped zig-zag Δ 458.3 R.D.F. closed down - 145 Revs	J.H.
					0645 - 140 Revs	
					0800 - Watch Closed 0845 - 135 Revs	
					0910 - A/C to come astern of N.W. 170 Revs. 0925 - Slow.	
					0930 - Stopped - picked up N.W. Boat & M.O. 0935 - 170 Revs.	
					0955 - 140 Revs. 1015 - 110 Revs. 1045 - Stopped - NW Boat	
					lowed away with M.O. 1050 - Slow - 1110 - Stopped - M.O.	
					on Bd. - Boat alongside. 1025 - Boat & M.O. left for N.W.	
					170 Revs - 100 N 33° E (C)	
					1055 - A/C 027° (E) Δ 26.3 1200 - Watch Closed	J.H.
1300					1220 - NW - 145 - 12.3 - NW 130 -	
1400					1306 - NW - 120 - 1330 NW - 140 1352 - NW - 145	
1500					1700 - Resumed Z.Z #19 Δ 91.6 1712 NW 140	
1600	78.8	51.8			1800 - Clocks advanced 1 hour.	
1700						
1800						
1900						
2000	617.5	38.2			2000 - Closed Z.Z - Z.Z Δ 17.5 Comm 027° N 39E 20.25 - 145 Revs	J.H.
2100						
2200						
2300	655.8				2300 A/C 018° (N31°E) Resumed Coast	
2400	668.6	51.1			2400 Watch Closed	J.H.

CAPTAIN (D)
 H.M.S. X
 DEC 17 1942

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	57552 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				145.6													
0200				144.3													
0300				149.3													
0400	21.7	52		153.2	018°	024°	N31°E	13°W	E. W.	S.E.	1	bc6	1-1	1031			77
0500				148.1													
0600				141.2													
0700				142.5													
0800	13.7	52	-	142.2	018°	024°	N31°E	13°W		S.E.	1	bc6	1-1	1031	80	78	77
0900				142.7													
1000				142.6	018°	027°	N34°E	16°W									
1100				143.3													
1200	26.6	52	3	145.6	018°	028°	N35°E	17°W		S.E.	1	bc6	1-1	1031	86	79	78

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	1812.3 Total					
	3 11	44 17				

1300				147.7													
1400				144.7													
1500				144.5													
1600	76.8	50	2	141.8	018°	029°	N35°E	12°W		SW	1	r1-4	1-1	1030	76	76	78
1700	88.			142.5													
1800				143.1	018°	029°	N35°E	12°W		SW							
1900				142.8													
2000	27.8	51	-	141.5	"	"	"	"		Dir	1	c 6	0-1	1028			77
2100				143.3													
2200				145.													
2300				141.6													
2400	79.4	51	6	139.9	018°	031°	N38°E	20°W		NE	1	c 5/2	1-2	1029			80

REMARKS		Initials of the Officer of the Watch
0145- Revs - 150		
0245- Revs - 155		
0400- Watch correct. 0440- Revs. 140.		
0500- Z. Z. #19 recommenced. Δ 35		
0610- Quenel 9/16 and drew in 1/2 M. in rear of Semina.		W. S.
0700 - Stopped zig-zag Δ 60. b. bearing N31°E (C)		
0800 - bearing 018° - error 15°W. bearing N33°E (C) 027° Steer		
1120 - 145. revs		
1200 Watch correct		W. S.

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	35° 44' N	66° 31' W	obs. D. H.	
2000				

1400 Watch correct		
1700 Comm Z. Z. #19 1730 Thru ship RTT closed up		W. S.
1800 watch correct.		
1900 - Comm Z. Z. #19 Δ 15.2 Rev N35°E (C)		
2000 - Watch correct - (lighting)		
2300 - Bounds correct		
2400 - Watch correct		W. S.

H.M.S.

Monday 17th of October

1942

From

to

, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	STEER 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				141.5													
0200				141.7													
0300				140.9													
0400	30.3	50	6	140	018°	032°	N38E	20°W	NE	5	r-4	3-2	1028			80	
0500				140.1													
0600				137	018°	032°	N38E	20°W	NE	5	r-6	3-2	1028.5				
0700				138.4													
0800	76	46		125.4	018°	032°	N38E	20°W	NW	5	e-6	3-4	1031	70	65	76	
0900				102.2													
1000																	
1100																	
1200	14	38			018°	032°	N38E	20°W	N	5	e-6	3-4	1034	71	63	73	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	2121.37 Total					
	309	447				

1300					018°	030°	N35E	22°W									
1400																	
1500																	
1600	57.1	43	1		"	"	"	"	NNE	4	e-6	3-4	1033	65	58	74	
1700																	
1800																	
1900																	
2000	95.0	37	9		013°	031°	N36E	23°W	NE	5	e-6	3-4	1043			74	
2100																	
2200																	
2300																	
2400	36.7	41	7		013°	031°	N36E	23°W	NE	5	e-5	3-4	1046			64	

REMARKS		Initials of the Officer of the Watch
0300 Rounds Correct		
0515 A/S out of order		
0600 Watch Correct. 0606-145 revs 0630-140 revs 0650-135 revs		
0705- Revs 135		
0800- Stead Watch Mustard 0820- Revs-100		
1005- Revs-130		
1140- A/S in operation		
1225- A/C 013°T Δ 29.1 Revs-145		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	40° 30' N	64° 23' W	obs. & h	
2000				

CAPTAIN
HALL
DEC 17 1943

1330 - 130 Revs	
1520 - G-15 - increased 140 Revs	
1600 - Watch Correct - A 12 - 130 Revs 1610 - A/S broken down	
1640 - Slow 1645 - 1/2 speed	
1755 - 115 Revs N 35° E (v) 0130 (T) - A/S repaired - Ship Darkened	
1800 - Watch Correct 1815 - 130 revs	
1930 - 130 revs 1950 - 125 revs	
2000 - Watch mustard 2055 - 130 revs	
2325 - Boiler blown	
2400 - Watch Correct	

H.M.S.

Tues day 13th of October

1942 From to , and at

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	75.9	39	2		013°	031	N37°E	24°W	NNE	2	b6	2-3	1048.2				66		
0500																			
0600																			
0700																			
0800	28.4	52	5		013°	031	N37°E	24°W	NE	2	b6	2-3	1051.5	54	53	66			
0900					345°	008	N10E												
1000					Var	Var													
1100					Var	Var													
1200					Var	Var							10.49	66	53				
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													10.49	65	53				
1700																			
1800																			
1900																			
2000													10.49	58	52				
2100																			
2200																			
2300																			
2400																			

REMARKS					Initials of the Officer of the Watch
Position	Latitude	Longitude	Depending on	Currents experienced	
0005 - Speed 10K (115 Revs). 0020 - P/S. Rudder down. 0030 - Depth Radio. 0100 - no depth? 0125 - P/S working again. 0130 - no depth? 0145 - 125 Revs. 0200 - A/C N37°E (C) Δ 58.4. no depth. 0230 - 105 Revs. 0235 - depth? 100 fms approx. 0255 - 100 Revs. 0307 - 115 Revs. 0324 - 120 Revs. 0325 - E/S off 85 fms Δ 71.9 0400 - water correct 0420 - 135 Revs. 1445 - 150 Revs. 0600 - Watch correct 0645 - 115 revs - 0652 - 145 revs 0745 - 150 revs 0800 - Port watch closed up. 0858 AC 345° T. N10E 0915 - 160 revs. 0957 - 140 revs 1000 - 140 revs. 1045 - hauled in log. 1120 - 70 revs. 1147 - through Brown gate. 1200 - clocks advanced to zone +3H.					
0800					
1200					
2000					
13.45 all fast alongside Quenn 1730 - Hands to Stations - left Pruey in Harbour from alongside K133. 1758 - alongside jelly & P.S.T. 5266. 18.34 Sunset 18.34 Sunset 1915 - Liberty Boat 20.00 Liberty Boat 2400: Boarded Dundas without being challenged by G.M. R.T. Lifford, A. Renuer. O.O.G.					

H.M.S.

Fri day 16th of October

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										ais	b7	0-0		1027				59
0500																		
0600																		
0700																		
0800														1037				
0900																		
1000																		
1100																		
1200														1037.5	53	48		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
					Mason Pt. - 575°E.	
					Clare Is - 366°W.	

1300																			
1400																			
1500																			
1600																			
1700																			
1800																			
1900																			
2000																			
2100																			
2200																			
2400																			

1942

From

to

, and at

REMARKS		Initials of the Officer of the Watch
0100	Rounds correct	
0200	Rounds correct	
0300	Rounds correct	
0400	Rounds correct. Watch mustered	
0500	Rounds correct	
0658	RIF packed up.	JML
0700	Rounds correct	
0800	Watch correct grounded on AIS exercises 0830 sub down	JML
0930	700lb of fish net. buoy on net marked N.W. Cove N. 217.	
1000	Chin of net. 1005 31M surface. 1040 sub down	
1100	AIS exercises in progress	
1200	AIS exercises completed 1220 sub surface	JML

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1600	-	Evolutions (Tammis in tow)		
1700	-	Evolution completed. Proceeded to St. Margant Bay		
1744	-	Ringdove Shoal Buoy abeam. - 570°(E.C.)		
1820	-	Let go port anchor. Veered to 2 1/2 shackles. Brought up to 2 shackles in 7 fms water - St. Margant's Bay		
2012	-	Veered to 3 shackles at wind. 7 W E		JML
2400	-	Watch correct		JML

H.M.S.

Saturday 17th of October

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																		
0500																		
0600																		
0700																		
0800					Various courses					Clear	10 3/8	00		10.39	43	40	54	
0900																		
1000																		
1100																		
1200										Clear	10 7/8	00		10.38 1/2	56	46	55	

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										Clear	10 7/8	00		10.36	56	46	55		
1700																			
1800																			
1900																			
2000										Clear	10 7/8	00		10.36			56		
2100																			
2200																			
2300																			
2400										Clear	10 7/8	00		10.36			56		

19 42

From A/S Exercises to

, and at

REMARKS		Initials of the Officer of the Watch
0737 A/S Anchor Aweigh - 1/2 speed. 0742 - 140 Revs		
0745 - 170 Revs. Proceeded to undertake A/S Exercises		
0800 - Watch Correct		
0845 - Home shore ledge buoy w(T) x 1 cable. 0855 - S/M Submerged		
0900 - 1100 A/Sub Marine Exercises		
1100 - S/M surfaced. 1110 - Return to Harbour Anchorage		
1200 - Watch Correct - 1210 - P/S Anchor down - Fetched wire Engines		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1300					
1400					
1500					
1600					
1700					
1800					
1900					
2000					
2100					
2200					
2300					
2400					

H.M.S.

Sun day 18th of Oct

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										Ass	-	b.6	00	10.34			55	
0500																		
0600																		
0700																		
0800										Ass	-	b.7	00	10.34			55	
0900																		
1000																		
1100																		
1200																		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
					0803 - Mason Pt. S 78° E (C)	
					Sum Pt. S 58° E (C)	
					Banbury Pt. N 88° W (C)	

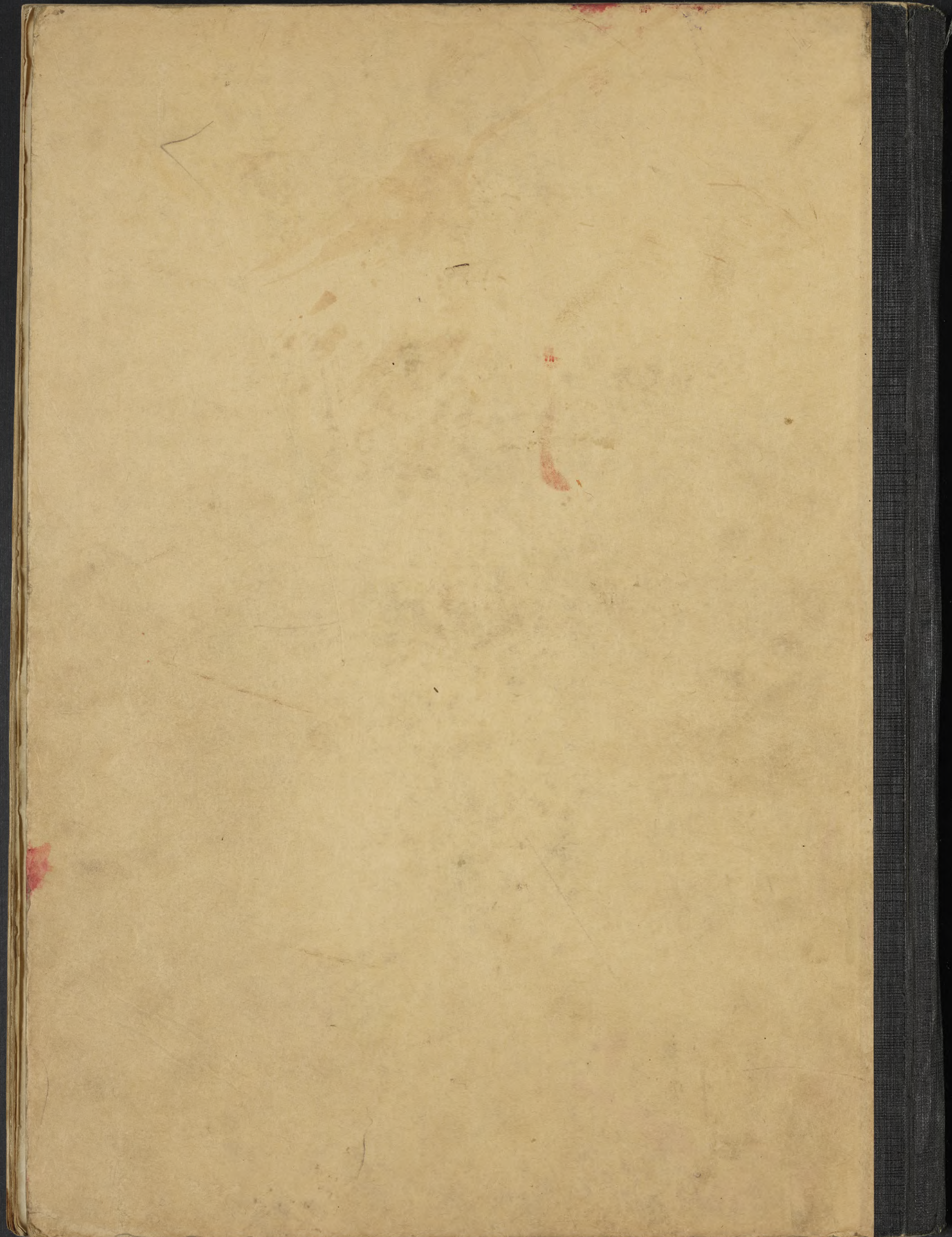
1300																			
1400																			
1500																			
1600										NE	1	e.6	01	1018			54	51	55
1700																			
1800																			
1900																			
2000										NE	1	e.6	01	1018			53	51	55
2100																			
2200																			
2300																			
2400																			

1942 From _____ to _____, and at _____

REMARKS	Initials of the Officer of the Watch
0200 Watch comm. 0230. H. lookout reported out. found.	
0400 Watch comm.	
0500 Round comm.	
0600 Round comm.	
0720 - Proceeded to St. Margants Bay	
0730 - 1237 up 0803 - Pt anchor let go - 2 shackles in water	
0815 - D. H. turned off.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1600 - Pt. boat away	
1800 - Pt. boat alongside	
1900 - Both sea boats away for liberty-party.	
2000 - Watch comm - Pt. boat swung in & secured.	





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