

173

Quindus

9-6-42

24-9-42

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

29th June 1942 to 24th Sept 1942

DECK LOG BOOK

For use at Sea and in Harbour

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

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

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

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

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

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

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

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

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

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

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

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

(i) The embarkation and disembarkation of all passengers.

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

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

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

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

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

(o) All general payments.

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

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

MAIN DECK TO WATER-LINE 6' 2"

UPPER BRIDGE DECK TO WATER-LINE 22' 9"

HT OF MAST (TRUCK TO WATER-LINE) 59' 7"

" " (TRUCK TO DECK) 53' 5"

DECK LOG BOOK

For use at Sea and in Harbour

1. This Deck Log Book is to be carefully preserved. When not in use, it is to be kept in a painted canvas cover, or in a watertight box. When filled, it is to be taken charge of by the Captain, and kept on board for reference, if required.

2. The Officer of the Watch is responsible for the Deck Log, and for the due observance of the regulations respecting it; and he is to see that it is properly written up, in pencil, and he will sign it with the initials of his name before he leaves the Deck.

3. The readings of the Patent Log or Logs to be entered hourly in the column provided for the purpose. In the column marked "Distance Run," the distance through the water for each hour is to be registered according to the judgment of the Officer of the Watch, using the Log readings, their errors if known and the Revolutions as a guide, with allowances for the Wind and Sea. When the Ship has steered on more than one course during the hour, the distance run on each course must be entered.

4. The Standard or Gyro Compass Course, the Direction and Force of the Wind, and the State of the Weather, Sea and Swell, are to be registered at the end of each Watch, and when any change may occur in the same.

5. The corrected Barometric Pressure in millibars and the Temperature of the Air and Sea are to be registered at 0400, 0800, 1200, 1600, 1800, 2000 and 2400; but in Stormy Weather, the corrected Barometric Pressure in millibars is to be registered every hour. In the case of mercurial barometers, the correction to be applied to the reading of the instrument can be obtained by means of the "Gold slide." In the case of aneroid barometers, the only correction which need be applied is that for height, which can be obtained from the table on the opposite page.

6. In recording the Force of the Wind and State of the Weather, Sea and Swell, the following scheme is to be adopted:—

THE BEAUFORT WIND SCALE

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

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

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

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

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

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

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

LETTERS TO INDICATE THE STATE OF THE WEATHER

<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, r_o = continuous slight rain.

DOUGLAS SEA AND SWELL SCALE

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

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—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

Height in feet above sea level	Pressure at Station level 1000 millibars				
	Air temperature (° F.) (Dry bulb in Screen)				
	0° F.	20° F.	40° F.	60° F.	80° F.
	mb.	mb.	mb.	mb.	mb.
10	0.4	0.4	0.4	0.4	0.3
20	0.8	0.8	0.8	0.7	0.7
30	1.2	1.2	1.1	1.1	1.0
40	1.6	1.6	1.5	1.4	1.4
50	2.0	2.0	1.9	1.8	1.7
60	2.4	2.4	2.3	2.2	2.1
70	2.8	2.8	2.7	2.5	2.4
80	3.3	3.1	3.0	2.9	2.8
90	3.7	3.5	3.4	3.2	3.1

This correction is always +.

H.M.S.

Dundas

Fri-day 3rd of July

1942

From Esquimaux 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																		
0500																		
0600																		
0700																		
0800										Nil	6.7	0-0		10.19	70	65	54	
0900		12	5	125														
1000		12	1	121.2														
1100		9	6	96.3	Course Various Patrol Pillar Pt. to Sheringham.													
1200		9	8	98.2						WNW	1-2	6.7	0-1	10.19	60	56	51	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	40	P.S.T.			Stg. J. 3L 50m	
					4. Stg. J. 3L 50m	
					J. Dist 40 mls	

1300		9	6	96.1														
1400		11	2	111.8														
1500		5	4	53.6														
1600		5	4	54						WNW	5	m.6	3.3	10.19	60	57	50	
1700		5	9	58.7														
1800		5	9	58.6														
1900		5	8	58.2														
2000		10	2	102.2						WNW	5	6.6	3.3	10.17	60	56	50	
2100		9	9	99.1														
2200		10	1	101														
2300		4	6	45.6														
2400		5	2	52						WNW	4	6.5	2:1	10.19	-	-	50	

REMARKS		Initials of the Officer of the Watch
0800	Left #5 Berth alongside HMCS Dawson	
0810	Passed Room Officer	
0815	A/C 512E(c) Increased to 125 Revs. : 0830 - A/C 519W(c)	
0900	Race Rbo. Light Abiam. 1/4 M. - A/C 565W(c) : 0925 A/C N.83W(c)	
1015	Relieved HMCS. Guysborough - 1030 - Received instructions re. Patrol Pillar Pt. to Sheringham from HMCS Edmunston - HMCS Lockport - 3rd ship on Patrol.	
1200	Watch Correct	W.M.D.

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	48° 18' N	123° 58' W	D. R.	
2000	48° 19' N	124° 02' W	D. R.	Tides

1330	Visibility poor due to mist	
1425	Sheringham Pt. N18°E(c) x 3 mi.	
1600	Watch correct.	
1655	Pillar Pt. 56°W(c) x 3 mi.	
1730	Pillar Pt 224°T x 1.5 mi.	
1800	Pillar Pt. 51°W(c) x 4 mi.	W.M.D.
1900	Sheringham Pt. N20°W(c) x 3 M.	
2000	Pillar Pt 224° x 6 M.	
2150	Sheringham Pt 020° x 1 1/2 M.	
2200	Reduced speed to 5.0 Revs	
	Watch Correct	W.M.D.

H.M.S. Dundee

Saturday 4th of July

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		5.1		51.4	D.G. ON													
0200		5.1		51.1	Sherringham to													
0300		4.9		49.6	Pillar Pt													
0400		5.0		49.7	Course Varied					WNW	3	8.6	3.2	1021	-	-	48	
0500		6.9		68.7														
0600		10.0		99.9														
0700		9.9		99.1														
0800		10.0		99.8						Air	-	6.6	0.1	1020	62	56	49	
0900		9.9		99.0														
1000		9.7		97.0														
1100		9.4		94.1														
1200		9.7		97.1						S	1	6.6	0.0	1018	62	57	49	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	166	P.S.T.			Stg. 4. 24h 00m	
					Stg. 4. 1d 3h 50m	
					Stg. Dist. 206 miles	

1300		9.6		95.7														
1400		10.3		102.8														
1500		9.6		95.8														
1600		10.0		100.3						NW	5	6.6	3.4	1022 1/2	67	63	48	
1700		9.8		97.6														
1800		9.2		92.2														
1900		10.1		100.9														
2000		10.0		100.0						NW	3	6.8	2.1	1025	64	58	49	
2100		9.7		96.7														
2200		10.3		102.9														
2300		5.1		51.0														
2400		4.3		42.6						NW	3	6.6	2.0	1027			49	

1942 From Sherringham to Pillar Point Petrol, and at

REMARKS	Initials of the Officer of the Watch
0020 Pillar Pt. 200° - 1 1/2 mi.	
0230 Sherringham 025° - 1 1/2 mi.	
0430 Pillar Pt. 208° - 1 mi. Half speed; 100 revs.	
0535 Sherringham by 032° - 1 mi. Watch correct	
0745 - Sherringham Pt. N15E(c) x 1 M.	
0845 - Pillar Pt. S15W(c) x 1 M.	
1000 - Sherringham Pt. N18E(c) x 1 M.	
1100 - Pillar Pt. S(c) x 1 M.	
1200 - Sherringham Pt. N8E(c) x 3 M. Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W.S.	L.W.S.
0800	48° 21' N	123° 57' W	D.R.		0830	2216
1200	"	"	"		0512	1513
2000	48° 10' N	124° 04' W	"	Tidal		

1400	Sherringham Pt. 020°(c) x 4 mi.	
1500	Pillar Point S15°W(c) x 6 mi.	
1600	Sherringham Pt. 010°(c) x 5 mi. Watch correct	
1800	Sherringham Pt. 034° T x 7 mi.	
1845	Sherringham Pt 024° x 1 M.	
1945	Pillar Pt 254° x 1 M.	
2050	Sherringham Pt. 031° x 1 1/4 M.	
2200	Pillar Pt 200° x 1 1/4 M. - 2200 - Reduced speed to 50 Revs.	
	Watch correct	

H.M.S. Dundas

Sunday 5th of July

1942 From Sheringham to Pillar Point Patrol, 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		5	2	52.3	Sheringham to												
0200		5	9	59.1	Pillar Point Patrol												
0300		5	2	51.5	Various Courses												
0400		4	8	48.	-	-	-			NW	3	B.C. 7	21	1028	-	-	49
0500		7	-	70.1													
0600		10	2	102.1													
0700		9	8	98.3													
0800		10	-	99.8	-	-	-			Airs	-	bc 7	0:0	1028	68	62	49
0900		10	2	101.5													
1000		10	2	101.8													
1100		10	2	101.6													
1200		8	9	89.4	-	-	-			Airs	-	bc 7	0:0	1029	64	58	50

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings	
				Stg. 1	Stg. 2
	185	P.S.T.		Stg. 1. 24h 00m	Stg. 2. 2a 08h 50m
				St. Dist. 391	mls

1300		8	5	84.8													
1400		10	6	105.8	Course to Capt. order												
1500		13	4	133.8													
1600		8	5	84.5						Airs	-	6.8	0:0	1028	68	62	49
1700		13	6	136.													
1800																	
1900		14	1	141.													
2000		14	1	140.6						W	3	6.9	3-1	1027.5	60	56	49
2100		11	8	117.5	Sheringham Lt to												
2200		8	2	81.6	Pillar Pt Patrol												
2300		4	7	46.5	Various Courses												
2400		4	7	46.5						W	2	6.6	2-1	1028	-	-	50

REMARKS	Initials of the Officer of the Watch
0105 Sheringham by 018° - 1 1/2 mls.	
0210 Pillar Point by 203° - 1 ml.	
0430 Sheringham by 025° - 1 ml. Half speed; 100 revs.	
0535 Pillar Pt. by 205° - 1 ml.	
Watch Correct	
0650 Sheringham Pt. N15E(c) x 1M.	
0715 Pillar Pt. S10W(c) x 1M.	
1000 - Pillar Pt. S 08 W(c) x 1M.	
1050 - H.M.C.S. Bayfield relieved H.M.C.S. Lockport.	
1200 - Sheringham Lt. N10E(c) x 0.5M. Watch - Correct	

Position	Latitude	Longitude	Depending on	Currents experienced	Race Rocks
0800	48° 16' N	124° 03' W	D. R.		H.W. SLACK 1058 2258
1200	48° 52' N	123° 55' W	D. R.		L.W. SLACK 0616 1715
2000	48° 17.5' N	123° 45.5' W	X. Bgs.	Tidal	

1236 - 125 revs. - 1242 - 100 revs. 1340 Pillar Pt. S15°W(c) x 5 mi.	
1346 - 135 revs. 1400 A/C N65°E(c) - Shern Pt. N14°W(c)	
1525 - Race Rock Lt. 560°E(c) x 1 mi.	
1550 - Albert Head Lt. 120°W(c) x 2 mi.	
1603 - abeam Brolchie ledge. 1607 - Passed Univ. Brown Defence	
1630 - made fast Port side to Lockport. Buoy # 9. 1815 - left Buoy # 9.	
1830 - Passed thru Brown Defence - 1832 - speed to 140 REVS.	
1843 - Albert Head Lt. abn 268° x 1 1/2 M. 1915 Race Rocks abeam. 1930 A/C S73°W(c).	
2000 - Otter Point - 326° x 5M	
2026 - Resumed Patrol Sheringham Lt to Pillar Pt. Reduced speed to 100 Revs.	
2121 - Sheringham Lt 028° x 1M. - 2200. Reduced speed to 50 REVS.	
2216 - Pillar Pt 180° x 1 1/2 M. Watch correct.	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature of F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100		4	9	48.9	Sheringham to												
0200		5	1	50.9	Pillar Pt. Patrol												
0300		5	1	50.5	Various Courses												
0400		5	2	52.1						NW	2/3	C 2	2.1	1027	-	-	49
0500		7	5	75.2													
0600		10	-	100.1													
0700		10	-	99.8													
0800		10	-	100.2						W	1	C 7	0-1	1027.5	57	54	49
0900		10	1	101													
1000		10	1	101.1													
1100		10	1	100.5													
1200		10	1	101.1						WNW	2-3	bc 7	1-0	1029	61	56	50

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	189	P.S.T.			Sty. H. 21k 37m	
					V. Sty. H. 30k 01k 27m	
					H. Dist. 580 mls.	

1300		10	1	100.7													
1400		10	-	100.4													
1500		9	9	99.4													
1600		10	2	101.8						NNW	3	b 7	24	1027	63	59	50
1700		10	-	100.2													
1800		10	2	101.7													
1900		10	5	104.9													
2000		10	2	101.6						NW	2	b 8	2-0	1028½	60	56	50
2100		10	5	104.5													
2200		9	9	99													
2300		4	7	46.5													
2400		4	9	48.7						Quis	-	b 6	1-0	1028	-	-	50

REMARKS															Initials of the Officer of the Watch
0130 Sheringham beg. 025° - 1½ mls.															
0325 Pillar Pt. beg. 193° - 1 ml.															
0430 Half Speed; 100 mms.															
0505 Sheringham beg. 031° - 1 ml.															
0700 - Sheringham N10E(c) x 2 M.															
0800 - Pillar Pt. S 5 W(c) x 5 M.															
1000 - Pillar Pt. S 10 W(c) x 5.5 M.															
1200 - Sheringham Pt. N10E(c) x 1 M. Watch correct.															

Position	Latitude	Longitude	Depending on	Currents experienced
0800	48° 18' N	124° 21' W	D.R.	
1200	48° 22' N	123° 55' W	D.R.	
2000	48° 15' N	124° 04' W	D.R.	Tidals

1300	Pillar Pt. S 5 W(c) x 1 M.	
1400	Sheringham Pt. 028° x 4 mi.	
1500	Pillar Pt. 204° T x 5 mi.	
1600	Sheringham Pt. 027° T x 6 mi.	
1700	Pillar Pt. 216° T x 5 mi.	
1800	Sheringham Pt. 024° T x 8 mi.	
1834	Sheringham Pt. 026 x 1½ M. 1900 - Sub. Contact Stations sounded.	
1920	SK. Evolution completed.	
1950	Pillar Pt. 214° x 1 M.	
2100	Sheringham Pt. 024° x 3 M.	
2200	Reduced speed to 5.0 REVS.	
2237	Pillar Pt. 210° x 1 M. Watch correct.	

CAPTAIN (D)
RACE ROCKS
HALF
DEC 17 1942
H.W. SLACK 0716
1814

H.M.S. Dundas

Tuesday 4th of July

1912

From Sheringham

to Pillar Point Patrol 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	0100	4.8		47.8														
0200	0200	5.1		51.1														
0300	0300	5.2		52														
0400	0400	5.2		51.6						Airs	1	bc 8	11	1027			49	
0500	0500	10.8		108.3														
0600	0600	10		99.5														
0700	0700	10		100.2														
0800	0800	10		99.7						Airs	1	bc 8	11	1028			62.56.50	
0900	0900	10		99.6														
1000	1000	10		100.1														
1100	1100	10		100														
1200	1200	10		100						Airs	0-1	bc 7	0-1	1026.5			63.58.50	

REMARKS

0100 Sheringham log 010° - 1 1/2 mls

0200 Pillar Pt. Patrol

0300 Pillar Pt. log 204° - 1 mls

0400 Half speed; 150 revs. Closings Spk Rosebank. 0435 reduced to 100 revs.

0455 Sheringham log 022° - 1 mls

0600 Pillar Pt. log 195° - 3/4. Watch correct

0710 Sheringham Pt. N 5 E(c) x 1 M.

0800 - Pillar Pt. S 10 W(c) x 3 M.

1050 - Pillar Pt. S 10 W(c) x 1 M.

1200 - Sheringham Pt N 10 W(c) x 4 M. Watch correct

Initials of the Officer of the Watch

Numl Sick	Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
						Stg. 1	Stg. 2
	190		P.S.T.			Stg. 1 242 00 m	Stg. 2 42 01 27 m
						St. Dist. 470 mls	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS
0800	48° 16' N	124° 02' W	D.R.		H.W. SLACK 1357
1200	48° 19' N	123° 52' W	D.R.		L.W. SLACK 0811 1930
2000	48° 14' N	124° 06' W	D.R.	Tidal	

1300	1300	10.9		108.7														
1400	1400	12.2		132.3														
1500	1500	10		100.3														
1600	1600	9.6		96.3						NNW	1	bc 7	01	1027			61.57.50	
1700	1700	12.1		120.6														11.7
1800	1800	12.5		125.3														
1900	1900	12.4		123.5														
2000	2000	12.2		121.6						NNW	1	bc 7	1-0	1026.5			57.54.57	
2100	2100	12.6		126.4														
2200	2200	12.5		125.1														
2300	2300	5.1		50.8														
2400	2400	4.3		43.0						Airs		bc 6	00	1027			- - 50	

1235 - 125 revs. 1249 - Pillar Pt. 204° T x 6 mi.

1415 - 100 revs.

1519 - Pillar Pt 212° T x 5 mi.

1600 - Watch correct. Sheringham Pt. 034° T x 7 mi. 1607-125 revs.

1700 - Sheringham Pt. 034° T x 4 mi.

1800 - Pillar Pt. 224° T x 2 mi.

1830 - Sheringham Pt 032° x 1 M.

2000 - Pillar Pt 220° x 1 M.

2055 - Sheringham Pt 029° x 1 M.

2200 - Reduced Speed to 50 Revs. -

Watch correct

Initials of the Officer of the Watch

Initials of the Officer of the Watch

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		4	4	44.2	D.G. on													
0200		5	3	53.4	Sheringham to Pillar Point Patrol													
0300		4	8	49.5	Courses Various													
0400		5	2	52.1						WNW	1-2	bc 7	21	1027	-	-	51	
0500		7	2	72.2														
0600		10	-	100.0														
0700		9	9	99.1														
0800		10	-	100.1						dis	0	c-7	0-0	1027½	56	55	51	
0900		10	-	99.6														
1000		10	1	100.8														
1100		10	3	103.3														
1200		10	1	100.8						E	1	c 6	1-1	1028	61	56	52	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	202	P.S.T.			Sty. T. 24.6 05m	
					Sty. T. 52.0 12.27m	
					T. Dist. 972 miles	

1300		10	-	100.2														
1400		10	-	99.8														
1500		10	1	100.6														
1600		10	-	100.3						WNW	ais	c 6	0-0	1028½	68	63	51	
1700		9	9	99.4														
1800		9	9	98.8														
1900		9	9	98.5														
2000		10	1	100.6						ais	-	0.6	0-0	1028	58	55	51	
2100		10	-	100.3														
2200		10	-	100.														
2300		4	7	47.1									0-0	1028½	-	-	52	
2400		4	7	47.4						Wly	ais	bc 7	0-0	1028½	-	-	52	

REMARKS		Initials of the Officer of the Watch
0010	Sheringham by 031° - 1½ mi.	
0207	Pillar Pt. by 190° - 1 mi.	
0420	Sheringham by 036° - 1 mi. 0430 Half Speed; 100 revs.	
0530	Pillar Pt. by 195° - 1 mi.	
Watch Correct		
0645	Sheringham Lt. NOSE (C) x 1 M.	
0800	Pillar Pt. S 10 W (C) x 1.5 M.	
0900	Sheringham N 5 E (C) x 1 M.	
1000	Pillar Pt. S 15 W (C) x 1.5 M. 1040 H.M.S. Conso joins Patrol.	
1200	Pillar Pt. S 15 W (C) x 5 M. Watch Correct	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS
0800	48° 15' N	124° 04' W	D.R.		H.W. STACK. 0025 1507
1200	48° 18' N	124° 00' W	D.R.		L.W. STACK. 0900 2043
2000	48° 19' N	123° 58' W	D.R.	Tidal	

1300	Sheringham Pt. 034° T x 7 mi.	
1400	Sheringham Pt. 054° T x 2 mi.	
1500	Sheringham Pt. 012° T x 3 mi. Bayfield closed dragnish	
1600	Watch correct. 1635 dragnish proceeded West. approx. 128° 54' W - 40° 20' N.	
1725	Pillar Pt. 190° (C) x 7 mi.	
1800	Sheringham Pt. 024° T x 2 mi.	
2011	Sheringham Lt. 039° x 1 M.	
2120	Pillar Pt 176° x 1 M.	
2200	Reduced speed to 50 Revs.	
2313	Sheringham Lt 035° x 1½ M.	
Watch Correct		

H.M.S. Dundas

Thursday 9th of July

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		5	1	51.4	D.G. On													
0200		5	2	52.4	Sheringham to Pillar Pt. Patrol													
0300		5	2	52.4	Course Varian													
0400		5	-	50	"					Calm	0.5	01	1028				51	
0500		6	2	62	"						4/5							
0600		12	2	122.3	"						from 3							
0700		12	3	122.7	"						mult							
0800		12	4	123.7	"						W	1	0.3-4	0-1	1029	58	56	51
0900		11	8	118	"													
1000		10	-	100.1	"													
1100		10	3	102.7	"													
1200		9	9	99.4	"						Airs	-	C-6	0-0	1029	64	60	53

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	194	P.S.T.			St. 4	24h 00m
					St. 4	6h 01h 27m
					St. Dist	1166m

1300		10	1	100.7														
1400		10	2	102.0														
1500		10	2	101.5														
1600		10	4	104.1							Airs	-	com 7	0.0	1030	63	59	51
1700		10	1	100.9														
1800		10	-	99.5														
1900		10	-	100.2														
2000		10	-	99.9							Wly	Airs	BC 7	0.0	1029 1/2	60	58	52
2100		10	2	102.0														
2200		9	8	98.0														
2300		5	2	51.5														
2400		4	3	43.0							Wly	Airs	BC 5	0.0	1029	-	-	52

1942

From Sheringham to Pillar Point Patrol, and at

Time	REMARKS	Initials of the Officer of the Watch
0000	Adies out of commission.	
0110	Pillar Pt. 200° - 1 mi.	
0305	Sheringham bog 015° - 1 1/2 mi.	
0310	Adies repaired, resumed operating.	
0420 - 0430	Adies out of commission.	
0445	Half speed 100 revs.	
0503	Spd. 125 revs.	
0545	Sheringham 050° - 1 mi.	
0635 - 0645	Sub. Contact Stations Sounded: Evolution Complete	
0730	Sheringham Pt. N 13 E (C) x 1 M.	
0745	A/S set stopped for repairs.	
0840	Sheringham Pt. N 35 E (C) x 1.5 M. A/C S 18 W (C). Reduced to 100 Revs.	
0940	Pillar Pt. S 10 W (C) x 1 M.	
1020	A/S set operating again.	
1050	Sheringham Pt. N 5 E (C) x 1 M.	
1200	Pillar Pt. S 10 W (C) x 1 M. Watch Correct	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	48° 18' N	124° 00' W	D.R.	
1200	48° 14' N	124° 09' W	D.R.	
2000	48° 21' N	125° 56' W	D.R.	Tidals

RCAP 0811
H.W. 0109
DEC 17 1943
L.W. 0811
1150

1300	Sheringham Pt. N 10 E (C) x 1 M.	
1400	Pillar Pt. 214° T. x 1 1/2 mi.	
1500	Sheringham Pt. 019° T. x 2 mi.	
1600	Watch correct. 1710 Course carrying out gunny trials.	
1740	Sheringham Pt. 047° T. x 2 mi.	
1800	Pillar Pt. 217° T. x 6 mi.	
1831	Pillar Pt. 214° x 1 M.	
1900	Pillar Pt. S 20 W (C) x 4.5 M.	
1945	Sheringham Pt. 034° x 1 M.	
2040	Increased speed to 125 Revs. 2110 - Reduced speed to 100 Revs.	
2110	Pillar Pt. 209° x 1 M.	
2200	Reduced speed to 50 Revs.	
2235	Sheringham Pt. 043° x 1 M. Watch Correct	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100		5	-	50.1	D.G. on													
0200		5	-	50.3	Sheringham to													
0300		5	2	51.7	Pillar Point Patrol													
0400		5	2	51.8	Various Courses									1027			51	
0500		10	2	101.5														
0600		10	-	99.5														
0700		10	-	100.1														
0800		9	9	98.4														
0900		8	7	86.8														
1000		10	6	104.2														
1100		10	3	102.6														
1200		10	1	100.6														

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor-Bearings	
	189	P.S.T.	All leave expires 0730/11		Sty. H.	24 h 00 m
					Sty. H.	7 h 01 m 27 m
					T. Dist.	1355 mls.

1300		10	-	99.6														
1400		10	-	99.6														
1500		10	2	102.1	090°	075°	N66°E	24°E										
1600		16	4	163.8	Course to Capt's order				WSW	6	bc.7	2.3	1024 1/2	69	61	52		
1700		11	1	110.7														
1800																		
1900																		
2000									SW	1	c.	0.0	1024	60	56			
2100																		
2200																		
2300																		
2400									SW	1	e.	0.0	1025	54	52	55		

REMARKS		Initials of the Officer of the Watch
0040	Pillar Point 205° - 1 ml.	
0240	Sheringham 030° - 3 mls. (approx). Fog	
0405	Half speed 120 revs. 0415 Sheringham log 023° - 1 ml. 0420 Red speed 100 revs.	
0518	Pillar Point 300 - 1 ml.	
0630	Watch correct. Sheringham Pt. N20E(c) x 1 M.	
0700	Pillar Pt. - S15W x 3.5 M. 0755 - Reduced to 50 Revs. N20E(c).	
0815	increased to 100 revs.	
0900	Sheringham Pt. N15E x 2.5 M. 0930 Pillar Pt. S10W x 2.5 M.	
1000	Sheringham Pt. N10E(c) x 2 M. 1020 Sheringham N15E(c) x 3/4 M.	
1130	Pillar Pt. S15W(R) x 1 M. - Echo Sounding Machine going.	
1200	Watch correct. 1228 Echo Sounding Machine Off.	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	42° 15' N	12° 4' 02" W	D.R.		0150	1643
1200	48° 16' N	12° 4' 01" W	D.R.		1021	2251
2000				Tidal		

1330	Pillar Pt. 219° T. x 2 mi.	
1445	Sheringham Pt. 015° T. x 5 mi. s/c N66°E(c) - vicar. to 160 revs.	
1548	Race Rocks Lt. 142° T. x 1 mi.	
1554	Oscillator housed. 1555 No. Head 378°E(P) x 1.5 mi. 1610 Alt. Hd. N70°W(c) x 1.5 mi.	
1625	Butcher's Ldg. abeam. 1630 passed thru. Beam Defuser -	
1640	Made fast Refuelling jetty? 1740 - left Refuelling jetty.	
1800	Alongside Berth 44 - Port side to H.M.S. Adventure.	
2000	Rounds correct. 2020 - A/S Base Maintenance aboard. 2045 A/S Maint. ashore.	
2115	Sunset.	

H.M.S. *Sundas* Sunday 12 of July

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														1027			
0500																	
0600																	
0700																	
0800														1027			
0900																	
1000																	
1100																	
1200														1028	69	61	55

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
		P.S.T.		

1300																	
1400																	
1500																	
1600														1028	72	62	55
1700																	
1800																	
1900																	
2000														1027	78	67	51
2100																	
2200																	
2300																	
2400														1027	58	63	50

19 42 From *Harbour* to , and at

REMARKS	Initials of the Officer of the Watch
0130 - Hailed Harbour Patrol	
0155 - Hailed " "	
0345 - Hailed " "	
0645 - Called Hands.	
0900 - Colours - Watch Commenced	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	Beath. W 5 A	Equinoctial		Tidal
2000				

2000 Roundabout Commenced	
2114 Colours	
2340 Challenged Harbour Patrol	

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					Sheringham to Pillar Pt. Patrol													
0900		14.9		147.3														
1000		14.4		143.9	Various Courses.													
1100		10		100.	"													
1200		10		100.4	"													

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	44	P.S.T.			Stg. 4 3 h 49 m	
					4. Stg. 4 00 h 03 h 49 m	
					5. Dist 44 mls.	

1300		10.3		103.														
1400		9.4		93.6														
1500		9.7		97.4														
1600		10		99.7														
1700		10.1		101.4														
1800		10.3		103.2														
1900		9.8		98.4														
2000		10		100.														
2100		10.1		100.6														
2200		9.2		92.														
2300		5		50.3														
2400		4.7		47.1														

REMARKS															Initials of the Officer of the Watch
0345 Challenger Harbour Patrol															
0420 Challenger Harbour Patrol															
0600 D. G. Luitshab on															
0800 - Left #5 Berth? 0811. Then Born Defense 0813 - British Sk. abeam															
- Increased to 150 Revs. 0848 - Rec. Pks. abeam. 0930 - General Sub. Station															
0947 - 100 Revs. (1/2 speed) 60 (slow) 1000 - Sheringham N(c) x 1 M.															
1000 - Edmuntston Course 2nd 3rd slips on Patrol.															
1100 - Pillar Pt. S/S.W(c) x 1.5 M.															
1200 - Sheringham Pt. N12E(c) x 4.5 M. Watch Correct															

Position	Latitude	Longitude	Depending on	Currents experienced
0800	Berth #5			
1200	48° 19' N	124° 00' W	D.R.	
2000	48° 19' N	123° 58' W	D.R.	Tidal

1340	Pillar Pt. 530° W(c) x 2 mi.			
1425	Sheringham Pt. 024° T. x 6 mi.			
1510	Sheringham Pt. 064° T. x 4 mi. 1600 Watch correct.			
1615	Pillar Pt. 224° T. x 2 mi.			
1700	Sheringham Pt. 018° T. x 3 mi.			
1745	Pillar Pt. 313° W(c) x 6 mi. 1750 - full speed 1755 - Half speed.			
1815	Pillar Pt. 511° W(c) x 1 mi.			
1925	Sheringham Pt. 005° x 1 M.			
2043	Pillar Pt. 214° x 1 M.			
2145	Reduced speed to 50 Revs.			
2150	Sheringham Pt. 044° x 1 1/2 M.			
2359	Pillar Pt. 212° x 1 1/2 M. Watch Correct			

H.M.S. Dundas

Tuesday

14th of July

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		4.9		49.1	Sheringham to													
0200		5.6		55.8	Pillar Point Patrol													
0300		4.7		46.7	Various Courses													
0400		5.2		51.8							5 O.R. 20	07	1023					52
0500		5.6		55.9							5 O.R. 20							
0600		10		99.9							O.R. 20							
0700		10		99.9														
0800		8.1		81.						Airs		0-0	1023	56	54	52		
0900		9.9		99.3														
1000		8.2		82.2														
1100		6.9		68.6														
1200		10.2		101.5						Airs		0-0	1023	59	56	52		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	178	P.S.T.			Sp. 4. 24h 00m	
					4. 1d 03h 49m	
					4. Dist. 222 mls	

1300		8.2		82.3														
1400		9.8		98.1														
1500		10		100.														
1600		9.8		97.5						Airs		F 26 00	1023 1/2	60	58	52		
1700		10.1		101.1														
1800		9.8		97.9														
1900		9.9		99.4														
2000		10		99.9						Airs		F 59 00	1023 1/2			52		
2100		10.1		100.5														
2200		7.7		77.1														
2300		4.7		46.5														
2400		4.4		47.1						Airs		F 1 00	1023			52		

1942

From

Sheringham

to

Pillar Point Patrol, and at

REMARKS		Initials of the Officer of the Watch
0010	Sheringham Pillar Point 195° - 1 1/2 mls	
0208	Sheringham 219° - 1 1/2 mls	
0415	Pillar Point by 195° - 1 mls	
0455	Half speed 100	
0555	Sheringham by 225° - 3/4 mls	
0600	Watch correct	
0658	Pillar PT 515W(C) X 1M. 0723 - slow speed: 0746 - Half speed A/C 010°	
0835	S/C 521°W(C) Sheringham Pt. 054° T X 1.5 mi.	
0935	Reduced to slow - due to fog	
1000	Pillar PT 1M. A/C N86W(C); 1035 Slip PT 544W(C) X 2M. Increased to speed	
1000	- A/C N38E(C)	
1000	Fog lifting slightly -	
1200	Pillar PT 5(C) X 2M.	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS
0800	48° 20' N	123° 58' W	D. R.		H.W. SLACK
1200	48° 16' N	124° 03' W	D. R.		L.W. SLACK
2000	48° 19' N	124° 01' W	D. R.	Tidal	

1215	slow speed - 60 revs. 1230 - 100 revs.	
1430	Pillar Pt. 200°(C) X 1 mls.	
1545	Sheringham Pt. 020°(C) X 1.5 mi.	
1600	Watch correct.	
1639	Pillar Point 200° C. X 3 mls. A/C 010°(C).	
1800	Sheringham Pt. 044° T X 2 mls.	
1900	Pillar Pt. 55W(C) X 1M.	
2008	Sheringham Pt 044° X 1 1/2 M.	
2110	Pillar Pt 204° X 1 1/2 M.	
2130	Reduced speed to 50 Revs.	
2255	Sheringham Pt 025° X 1 1/2 M.	
	Watch correct.	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100		4	2	42.3	D.G. on												
0200		4	9	48.7													
0300		5	1	51													
0400		5	1	50.5						Calms	0.0	3/4	0.0	1022.5		50	
0500		5	-	50													
0600		6	6	65.6													
0700		9	-	90.1													
0800		10	-	100						SW	1	3/4	0-0	1023	56	55	52
0900		9	6	96.1													
1000		10	1	100.5													
1100		9	8	97.5													
1200		5	3	53.3						SW	2	C. 5	1-1	1023	60	56	52

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings	
				Start	End
	171	P.S.T.		Start 24h 00m	End 2d 03h 49m
				Dist 349 mls.	

1300		9	5	95.3													
1400		10	-	99.5													
1500		9	9	98.7													
1600		10	3	102.8						NW	1	C. 6	02	1023 1/2	61	58	52
1700		9	9	99.4													
1800		10	-	100.1													
1900		10	-	99.6													
2000		9	7	96.9						NW	1	C. 6	02	1023	56	54	52
2100		6	6	66.4													
2200		7	9	79													
2300		4	8	48.3													
2400		4	5	45.2						airs	-	306	00	1022	-	-	52

REMARKS		Initials of the Officer of the Watch
0145	Pillar Point 193° - 1 mi.	
0400	Sheringham by 310° - 1/2 mi. Hrg. Patok	
0500	Half speed 100 revs. 0540 slow speed 60 revs.	
0614	Watch correct. Pillar Pt. 5M. S/C 015° increased to 100 Revs.	
0644	A/C 003° (S) : 0735 - Sheringham Pt. 1M - A/C 201° (S)	
0805	A/C 186° (C) 0825 60 revs - 0840 - 100 revs.	
0848	Pillar Pt 1/4 M. A/C N20E (C).	
1015	Tr. Ontario Lt. - Capt. A. Stuart - bound Vancouver. Stopped. Enquiry made. Improper identification signal shown - 1030 - Paraguard HACS - proceeding to relieve Cansoth ACS.	
1100	1140 - Testing Echo Sounder - Orweas Bay.	
1200	Sheringham Pt. N15E (C) x 1 M. Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	48° 18' N	124° 01' W	D. R.		0452	1925
1200	48° 21' N	123° 56' W	P. R.		0137	1313
2000	48° 15' N	124° 06' W	D. R.	Tidal		

1215	Echo-sounder off. 1217 - Stop engines to clear weeds from intake. 1220 - 100 revs.	
1305	Pillar Pt 510W (C) x 5M. 1400 - Sheringham Pt. 024° T x 4 mi.	
1500	Pillar Pt 340° W (C) x 2 mi. 1520 - secured sails on preparing to fire 1 charge.	
1600	Watch correct.	
1700	Pillar Pt. 310° W (C) x 4 mi.	
1754	Pillar Pt. 325° W (C) x 1.5 mi.	
1900	Sheringham N10E (C) x .5 M.	
1955	Reduced speed to 50 revs. 2030 - Increased speed to 100 revs.	
2035	Pillar Pt 214° x 1 M.	
2130	Reduced speed to 50 Revs.	
2150	Sheringham Pt 034 x 1 M.	
2400	Pillar Pt 210° x 1/4. Watch correct	

H.M.S. Dundas

Thursday

16th of

July

1942

From Sheringham

to Pillar Point Patrol, 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 of			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100		5	-	49.5	Sheringham to													
0200		5	2	52.3	Pillar Point Patrol													
0300		5	1	51.1	Course Various													
0400		5	1	51.4						Calms	00	6/7 0.c.t	01	1020			51	
0500		5	1	50.6														
0600		9	6	95.9														
0700		10	-	100.														
0800		10	-	100.														
0900		8	6	85.8														
1000		9	8	98.4														
1100		9	8	97.5														
1200		9	7	96.7						ENE	2	0.05	0-1	1020 1/2	56	55	51	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor-Bearings	
	178	P.S.T			Stg. H. 24h 00m	
					Stg. H. 3d 03h 49m	
					St. Dist. 527 mls	

1300		10	9	109.3															
1400		10	-	99.9															
1500		9	8	98.4															
1600		10	3	102.7						W	1	0.6	0.0	1022	63	59	50		
1700		10	-	100.1															
1800		10	-	100.3															
1900		10	1	100.7															
2000		10	1	101.						SW	1	0.6	0.0	1023	60	56	52		
2100		10	2	101.7															
2200		7	7	76.9															
2300		5	0	50.															
2400		4	8	48.						ans	-	0.5	0.0	1026	-	-	52		

REMARKS		Initials of the Officer of the Watch
0020	Pillar Pt. by 193° - 1 mile	
0223	Sheringham by 012° - 1 1/4 miles	
0425	Pillar Pt. by 200° - 1 mile	
0500	Half Speed: 100 revs. 0550 Sheringham by 350° - 1 mile	
0600	Watch Corrects	
0705	Pillar Pt S(C) x 1M. 0712 A/C N 13E(C)	
0830	Sheringham Pt. N(C) x 1.2 mi.	
0940	Pillar Pt. S(C) x 1M. 0950 A/C 009(C)	
1100	Sheringham Pt. N 40 E(C) x 1M. A/C S 12 W(C). 1145 P. Livingston Fr. stopped re. identification signal.	
1200	Watch Correct	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	48° 19' N	123° 57' W	D.R.		0533	1958
1200	48° 17' N	124° 05' W	D.R.		0214	1434
2000	48° 13' N	124° 04' W	D.R.	Tides		

1225	100 revs. 1325 Sheringham Pt. 014° T. x 2 mi.	
1430	Pillar Pt. S 15° W(C) x 4 mi.	
1520	Sheringham Pt. 020° T. x 6 mi.	
1600	Sheringham Pt. N T. x 1 mi.	
1730	Pillar Pt. SW(C) x 2 mi.	
1837	Sheringham Pt 024° x 1M. 1842 A/C S 19 W(C).	
1952	Pillar Pt 214° x 1M.	
2108	Sheringham Pt 024° x 1M.	
2130	Reduced speed to 50 REV.	
2320	Pillar Pt 204 x 1 1/2 M.	
2337	A/C to N 13 E(C).	
2400	Watch Correct	

H.M.S. Dundas

Friday 17th of July

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		5	-	49.6	D.G. on												
0200		5	3	53.3	Sheringham to Pillar Point Patrol												
0300		4	9	48.6	Various Courses												
0400		5	4	54.1						Caln	07	0.R.6	01	1026			62
0500		5	-	49.5													
0600		9	8	98.3													
0700		10	-	99.8													
0800		10	-	99.8						WSW	1	cp.3-4	0-1	1027½	55	54	51
0900		9	9	99.4													
1000		9	8	98													
1100		10	1	100.9													
1200		10	1	100.5						WSW	1-2	0.6-7	1-2	1029½	60	56	52

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	184	P.S.T.			Stg. 4. 24h 00m	
					Stg. 4. 4d 03h 49m	
					H. Dir. 711 mls	

1300		9	9	99.4													
1400		9	9	98.7													
1500		9	9	99.4													
1600		9	9	99.1						W	5	bc.6	27	1031	60	57	52
1700		10	-	100.4													
1800		9	9	98.6													
1900		10	-	99.5													
2000		10	1	100.6						W	2	bc.6	1-3	1032½	58	56	52
2100		9	8	97.7													
2200		7	3	73.2													
2300		4	7	47						airs	-		0-1				
2400		4	8	48.4						airs	-		0-1	1034			52

1912 From Sheringham to Pillar Point Patrol, and at

REMARKS		Initials of the Officer of the Watch
0140	Sheringham by 000° - 1¼ mls.	
0355	Pillar Point by 304° - 1 ml.	
0500	Half Head; 100 revs. 0547 Sheringham by 034° - 1 ml.	
0600	Watch Correct.	
0700	Pillar Pt. S 15 W x 1 M.	
0800	Sheringham Pt. N 40 W (c) x 3 M.	
0935	Pillar Pt. S (c) x 5 M.	
1050	Sheringham Pt. N 15 E (c) x 5 M.	
1200	Pillar Pt. S E (c) x 1.5 M. Watch Correct.	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	48° 20' N	123° 56' W	P. R.		0618	2027
1200	48° 16' N	124° 06' W	D. R.		0254	1411
2000	48° 14½' N	124° 04' W	D. R.	Tide		

1230	rolling heavey. 1325 Sheringham Pt. N 20° W (c) x 1 mi.	
1415	Pillar Pt. S (c) x 4 mi.	
1534	Sheringham Pt. 014° T. x 4 mi.	
1600	Watch correct.	
1750	Pillar Pt. SW (c) x 3 mi.	
1836	Sheringham Pt. 024° x 1 M.	
1950	Pillar Pt 209° x 1 M.	
2100	Sheringham Pt 034° x 1 M.	
2130	Reduced speed to 50 REVS. -	
2310	Pillar Pt 204° x 1½ M. - 2320 Pt. E. N 13 E (c)	
2400	Watch Correct.	

H.M.S. Dundee

Saturday 18th of July

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		5	1	50.5	Sheringham to													
0200		4	9	48.7	Pillar Point Patrol													
0300		4	9	48.8	Course Various													
0400		5	5	54.5	"					NWly	2	oc. 4/7	13	1034			50	
0500		5	2	51.8														
0600		9	8	98.2														
0700		10	-	100.														
0800		10	1	100.6						Airs	0	06/7	0-2	1034	56	55	51	
0900		10	4	103.5														
1000		10	2	102.1														
1100		10	3	102.6														
1200		9	9	99.						Airs	0-1	6-7	0-1	1034 1/2	64	60	52	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	182	P.S.T.			Sty. V. 24h 00m	
					Sty. V. 5d 03h 49m	
					St. Disc 893 mls	

1300		10	-	99.6															
1400		9	7	97.1															
1500		9	7	96.7															
1600		10	1	100.6						Airs	0	6-8	0-2	1034	73	65	51		
1700		10	-	100.1															
1800		10	-	99.8															
1900		9	8	97.9															
2000		10	1	101.2						Airs	-	6-8	0-1	1033	60	57	52		
2100		10	-	100.1															
2200		7	7	76.8															
2300		5	0	49.7															
2400		4	9	48.6						Airs	-	6-7	0-1	1032 1/2	-	-	52		

1942 From Sheringham to Pillar Point Patrol, and at

REMARKS		Initials of the Officer of the Watch
0120	Sheringham by 022° - 1 1/4 mls.	
0330	Pillar Point by 230° - 1 ml.	
0500	Half Speed; 100 revs. 0545 Sheringham by 024° - 1 ml.	
0700	Watch Correct.	
0700	Pillar PT. S(c) x 1M.	
0930	Pillar PT. S40W(c) x 1M.	
1040	Sheringham PT. NE(c) x 1M.	
1500	Pillar PT. S(c) x 1/2M. Watch Correct.	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	48° 2' N	123° 57' W	D.R.		0714	2100
1200	48° 14' N	124° 05' W	D.R.		0337	1451
2000	48° 17' N	123° 59' W	D.R.	Tidal		

1320	Sheringham Pt. N 30 E x 1M.	
1410	Pillar Pt. 200° T x 3 mi. 1445 - exercised aft look-out on details drill.	
1600	Sheringham Pt. N(c) x 1 mi.	
1730	Pillar Pt. S30°W(c) x 3 mi.	
1800	Sheringham Pt. 024° T x 3 mi.	
1815	Sheringham Pt. 024° x 1 1/2 M.	
1925	Pillar Pt. 244° x 1M.	
2037	Sheringham Pt. 016° x 1M.	
2130	Reduced speed to 50 revs.	
2200	Pillar Pt. 209° x 1M.	
2400	Watch Correct.	

H.M.S. Dundas

Sunday 19th of July

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		5	-	50.2	D.G. on													
0200		5	2	52.4	Pillar Point Patrol													
0300		5	1	51.4	Various Courses													
0400		5	1	50.9					Airs	0	B. 7	02		1033			51	
0500		5	-	50.1														
0600		9	4	93.5														
0700		10	2	101.6														
0800		10	-	101.1					E	1-2	B. 7	1-2		1032	60	55	50	
0900		11	-	109.7														
1000		10	2	101.5														
1100		10	1	101.1														
1200		12	1	121.					E	1-2	B. 7	1-1		1032	65	60	53	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	185	P.S.T.			Stg. 4	24h 00m
					Stg. 4	6d 03h 49m
					V. Dist	1078 mls.

1300		13	2	131.7														
1400		9	9	99.														
1500		11	9	118.8	104°	077°	N 80° E	24° E										
1600		7	7	76.5	254°	260°	S 74° W		SW	1	B. 8	1-2		1030	67	61	57	
1700		12	5	125.2	Various courses - patrol.													
1800		10	-	99.6														
1900		10	1	100.5														
2000		10	-	99.6					SW	1	B. 8	0-2		1029	66	60	53	
2100		6	6	66.1														
2200		7	8	77.5														
2300		4	8	48.2														
2400		4	6	45.5					Airs	-	B. 7	0-2		1029	-	-	53	

1942 From Sheringham to Pillar Point Patrol, and at

REMARKS		Initials of the Officer of the Watch
0020	Sheringham buoy 021° - 1 1/2 mls.	
0305	Pillar Point buoy 200° - 1 ml.	
0507	Half Speed: 100 revs. 0525 Sheringham buoy 024° - 1 ml.	
0600	Watch Correct.	J.H.
0715	Pillar Pt. S 15° W (C) x 1 M.	
0805	Sheringham Lt. N 10° E (C) x 1 M.	
0915	Pillar Pt. S (C) x 1 M.	
1035	Sheringham Pt. N x .5 M.	
1115	A/C N 20° E (C) proceeded to Sheringham to report A/S breakdown. 150 revs.	
1200	Sheringham Pt. N (C) x 1 M. Watch Correct	P.H.

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS
0800	4.2.22 N	123.58 W	D.R.		H.W. SLACK 0822
1200	4.8.52 N	123.55 W	D.R.		2137
2000	4.8.18 1/2 N	124.02 W	D.R.	Tidal	L.W. SLACK 0427
					1536

1201	- 165 revs. 1234 - 100 revs. 1300 - Pillar Pt. S (C) x 1 M.	
1350	- 150 revs. - 1406 - 100 revs. 1416 - 60 revs. Sheringham Pt. N (C)	
1420	- 140 revs. - 1435 Sheringham Pt. 235° T x 1 mi. S/C N 20° E (C) 1510 stop engine off Locke Harbour	
1515	H.C. 122 alongside & A/S repair party aboard - 1550 - A/S party disembarked - 1600 revs.	
	Proceeded to Sheringham Pt. - Pillar Pt. Patrol. 1644 - round patrol - 100 revs.	
1800	- Pillar Pt. S 20° W (C) x 4 mi.	M.H.
1812	- Pillar Pt. 200° x 1 1/2 M. 1920 - Sheringham Lt. N (C) x 1 M.	
2016	- Reduced speed to 50 revs. ²⁰⁵² Increased to 100 Revs.	
2100	- Pillar Pt. 210° x 1 1/2 M.	
2130	- Reduced speed to 50 revs.	
2230	- Sheringham Lt 029° x 1 1/2 M.	
	Watch Correct	P.H.

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		5	3	52.5	D.G. one														
0200		6	-	59.6	Pillar Point Patrol														
0300		4	7	47.3	Various Courses														
0400		5	2	51.6	— " —						Airs 0	B. 7	02	1028				52	
0500		5	1	50.7	— " —														
0600		9	7	97.4	— " —														
0700		10	-	100.2															
0800		10	-	99.7							ENE	1-2	B. 7	0-2	1028	69	61	54	
0900		10	1	100.5															
1000		5	6	55.9															
1100		7	8	77.9															
1200		6	9	68.9							E	2-3	B. 7	2-2	1027	66	61	54	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings	
				Stg. H.	Stg. V.
	177	P.S.T.		Stg. H. 24h 00 m	Stg. V. 7d 03h 49 m
				V. Dist. 1255 mls.	

1300		10	3	102.6															
1400		9	4	97.4															
1500		10	-	99.6															
1600		10	-	100.2							Airs 1	B. 8	0.1	1026	75	65	53		
1700		10	-	100.															
1800		9	4	93.5															
1900		9	-	90.2															
2000		9	9	99.4							Airs -	B. 8	0.1	1026	74	66	53		
2100		10	3	102.5															
2200		5	4	56.7															
2300		4	8	47.5															
2400		5	5	54.8							Airs -	B. 7	0.1	1026	-	-	52		

Time	REMARKS	Initials of the Officer of the Watch
0105	Pillar Point by 204° - 1 ml.	
0330	Sheringham by 024° - 1 1/2 mls.	
0535	Pillar Point by 205° - 1 ml.	
0600	Watch correct.	J.M.
0650	Sheringham Pt. N(c) x 1 M.	
0810	Pillar Pt. S(c) x 1 M. 0905: KAYR. John Barry observed to stop - no secret identifying signal displayed - 0915 - PT Sea Boat lowered away with Boarding Party - 0945 - Sea Boat & Boarding Party returned - 0950 - Resumed Patrol	
0955	Provided Sheringham Lt. 150 Revs. 1020 - message re KAYR passed C.O.P.C. thru Sheringham	
1025	Resumed Patrol.	
1200	Pillar Pt. 1535E(c) x 1.5 M. Watch correct.	J.M.

Position	Latitude	Longitude	Depending on	Currents experienced
0800	48° 13' N	124° 05' W	D. R.	
1200	48° 16' N	124° 05' W	D. R.	
2000	48° 18' N	124° 05' W	D. R.	Tidal

1325	Sheringham Pt. 024° T x 1/2 mi. Heavy gun blasts from E.	
1440	Pillar Pt. 194° T x 1.5 mi.	
1547	Sheringham Pt. 029° T x 4 mi. Exercised aft sails on D.C.'s.	
1600	Watch correct.	
1700	Pillar Pt. 204° T x 3 mi. HMCS Edmonston observed by HMCS Bayfield.	
1745	Sea boat lowered & pulled to Bayfield for mail. Stop engines.	
1805	Sea boat returned. Half speed. - 1900 Sheringham Pt. N10E(c) x .5 M.	J.M.
2020	Pillar Pt 204° x 1 M.	
2130	Sheringham Pt 059° x 1 1/2 M. Reduced speed to 50 Revs.	
2340	Exercised Sub-contact Stations 2400 - Success. Evolution completed.	
2400	Pillar Point 202° x 4 M. Watch correct.	J.M.

BASE (ROCKED) CAP 10442
H.W. SLACK 2317
DEC 17 1943
L.W. SLACK 0521
1122

H.M.S. Dundee

Tuesday 21st of July

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		5	-	50.4	D.G. on													
0200		4	9	48.6	Sheringham to Pillar Point Patrol													
0300		4	9	49.2	Various Courses													
0400		5	4	54.3						WNW	3/4	RZ 5/7	22	1027				60
0500		4	9	48.9														
0600		10	-	99.9														
0700		19	9	99.2														
0800		8	4	83.9						WNW	2-3	1-2.5	2-2	1028	60	58	52	
0900		10	9	108.5														
1000		11	4	114.1														
1100		11	-	109.6														
1200		10	8	107.6						W	4-5	6.5-6	2-3	1029	68	62	53	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	182	P.S.T.			Sty. B. 24h 00m	
					Sty. H. 8d 03d 49m	
					St. Dist 1437 mls.	

1300		9	5	95.4															
1400		10	4	104.1															
1500		9	9	98.6															
1600		10	4	103.5						NNW	5	8.6	23	1029	67	62	53		
1700		10	-	100															
1800		10	1	101.3															
1900		10	1	100.5															
2000		10	-	99.9						WNW	4	6.6	2-3	1029	60	57	52		
2100		10	4	104.2															
2200		7	8	77.7															
2300		4	6	46.4															
2400		4	7	47.0						WNW	4.6	5.6	2-2	1029.5			53		

1942 From Sheringham to Pillar Point Patrol, and at

REMARKS															Initials of the Officer of the Watch
0155 Sheringham buoy 020° - 1 mls.															
0456 Half speed; 100 revs.															
0513 Pillar Point buoy 210° - 1 mls.															
Watch correct															
0630 Sheringham N(c) x 1M.															
0800 Pillar Pt. S(c) x 1M.															
0915 Sheringham Pt. N(c) x .5M. 1000 - Stopped. Ribboned - U.S. Tr. Lt. failure to hoist 3-flag identification signal.															
1030 Pillar Pt. S(c) x .5M.															
1200 Sheringham Pt. NE(c) x 1M. Watch correct															

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	48° 13' N	124° 05' W	D.R.		1114	2258
1200	48° 22' N	123° 56' W	D.R.		0620	1727
2000	48° 19' N	124° 01' W	D.R.	Tidal		

1315	Pillar Pt. S 20 W(c) x 1M.	
1414	Sheringham Pt. - 024° T x 3 mi.	
1541	Pillar Pt. - S.T. x 1 mi.	
1600	Watch correct. Rolling moderately.	
1720	Sheringham Pt. 044° T x 2 mi.	
1800	Pillar Pt. - 214° T x 3 mi.	
1815	Pillar Pt. - 199° x 1M.	
1928	Sheringham Pt 019° x 1M.	
2045	Pillar Pt. 219° x 1M.	
2130	Reduced speed to 50 revs.	
2304	Sheringham Pt 019° x 1M. - Watch correct	

H.M.S. Dundas

Wednesday 22nd of July

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		5	3	53.3	Sheringham to												
0200		5	1	51.2	Pillar Point Patrol												
0300		4	9	49.2	Various courses												
0400		5	-	50.3	"					NW	4	B. 7	32	1030.5		52	
0500		4	9	48.7	"												
0600		9	2	91.6	"												
0700		10	-	100.4	"												
0800		10	-	100.4	"					WNW	2-3	bc 6/7	2-2	1032	59	56	52
0900		10	1	100.5	"												
1000		10	1	100.6	"												
1100		10	-	100.1	"												
1200		10	1	101.2	"					WNW	3-4	bc 7	3-3	1033	60	57	52

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings	
				Stn. V.	Stn. H.
	183	P.S.T.		Stn. V. 24h 00m	Stn. H. 9d 03h 49m
				J. Dist. 1620 mls	

1300		10	-	100.	"												
1400		10	1	101.3	"												
1500		9	9	99.	"												
1600		9	8	98.4	"					SW	4	bc 6	2-4	1033	59	57	51
1700		9	9	99.4	"												
1800		10	-	99.9	"												
1900		10	-	99.8	"												
2000		10	-	99.8	"					SW	4	bc 6/7	3-3	1033	68	65	52
2100		9	9	98.8	"												
2200		7	7	77.3	"												
2300		4	9	48.8	"												
2400		5	1	50.5	"					SW	3	bc 5/6	1-2	1034			52

1942

From Sheringham to Pillar Point Patrol, and at

REMARKS		Initials of the Officer of the Watch
0200	Pillar Point by 230° - 1 ml.	
0445	Sheringham by 040° - 1 1/2 ml.	
0508	Half speed. 100 mva.	
0600	Pillar Pt by 224° - 1 1/2 ml. Watch correct	J.P.B.
0720	Sheringham Lt N10E(c) x .5 M.	
0835	Pillar Pt. S10W(c) x 1 M.	
1000	Sheringham Pt. N(c) x .5 M.	
1110	Pillar Pt. S(c) x 1 M.	
1200	Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
					H.W. SLACK	L.W. SLACK
0800	48° 14' N	124° 05' W	D.R.		1348	2343
1200	48° 18' N	124° 04' W	D.R.		0716	1836
2000	48° 17' N	123° 58' W	D.R.	Tidal		

1330	Pillar Pt. - 214° T x 2 mi.	
1446	Sheringham Pt. 014° T x 3 mi.	
1547	Pillar Pt. 200° T x 4 mi.	
1600	Watch correct.	
1700	Sheringham Pt. 021° T x 5 mi.	J.M.R.
1835	Pillar Pt. S(c) x 1 M.	
2012	Sheringham Lt 035° x 1 1/2 M.	
2127	Pillar Pt 209° x 1 M.	
2130	Reduced speed to 50 Revs. -	
2400	Sheringham Lt 009° x 1 1/2 M.	
	Watch correct.	

H.M.S. Dundee

Thursday 23rd of July

1942

From Sheringham to Pillar Point Patrol, 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		5.2		52.2	D.G. on													
0200		4.7		47.4	Sheringham to Pillar Point Patrol													
0300		5.1		51.1	Various courses													
0400		5.1		50.9	"					WNW 3/2	0.7	2.3	1034				52	
0500		5.1		49.5	"													
0600		10.1		99.6	"													
0700		10.1		101.2	"													
0800		9.9		99.3	"					Clear	0.7	0.2	1035	60	57	51		
0900		10.5		105.1	"													
1000		8.6		85.5	"													
1100		10.6		106.2	"													
1200		11.1		110.7	"					W. 1	6 7/8	0.2	1035	63	58	53		

REMARKS		Initials of the Officer of the Watch
0230	Pillar Point by 227° - 1 mi.	
0500	Sheringham by 038° - 1 1/2 mi. Half speed; 100 revs	
0600	Watch correct 0.6 1.0 - Pillar Pt. S(c) x .5 M.	J.M.
0730	Sheringham Lt. N10E(c) x 1 M.	
0910	Stopped - H.M.C.S. Bay field mail taken on board.	
1010	Sheringham Lt. N(c) x .5 M.	
1140	Pillar Pt. S(c) x .5 M.	
1200	Watch correct	J.M.

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
183		P.S.T.			Stg. H. 24h 00m	
					H. Stg. H. 10h 03h 49m	
					H. Dist. 1803 mls	

Position	Latitude	Longitude	Depending on	Currents experienced	RACE ROCKS	
0800	48° 20' N	124° 05' W	D.R.		M.W. SLACK	1409
1200	48° 15' N	124° 01' W	D.R.		L.W. SLACK	0810
2000	48° 16' N	123° 56' W	J.R.	Lidok		1951

1300	10.2	102.2																
1400	10.3	102.7																
1500	10.1	99.8																
1600	9.9	98.6								WSW 5	6.7	2.3	1034	60	57	52		
1700	10.1	100.3																
1800	10.1	99.5																
1900	10.1	99.5																
2000	10.2	102.1								WSW 4 1/2	6.7	2.3	1033	58	55	52		
2100	10.1	100.4																
2200	6.9	69.1																
2300	4.6	46.4																
2400	4.9	48.6								WSW 1	6.6	0.2	1035			52		

1300	Sheringham Lt N(c) x .5 M.	
1416	Pillar Pt. - 274° T. x 1.5 mi. 1451 Gun fire from direction Otter Pt.	
1547	Sheringham Pt. 064° T. x 2.5 mi.	
1600	Watch correct.	
1700	Pillar Pt. 219° T. x 1.5 mi.	
1750	Sheringham Pt. 024° T. x 3 mi.	J.M.
1800	Sheringham Lt 029° x 1 M.	
1915	Pillar Pt 204° x 1 M.	
2026	Sheringham Lt 026° x 1 1/4 M.	
2125	Reduced speed to 50 revs -	
2153	Pillar Pt 199° x 1 1/2 M -	
	Watch correct -	J.M.

H.M.S. Dundee

Friday

24th of July

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
					D.G. One												
0100		5	-	50.4	Sheringham to												
0200		5	5	55.2	Pillar Point Patrol												
0300		5	2	51.5	Various Courses												
0400		5	-	49.9	"					Dir	07	B 7	12	1033		52	
0500		5	-	50.3	"							f 2					
0600		4	7	47.0	"							f 2					
0700		4	9	48.6													
0800		5	1	50.6						Dir	0-0	f 2	0-1	1032½	58	58	52
0900		9	4	94.3													
1000		8	9	89.1													
1100		14	7	147.0													
1200		16	3	162.7						Dir	0-0	h 7	0-0	1033	60	56	52

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
	177	P.S.T		Stn 4. 24h 00m 7 Stn 4. 11h 03h 49m 7 Dist 1980

1300		11	-	109.7													
1400																	
1500																	
1600										Dir	0-0	b 7	0-0	1030	70	64	54
1700																	
1800																	
1900																	
2000										Dir	0	b 7	0-0	1030	70	63	53
2100																	
2200																	
2300																	
2400										Dir	0	b 6	0-0	1029	68	64	54

1942

From Sheringham

to Pillar Point Patrol, and at

Time	REMARKS	Initials of the Officer of the Watch
0240	Sheringham by 024° - 1 mi	
0335	Pillar Point by 033° - 1 mi	
0430	Thick fog	
0712	Sheringham Lt. N(C) x 5 M. A/c 160° (S)	
0830	100 revs	
0947	Sheringham Lt. N(C) x 1 M. A/c S 120° (S)	
1030	Pillar Pt. S 10 W (C) x 1 M. - Reduced 12.5 Revs.	
1105	Relieved by H.M.S. Haysborough. Increased 165 Revs. A/c N 60° (C)	
1200	Chewell Lt. abeam - x 5 M. Watch Correct J.P.M.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				Tidal

RACE ROCKS
 H.W. SLACK 0035 (D)
 CAP 15 17 X
 HALO 17 X
 L.W. SLACK 0901
 DEC 17 1943

1205	Race Rocks Lt. 086° (C) x ½ mi. 1214 - Wm. Head Lt. N 75° W (C) x 1 mi.
1215	Oscillator hoisted. 1226 - Alb. Head Lt. N 70° W (C) x 1 mi.
1236	Brookline ledge abeam. 1240 - Passed them. Brown reference.
1250	Made fast along Refuelling Jetty. 1355 - Left Refuelling Jetty.
1420	Alongside Berth # 9 - P.S. To.
1615	Ingush tied up alongside -
2103	Sunset
2330	Hailed Harbour Patrol.
2000	Rating drafted to Ingush - Rating joined ship -
	Watch Correct J.P.M.

H.M.S. *Dundas* Saturday 25th of July, 1942

19 From _____ to _____, and at *Esquimalt, B.C.*

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											0	bc	00	1029	61	58	54
0500																	
0600																	
0700																	
0800										S	0	c	00	1025	63	59	54
0900																	
1000																	
1100																	
1200										SW	0	c	00	1030	79	68	54

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
			<i>Leave for White Watch expires 0915/26</i>	<i>Stg. 5. 00h 40m Stg. 4. 11h 04L 29m St. Dist. 1990</i>
	<i>10</i>	<i>P.S.T.</i>		

1300																	
1400																	
1500																	
1600										S	0	c	00	1029	67	62	
1700																	
1800																	
1900																	
2000										S	0	bc	00	1028	71	65	57
2100																	
2200																	
2300																	
2400										S	0	c	00	1027	64	61	61

REMARKS	Initials of the Officer of the Watch
<i>0345 Hailed Harbour Patrol.</i>	
<i>0450 Hailed Harbour Patrol.</i>	
<i>0800 Hands fall in. chgonish left harbour. 0830 Prince Henry left harbour.</i>	
<i>0900 Colours</i>	
<i>1245 Liberty men</i>	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

<i>1315 Liberty men 1330 Liberty men</i>	
<i>1530 Liberty men.</i>	
<i>1720 Prince Henry changed berth.</i>	
<i>2055 Sunset.</i>	
<i>2340 Hailed Harbour Patrol.</i>	

H.M.S. *Dundas* Sun day 26th of July, 1942

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	0	c	00	1027	60	59	59	
0500																		
0600																		
0700																		
0800										ais	0	c	00	1029	74	62	59	
0900																		
1000																		
1100																		
1200										ais	00	Foggy	00	1029	72	64	54	
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	0	Foggy	00	1028	64	60	54	
1700																		
1800																		
1900																		
2000										ais	00	Clear	00	1026	64	60	55	
2100																		
2200																		
2300																		
2400										ais	00	Clear	00	1027	62	59	56	

19 From _____ to _____, and at *Esquimaux*

REMARKS					Initials of the Officer of the Watch
0330 Hailed Harbour Patrol.					
0830 Prince David left harbour.					
0910 Clear.					<i>MLL</i>
1130 - Liberty men.					
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					
1230 - Liberty men					
1430 - Q 071 - left Harbour with C.O.P.C. on board.					
1530 - Q 071 - Returned to Harbour.					
1700 - New Westminster alongside Buoy #8.					
2000 - Rounds Comet					
2105 - Sunset 2125 - C.O. came aboard.					
2250 Harbour Patrol Challenged.					
2400 - Q 071 - left Harbour.					

H.M.S.

Dundas - Monday 27th of July

19 82 - From Esquimaux to Harbour, 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										Also as Obs.	0.0			16.27	60.58	59	
0500																	
0600																	
0700																	
0800										Obs. as Obs.	0.0			10.27	60.58	59	
0900																	
1000																	
1100																	
1200										Obs. as Obs.	0.0			10.27	72.65	59	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
		P.S.T.				

1300																	
1400																	
1500																	
1600										Obs. as Obs.	0.0			10.24	62.65	59	
1700																	
1800																	
1900																	
2000										Obs. as Obs.	0.0			10.25	63.58	59	
2100																	
2200																	
2300																	
2400										Obs. as Obs.	0.0			10.25	62.58	59	

REMARKS		Initials of the Officer of the Watch
0055	Hailed Harbour Patrol.	
0440	Hailed Harbour Patrol.	
0445	Malaspina came in Harbour.	
0800	Hands fall in	
0900	Colour.	J.H.D.

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	Benth No 9 Esquimaux			Tidal
2000				

2000	Round Current			
2059	Sunset.			

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steady 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											6.6		1026	60	58	52	
0500																	
0600																	
0700																	
0800				129.9							ch. 6/7	0-0	1026 1/2	60	56	51	
0900		13		129.9	292°	277°	N 88 W		20° E.								
1000	0.0	12.9		128.5													
1100		12.9		128.5													
1200	21.7	12.7		127.3	285°	271°	S 85 W			WSW	1	c. 6/7	0-3	1027	60	57	50

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	47				Stp. 7. 03h 47m	
					7. Stp. 7. 00h 03h 47m	
					7. Diso. 47 mts	

1300	32.9			127.8	293	277°	N 88 W										
1400	45			135.3	305	289	N 76 W										
1500	58.2			141.1													
1600	70			140.9						NW	1	0.6	3-4	1028	65	60	54
1700	82.4			142.0													
1800	95.8			141.6													
1900	109.0	13.2		141.2													
2000	120.0	11.0		141.0	309	292	N 73 W			NW	1	F 1/2 M	1-3	1027	58	56	53
2100	130.0	10.0		135.6													
2200	135.5	5.5		135.4													
2300	149.0	13.5		142.4													
2400	160.5	11.5		143.9						NW	4	FE 1/2	3-4	1027 1/2			54

REMARKS		Initials of the Officer of the Watch
0335 - Hailed Harbour Patrol.		
0455 - Hailed Harbour Patrol.		
0803 - left Port 49. 0813 - Passed thru Boon Engine Inward 125 Revs.		
0830 - about Head abeam x 1 M. 0847 - Race Rocks abeam x .5 M.		
0850 - A/C 250 (C) 0923 A/C N 88 W (C) 0936 - log steamed.		
1000 - Sheeringham abeam x 1.5 M. Log set to log (2)		
1045 - Action Stations - Sub Contact Stations Exercised - Completed 1110		
1200 - A/C S 85 W (C) Δ 21.7		Watch Correct. [Signature]

Position	Latitude	Longitude	Depending on	Currents experienced
0800	- Harbour -			
1200	48° 32' N	124° 34' W	Cross Bearings	
2000	49° 23' N	126° 15' W	D R.	Tidal

1247 - Curmanah Pt. abeam - 1310 A/C N 88 W (C) Δ 25.4	
1320 - Increased to 140 Revs. 1403 A/C N 76 W (C) Δ 46.9 - Pachena Lt. N 16 E (T) x 3 mi	
1426 - Cape Beale Lt. 030° T. x 3 mi. Δ 52.5 - 1550 Amphitrite Pt. 038° T. x 3.4 mi Δ 67.6	
1642 - Leonard Is. Lt. 331° T. x 9 mi.	
1717 - Leonard Is. Lt. 034° T. x 4 mi. 1756 - Rafael Pt. 346° T. x 9 mi.	
1800 - Watch correct.	[Signature]
1915 - Bitcher Pt. H. Pt. 49 N 31 W (C) Δ 110	
1933 - Estovar Pt. abeam N 45 W x 4 M Δ 114 A/C to N 73 W (C)	
2052 - Stopped Engine (Hot Bearing) Δ 30.0 A in at 30.0	
2131 - Repairs completed Engine to Half speed (140 Revs.) A steamed at 30.0 (345 ft)	
2133 - Neotka Cone 066° x 1.5 M Δ 30.	
Watch Correct	[Signature]

H.M.S. Dundas

Thursday 30th of July

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	17.3	12.5		143.3	309	292	N73W		ERR 22E								
0200	18.55	12.5		143.6	337	315	N46W										
0300	19.8	12.5		142.2	"	"	"										
0400	21.1	13		142.0	"	"	"			NW	2/3	3/5 o.f.	2.2	1028		51	
0500	223.5	12.5		143.7	"	"	"										
0600	23.6	12.5		143.1	067	030	N38E		29E			2/5 o.f.					
0700		14.3		143.2													
0800		14.1		141.3						ENE	1	o.f. 2/4	0-2	1028	52	52	52
0900		6.9		148.6	240	317	N46W		26E								
1000		13.6		135.5													
1100		10.3		103.3													
1200		3.3		33.3						WSW	1	o.f. 1/2	0-2	1028	62	58	52

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	275	P.S.T.			Stg. 5. 23.6 21 m	
					Stg. 4. 1 d. 03.4 08 m	
					St. Dist. 312 mls	

1300		13.2		131.6	002	334	N26W										
1400		12		120.3													
1500	24.5	14.1		161.1	188	160	S20E										
1600		13.4		134.2						WSW	1	f. 3	0-2	1028	56	54	52
1700	40.5	4.9		48.7	348	326	N38W										
1800	43.5	3.0		48.9													
1900	47.0	3.5		48.5													
2000	51.5	4.5		51.9	168	138	S40E		28E	SW	1	C 6	0-2	1027	56	54	54
2100	56.0	4.5		56.2													
2200	60.5	4.5		49	348	326	N38W		26E								
2300	65.0	4.5		53.5													
2400	68.5	3.5		46.2	348	326	N38W		26E	SW	1	h 6	0-2	1028			51

1942 From West Coast Patrol, and at

REMARKS		Initials of the Officer of the Watch
0110	to N46W (Err 22E) 175	
0145	Sounder to shore - 3th mile (D.R.) 183	
	Frige patches	
0515	Con to log 000° - 3th mile to V. A 26.5	
0542	Con to log 303° - 1.8 mile to V. 32E (c) Err 29A A 32	
	Watch correct. Think fog	
0810	Reduced to 50 Revs (slow) A 62.9. Depth 78 f.	
0900	Increased to 150 Revs. 0909 A 68.5 A/C N46W(c) Pm Isl. 090(T) x 1/4 M.	
1000	A 79 - Reduced to Slow Speed. 1020 - Increased 1/2 speed A 81.3	
1040	A/C N40E(c) A 85.5 - 1047 - Slow Speed	
1145	Half Speed - 0.5M. Egg. Isl. 065(T) Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	50° 58' N	127° 52' W	Cross Bearings	
1200	51° 15' N	127° 50' W	D.R.	
2000	51° 06' N	127° 57' W	D.R.	Tidal

1210	Log streamed - A 90.2 - 1217 - 1/2 speed - A/C N26W(c) A 90.6	
1305	Clarke Pt. SW(c) x 1.5 M. A 1.2. 1337 - 165 revs.	
1434	Egg Is. clear - 1 m. x S20°E(c) A 18.5. 1535 - Stop engine. 1540 - 50 revs.	
1600	Watch correct.	
1620	A/C N38°W(c) A 39 Echo sounder on. 1639 Echo sounder off.	
1800	Watch correct.	
1930	A 49.0 A/C to S40E(c)	
2141	A 59.0 A/C to N38W(c)	
	Watch correct	

H.M.S. Dundee

Friday 31st of July

1942

From West Coast Patrol

, and at 2148

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	73	4	5	51.9	168	138	S40E	1 1/2 E	26 1/2 E								
0200	77	4	-	47.3	"	"	"	"	"								
0300	81	4	-	47.7	"	"	"	"	"								
0400	85	4	-	49.5	348	326	N38W	26 1/2 E	WNW	3	3/5 o.f.m.	32	1028			49	
0500	90	5	-	52.3	"	"	"	"	"								
0600	94.5	4	5	52	168	138	S40E	1 1/2 E	26 1/2 E								
0700	99.1	4	6	50.4	"	"	"	"	"								
0800	103.1	4	0	47	"	"	"	"	WNW	1-2	c.d. 4/5	2-2	1028.5				51
0900	106.9	3	8	48.8	348	326	N38W	"	"								
1000	111.6	4	7	56.4	181	151	S27E	"	"								
1100	122.6	11	0	114													
1200	138.1	15	5	154.9						Airs	0-1	cd. 4	0-2	1030		56	55

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	178	P.S.T.			Sty. H. 24h 00m	
					Sty. H. 20h 03h 08m	
					H. Dist. 490 miles	

1300	146.5	8	4	104.5		325	N38W	1 1/2 E	26 1/2 E								
1400	151	4	5	58.3		"	"	"	"								
1500	157.9	6	9	75.7	116	090	S84E	"	"								
1600	163.8	5	9	65.1						W	1	0.6	07			60	57
1700	171.4	7	6	85.2													
1800	179.9	8	5	102.5	177	150	S31E										
1900	191	11	1	103.7													
2000	198.5	7	5	86.5	348	326	N38W	26 1/2 E	Dir	-	0.5	0-3/4	1029		55	53	52
2100	202.5	4	0	47	"	"	"	"	"								
2200	206.5	4	0	51.8	"	"	"	"	"								
2300	211.5	5	0	51.7	168	138	S40E	1 1/2 E	26 1/2 E								
2400	216.0	4	5	51.3	168	138	S40E	1 1/2 E	26 1/2 E	Dir	-	FE 1/2	0-3	1030			54

REMARKS		Initials of the Officer of the Watch
0010 % SHO E (C) Err 280 A 69		
Fog patches Visibility variable.		
0335 % N38W (C) Err 26 E A 83		
0545 % SHO E (C) Err 28 E A 93		
Watch Correct		JMS
0815 % N38W (C) Err 26 E A 104		
0955 A/C S27E (C) Increased 150 Revs. A 111.3. 1005 A/C S45E (C)		
1108 - A/C 070 (T) A 26 - 15 fm.		
1215 A/C N38W (C) - 50 revs. A 41.8 - 1224 stop engine A 43 Log taken in		JMS

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 04' N	127° 35'	D.R.	
1200	50° 54' N	128° 00'	D.R.	
2000	50° 58' N	127° 54' W	D.R.	Tidal

1308	A/C N38W (C) A 46.5	Slow Speed (50 revs)
1400	Pine Isd 117° T x 9 mi.	Rolling heavily. 1437 - 1/2 speed - A/C S81E A 53.9
1511	50 revs.	1522 Pine Is. 121° T x 4 mi. A 60.9
1600	Watch correct.	Pine Is. 094° T x 2 mi. 1619 - 1/2 speed - 100 revs.
1700	Cape Caution	021° T x 5.5 mi.
1800	spc S81E C - Egg Is	034° T x 2.5 mi. A 179.9
1925	Reduced speed to 50 Revs.	A/C to Captn orders - 1930 - Engine to 3/4 speed (60 revs)
1952	Increased speed to 125 Revs.	1951 - Reduced speed to 50 Revs -
1950	log 98.0	A/C to N38W (C) Sounding 10 Pns.
2011	log 99.5	Sounding 15 Pns - Sounder turned off.
2217	log 208.0	A/C to SHO E (C) 5000 Revs.
	Watch Correct	WBS

H.M.S. *Dundas*

Saturday 1st of August

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		
		Direction (true)	Force (0-12)							Dry Bulb	Wet Bulb				Sea		
0100	220.5	4	5	50.8	342	325	N38W		26 1/2 E								
0200	225.0	4	5	52.5	"	"	"		"								
0300	229.5	4	5	50.	168	140	S40W		"								
0400	234	4	5	49.3	"	"	"	1 1/2 E	26 1/2 E	Airs	00	3/4	1.3	1029		57	
0500	238.5	4	5	49.4	348	325	N38W		26 1/2 E								
0600	243	4	5	50.4	"	"	"		"								
0700	247.2	4	2	49.1	168	140	S40E		28 E								
0800	251.4	4	2	48.	"	"	"		"	Airs	00	Ch. 4/8	0-2	1029	54	53	52
0900	255.6	4	2	48.8	"	"	"		"								
1000	262.5	6	9	75.9	348	325	N38W										
1100	265.6	3	1	39.	"	"	"		"								
1200	269.8	4	2	49.2	"	"	"		"	Airs	00	Ch. 5/10	0-2	1030	61	57	49

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	141	P.S.T.			Stg. 4. 24h 00m	
					4 Stg. 4. 3h 03h 08m	
					4 Dist. 637 mls.	

1300	282	13	4	134.1		345	N15W										
1400		7	3	72.6													
1500		7	3	72.5	206	180	S										
1600		7	6	75.6	358	331	N32W		WSW	1	6 1/8	0.2	1030	65	59	51	
1700		7	9	78.9	177	150	S32E										
1800		7	-	70.	189	161	S23E										
1900		7	3	72.8	0220	335	N25W		27E								
2000		8	-	79.9	Various	Courses			WSW	1	6 1/8	0.2	1029	60	56	55	
2100		7	2	71.8	"	"	"										
2200		10	4	104.3	"	"	"										
2300		8	9	88.8	184	160	S23E										
2400		5	4	54.1	Various	Courses			Airs	00	8 1/2	0.1	1030 1/4	-	-	58	

1942

From West Coast Patrol to

, and at

REMARKS															Initials of the Officer of the Watch
0030 1/2 N38W (c) Env 26 E Δ 18.5: 10 fms.															
0242 1/2 S40E (c) Env 28 E Δ 20.5															
0440 1/2 N38W (c) Env 28 E Δ 37: 14 fms															
Vessels rollings moderately. Watch comm. to															JTB
0700 - A/C S40E (c) Env 28 E Δ 47.1															
0917 - A/C N88E (c) Δ 57 20 fms. Increased to 150 revs.															
0945 Log 61 1/2, toward 10 fms, C/A N35W (c). Slow speed 40 revs. approx from body of South (P) 2 miles															
1146 - A/C S(c). Increased 160 revs. Δ 263 1155 - Relieved by H.M.S. Vancouver & proceeded to examine Vancouver.															
1200 - A/C N20W (c) Δ 269.8 - 150 Revs. 1205 C/A N10W. 1240 - Reduced to 125 Revs.															

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 04'	127° 56'	DR	
1200				
2000	57° 29' N	127° 50' W	DR	Tides

1235 - Relieved H.M.S. Vancouver - Egg Is. to Clark Pt. Patrol.
1248 - Reduced 75 Revs (Slow Speed) - 125 revs (Half Speed)
1300 - Δ 282 - taken in. 1305 Egg Is N80E (c) X 2 mi.
1406 - Clark Pt. 3 1/2 X 3 1/2 mi. Env 28 E. 1425 A/C S22E (c) 1455 A/C S(c)
1512 - A/C S32E (c) 1541 A/C S23E (c) 1554 - N32W (c)
1600 Watch comm. 1620 A/C N27W (c) 1654 - A/C S22E (c) Env 27 E.
1722 - A/C S29E (c) 1731 A/C S23E (c) Egg Is. Lt. 170° T. X 6 mi.
1800 - Egg Is. Lt. - 158° T. X 3 mi. Env 20 E.
1816 - Egg Is. Lt. - 097° X 1 M - A/C to N 25 W (c) Env 27 E
1920 - A/C to Capt. Ouders - 1924 increase to 1/2 speed (125 revs.) -
1926 - Various Speeds - 1940 - 1/2 speed (125 revs.)
2028 - Reduced speed to Slow (50 Revs.) - 2110 - Speed to 125 Revs -
2220 - Reduced to 50 Revs - A/C to S 23 E. Error 27 E.
2237 - Clark Pt 272° X 1 M. 2253 A/C to N30W (c) 2301 - Log taken in (100 ft) with sound W. 1/2 S

H.M.S. Dundas

Sunday 2nd of August

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			
		Direction (true)	Force (0-12)							Dry Bulb	Wet Bulb				Sea			
0100		4.8	48.3		D.G. on													
0200		5.3	52.7		On Patrol													
0300		5.2	51.7		Various Courses													
0400		5.1	50.6							Airs	3/4	1.0	1030					54
0500		4.9	49.0															
0600		5.3	53.0															
0700	8.0	8.7	86.8															
0800	12.9	10.9	117.4							S	1	f.a.	0.0	1030	56	54	54	
0900	30.3	11.4	126.3															
1000	33.5	3.2	95.7															
1100	43.4	9.9	111.1															
1200		8.1	81.1							Airs	-	f.5	0.0	1030	66	66	54	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	167	P.S.T.			Sty. 7. 24h 00m	
					Sty. 7. 4h 03h 08m	
					H. Dist. 8.04 miles	

1300																			
1400		3.4	33.7	193	165	S12E													
1500		7.5	74.7	360	332	N32W													
1600		7.2	72.0	171	143	S38E				Airs	-	f.6	0.0	1029	70	64	58		
1700		7.1	71.3	349	321	N42W													
1800		7.4	74.4	188	160	S31E													
1900		6.8	68.0			Various Courses													
2000		3.2	31.8							Airs	-	f.5	0.1	1028	60	57	57		
2100		2.6	25.5																
2200		3.1	30.5																
2300		2.9	28.8																
2400		2.9	28.7							Airs	-	f.5	0.0	1028	-	-	54		

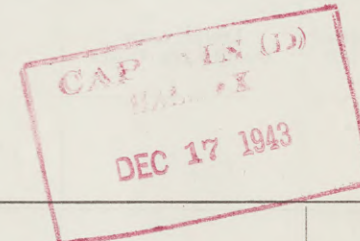
1942

From West Coast Patrol to

, and at

REMARKS		Initials of the Officer of the Watch
0030	Clark Pt by 270° - 1/4 ml.	
0100		
0200		
0300	Thick fog.	
0400	0405 Clark Pt by 275° - 3 cables	
0500	0520 Clark Pt by 277° - 1/2 ml.	
0600	Watch Correct. 0605 Clark Pt by 283° - 1/2 ml.	
0700	0640 - Log streamed 4.5 Increased to 125 revs.	
0800	0725 - (Helmbrook) N.W. x 1 M. Δ 12.4 g/c. S 29 E (c). 0815 Clark Pt 286° T.M. S/C S 29 E (c) Δ 22.5	
0900	0916 Δ taken in 33.5 0932 - Egg Sal. N. N. (c) x 1/4 M.	
1000	1015 - Egg Sal. E (c) x 1 M. Δ 33.5 P/N 29 W (c). 1020 - Δ 33.9	
1100	1100 - Clark Pt. S. W (c) x 1/4 M. Δ 43.4 taken in	
1200	1200 - Watch Correct	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 27' N	127° 51' W	DR.	
1200	51° 23' N	127° 52' W	" "	
2000	51° 24' N	127° 51' W	" "	Tidal



1344	half speed - 1355 - 75 revs. S/C S 12 E (c)	
1429	100 revs - 1440 - A/c S 23 E - 75 revs 1449 g/c N 12 W. Clark Pt 317° T. x 1.2 ml.	
1500	A/c N 32 W. 1526 - A/c S 38 E (c)	
1600	Watch correct. 1630 A/c N 36 W.	
1700	A/c N 42 W.	
1800	Clark Pt 200° T. x 1.5 ml.	
1810	Clark Pt 297° x 3 M. g/c N 25 W. Error 27 E. 1840 - (Helmbrook) S.W. (c) x 1.5 M. A/c S 20 E (c)	
1850	1/2 speed 125 Revs -	
1900	Slow speed 30 Revs -	
1925	A/c S 31 E (c) Error 27 E. 1934 - Clark Pt 287° x 3 M.	
2015	Clark Pt 341° x 2 M. 12/10 N 31 W (c)	
2100	Watch Correct -	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steer		Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature of F				
		Miles	Tenths			Gyro Compass Course	Standard Compass Course			Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea		
0100		3	2	31.7		D.G. on													
0200		3	5	35.1		Various Courses													
0300		3	2	32.1		"													
0400		3	3	32.9		"				S 1/4	1	3/4 fm	1.1	1028.5			54		
0500		3	2	31.6		"													
0600		4	4	43.5		"													
0700		4	3	42.8		"													
0800		8	4	84.		"				SE	1	fm 2	1.2	1028			54	52	60
0900		13	7	137.		"													
1000		7	6	76.		"													
1100		2	8	28.1		"													
1200		7	4	73.7		"				SSE	1	fm 4	0-2	1027			60	57	54

Number on Sick List	59	Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company		Anchor Bearings	
		108		P.S.T.				Stg. 7. 24h 00m Stg. 7. 5h 03h 08m St. Dist. 912 miles	

1300		3	7	37.2	360	335	N27W												
1400		3	3	33.2	230	153	S27E												
1500	46.1	10	9	109.	019	350	N10W												
1600	58.4	12	3	137.6	310	283	N82W		W	5	f 2	3.3	1028 1/2				57	55	53
1700	73.3	15	9	118.8	310	283	N82W												
1800	88.3	15	0	120.6	357	331	N30W												
1900	103.3	15	0	168.9	357	331	N30W												
2000		13	6	136.			Various Courses		W	4	B-8	2-3	1028				65	60	57
2100		13	6	136.1			"												
2200		6	6	66.1			"												
2300	117.5	11	4	114.	208	189	S 5 1/2 E												
2400	122.0	4	5	114.7			"		W	1	B 5/6	1-2	1028						57

REMARKS		Initials of the Officer of the Watch
0145	Clark Pt. log. 289° - 5 cables.	
0315	Thick fog.	
0510	Increased to 50 revs.	
0530	Clark Pt. log. 285° - 3 cables.	
	Watch correct.	
0635	Canoe Log SW(c) x 1/4 M. A/C S 12 E(c).	
0731	A/C S 11 E(c) Increased 140 Revs.	
0800	Clark Pt. Lt. SW(c) x 1 1/2 cables. A/C S 31 E(c). 0840 A/C S 75 E.	
0846	A/C S 10 E(c); 0850 - Egg Sale Lt. abeam x 1 M.; 0914 A/C N 15 W(c). 0921 - Reduced 30 Revs.	
0945	A/C operating again.	
1030	A/C N 77 E(c). 1105 - Increased 1/2 speed. 1130 - Reduced slow speed.	
1145	A/C S 22 E(c).	
1200	Egg Sale SE(c) x 1 M.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51.25N	127.52W	D. R.	
1200	51.16N	127.50W	D. R.	
2000	52.12N	128.38W	Cross Bearings	Tidal

1245	A/C N 27 W(c) 60m 27° E	
1405	A/C S 27 E(c) 1410. Released by HMCS New Westminster. 1415-16.5 revs. 1420-170 revs.	
1433	A/C N 40 W(c) - 1444 A streamel 40.7 - 1450 A/C N 10 W(c) - 50 revs. 150.6?	
1522 1/2	A/C N 82 W(c) - 170 revs. 150.1. 1600 - Watch correct.	
1723	A/C N 30 W(c) 79.	
1800	S. end Goose Is. 039° T x 12 mi.	
1900	Limit Sale 051° T x 9 M. 1903.3. 1900 - Various Courses to Captn. Orders	
1945	Sub Contact Stations. 1930. Anti-Aircraft Stations. 1940. Abandon Ship Station	
1951	Reduced speed to 140 Revs.	
2000	Tracy Island 064° x 9 1/2 M. A taken in at 105° at 1955.	
2058	Reduced speed to 125 Revs. - 2110 - Reduce to 50 Revs. - 2259 - Reduced to 80 Revs. 217.5	
2132	Increased to 125 Revs. 2242 A Streamel 115.0 - 2250 A 116.5 A/C to S 5 W(c) over 23E.	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Rev. 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	126	4	-	48.8	208	189	S 5 W	33	26 1/2 E									
0200	130.5	4	5	51.2	"	"	"	"	"									
0300	135.0	4	5	50.1	"	"	"	"	"									
0400	139	4	-	49.3	"	"	"	"	"	WNW	3	B. 7	22	1029				53
0500	143	4	-	47.6	"	"	"	"	"									
0600	146	3	-	47.3	"	"	"	"	"									
0700	149	3	-	47	014	346	N 13 W	1/2 E	26 1/2 E									
0800	153.4	4	4	52.1	"	"	"	"	"	WNW	3	B. 7	22	1029 1/2	58	57	56	
0900	157.4	4	-	51.1	"	"	"	"	"									
1000	161.1	3	7	46.8	"	"	"	"	"									
1100	164.1	3	0	33.1	"	"	"	"	"									
1200	167.6	3	5	40	"	"	"	"	"	WSW	2/3	B. 7	22	1030	66	61	54	

42	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
	125	P.S.T.		Stg. 4. 24 L 00 m U. Stg. 4. 6 d 03 L 08 m U. Dist 1087 mls.

1300	170.8	3	2	42	042	016	N 15 W											
1400		4	2	41.5	032	007	N 10 E											
1500		4	-	39.6	"	"	"											
1600		4	1	41.4	"	"	"			air	-	68	00	1031	83	70	55	
1700		4	-	39.6	170	142	S 37 E											
1800		5	3	52.5	359	332	N 28 W											
1900		4	8	47.5														
2000		8	4	83.6	Various Courses					air	-	68	00	1030	76	67	55	
2100		6	-	59.7	under C.O.'s Orders													
2200	5.5	9	6	96.4	208	184	S 5 W	-	23 E									
2300	10.5	5	-	48.8	"	"	"		"									
2400	14.0	3	5	43.8	"	"	"		"	W	1	6 3/4	1-2	1031	-	-	58	

REMARKS		Initials of the Officer of the Watch
Watch correct. 0620 - A/C N 13 W (C) Evn 27.6 A 47 - 33 fms.		J.M.P.
0800 - McInnis Is. Lt. N 15 W (C) x 1.5 M.		
0955 - Reduced to 40 Revs.		
1130 - McInnis Is. Lt. 012° x 1.2 M.		
1200 - McInnis Is. Lt. 005° x 1.0 M.		J.M.P.

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 54' N	128° 46' W	D.R.	
1200	52° 06' N	128° 45' W	Cross Bearings	
2000	52° 13' N	128° 38' W	D.R.	Tidal

1305 - A/C N 10 E (C). 1315 log in reading 364.7	
1400 - McInnis Is. 328° T. x 1.1 mi. 1410 Exercised vs. depth in A/S exercise.	
1515 - Cherry Is. 069° T. x 6 mi. 1548 Susan Rock 016° T. x 1.7 mi.	
1600 - Watch correct. 1609 A/C S 37 E 1640 Cherry Is. 048° x 3 1/2 mi. 1620 - 5.0 revs.	
1726 - A/C N 28 W.	
1800 - Susan Rock 332° T. x 2 mi.	J.M.P.
1910 - Increased to 12.5 Revs. 1940 - Reduced to slow.	
2104 - Increased to 1/2 speed. 2145 - Reduced to slow. 6.0 Revs. ²¹¹⁸ A Streamed (64.7 ft)	
2147 - McInnis Island 261° x 7 1/2 M A 5.0 (aft 70.0) 5/2 S 5 W (C) evn 23.5 -	
2345 - Exercised Sub-Contact Stations. 2400 - Exercise Completed	
Watch correct	J.M.P.

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 of			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100					208	184	SSEW	38W	26.5E									
0200	16.5	2	5	36	"	"	"	"	"									
0300	21	5	5	51.9	"	"	"	"	"									
0400	26.0	5	-	50.6	"	"	"	"	WNW	3	B.7.	2-3	1031					54
0500	30.0	4	-	47.6	"	"	"	"	"									
0600	33.5	3	5	49.1	"	"	"	"	"									
0700	36.8	3	3	37.5	014	348	N13W	1/2E	26 1/2E									
0800	40.8	4	-	52.3	"	"	"	"	WNW	3-4	B.7	2-3	1032	59	57	55		
0900	44.7	3	9	50.4	108	073	N81E	-	27E									
1000	49.8	5	1	55.8														
1100	54.4	4	6	50.4	275	253	S68W	-	27									
1200	58.6	4	2	52.6	"	"	"	"	WNW	4-5	B.7	2-3	1032	65	59	54		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	101	P.S.T.			Stn 5. 22h 48m	
					Stn 4. 7h 01h 56m	
					Dist. 1138 mls	

1300	63.0	4	4															
1400	66.8	3	8		334	310	N56W											
1500	74.9	8	1		181	153	S30E											
1600	87.4	12	5						SW	2	B.7	2-4	1032	62	59	55		
1700	100.3	12	9															
1800	13.7	12	4															
1900	27.4	13	7															
2000	41.0	13	6		167	143	S40E	27E	W	1	B.7/8	1-3	1030 1/2	70	62	52		
2100	55.5	14	5		"	"	"											
2200	69.0	13	5		"	"	"											
2300	81.0	12	0		125	093	S81E	26E										
2400	194.5	13	5		"	"	"		W	1	B.6	2-3	1029	-	-	51		

REMARKS		Initials of the Officer of the Watch
0010-0122	Stopped. Engine Troubles. A.14.6.	
0850-0855	A/S shut down to effect repairs. 0855 - A/C N81E(C) Δ 44.6.	
1005	West Rock 058°(T) x 4 M.	
1100	West Rock 002°(T) x 4.5 M. 1105 A/C S68W(C) Δ 54.7.	
1200	West Rock 037°(T) x 11 M.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	51° 55' N	128° 51' W	P. R.	
1200	51° 45' N	128° 42' W	Anchor Bearings	
2000	50° 40' N	128° 20' W	D. R.	Tidal

CAPTAIN (D)
 HALPERN
 DEC 17 1943

1215	A/C N66E(C) Δ 60. 1300 - West Rock 017°(T) x 7 M.	
1328	A/C N09E(C) Δ 65.3. 1350 - A/C N55W(C) Δ 66.8 (75 revs) Euv 24E	
1445	A/C S30E(C) 150 revs. Δ 71.5	
1600	Watch correct. 1640. Exercise vs. dlt. w. A/S exercise.	
1714	Rolling moderately.	
1900	Cape Scott 145° x 5 M Δ 27.4	
1926	Cape Scott 075° x 1 1/2 M Δ 34. A/C to S 50E(C)	
2000	A/C to S40E(C) ERROR 27E Δ 41	
2132	Cape Cook 122° 4 P/S Δ 63.0	
2233	Cape Cook abn 077° x 12.5 Δ 75.5	
2300	A/C to S 81E(C) ERROR 21E Δ 81.0	
	Watch Correct	

H.M.S. Dundas Friday 7th of August

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	0	bc	00	1024	72	68	60	
0500																		
0600																		
0700																		
0800										air	-	bc	00	1025	69	65	58	
0900		3	2	32.1														
1000		8	1	81.2														
1100		5	-	50.3														
1200		10	3	102.7						W	3	bc	0.2	1024	72	67	58	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	87	P.S.T.			1 st Lt. J. 6h 29m	
					2 nd Lt. J. 9h 07h 12m	
					3 rd Dist. 1525 mls.	

1300		6	5	64.6														
1400		6	8	67.5														
1500		7	3	73.3														
1600		11	-	109.7						W	3	bc	0.2	1024	72	67	59	
1700		8	3	83.4														
1800		13	1	131.1														
1900																		
2000										SE	1	bc	00	1024 1/2	74	66	55	
2100																		
2200																		
2300																		
2400																		

1942 From A/S Exercises to , and at

REMARKS															Initials of the Officer of the Watch
<p style="text-align: right;">@/a Exercises with American Sub. J.M.C.</p> <p>6800 - left 4.5 Buick - for A/S Exercises with Kelowna, Belknap, Ligonier</p> <p>0814 - Passed thru Boom Defence: 0815 - Brodie Tidal stream - 60 Revs. (slow)</p>															

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1744 Passed boom				
1830 Pull chain alongside				
Air raid station No 10				
2000 Rounds. 2042 Sunset.				
2015 - Hailed Harbour Patrol -				

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	0	Clear	00	1026	58	56	52	
0500																		
0600																		
0700																		
0800										Air	07	B. 7	07	1026	66	62	52	
0900																		
1000																		
1100																		
1200										Air	07	B. 7	07	1027	70	65	56	

REMARKS		Initials of the Officer of the Watch
0440 - Hauled Harbour Petrol		
0815 - J 261 left post.		
0900 Colours - Watch correct		
1030 S. to springing water on beach		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings	
24		P.S.T.		Sty. 4. 5h 30m	V. Sty. 4. 9h 22h 16m
				J. Dist. 1625 mls.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	B. 4. 15'			
2000	Esquimaux			

1300																		
1400																		
1500																		
1600										Air	07	B. 7	07	1025.5	72	65	54	
1700																		
1800																		
1900																		
2000										Air	07	B. 7	07	1023.5	75	66	58	
2100																		
2200																		
2300																		
2400										Air	07	B. 7	07	1024	67	64	58	

A. A. section number 12. found by "leaf"		
2000. Hauled in		
2040. Landed		
2250. Challenger taken for table		

H.M.S. Dundas

Tuesday 11th of August

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																		
0200																		
0300																		
0400										000	Be. 7	00		1030	62	60	59	
0500																		
0600																		
0700																		
0800										000	Be. 7	00		1031	62	58	57	
0900																		
1000																		
1100																		
1200										S	00	Be. 7	00	1032	69	62	57	

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										S	00	Be. 7	00	1032	69	60	57	
1700																		
1800																		
1900																		
2000										S	00	Be. 7	00	1032	64	60	56	
2100																		
2200																		
2300																		
2400										S	00	Be. 6	00	1033.5	60	56	54	

1942

From

to

, and at Esquimaux.

REMARKS	Initials of the Officer of the Watch
0340 - Hailed Harbour Patrol -	
0425 - Hailed Harbour Patrol -	
0810 - Sans Peur left harbour - Wolf left harbour -	
0820 - Lockport left harbour -	
0825 - Queen left harbour -	
0900 - Colours	
<p>W. McHugh - drafted to Madras I; W. Hamilton appointed Executive Officer H.M.S. Dundas; W. Belgra appointed H.M.S. Dundas -</p>	
1230 - Z 02, K 228 Entered Harbour.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1315 - K 104 entered Harbour.	
1510 - K 133 Entered Harbour.	
2034 - Colours	
2230 - Harbour Patrol Hailed.	

H.M.S.

Dundas.

Wednesday 12th of August

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										S	04	Bleas	60	1033	61	59	58	
0500																		
0600																		
0700																		
0800										S	0	B-6	00	1034	62	56	58	
0900																		
1000																		
1100																		
1200										S	0	B-7	00	1036	73	63	58	

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										SE	0	B. 7	60	1035	70	62	57	
1700																		
1800																		
1900																		
2000										SE	0	B. 6	60	1034	64	58	56	
2100																		
2200																		
2300																		
2400										SE	0	B. 6	00	1033	60	57	55	

19

From

to

, and at

REMARKS	Initials of the Officer of the Watch
0305 - Hailed Harbour Patrol	
0430 - Hailed Harbour Patrol	
0815 - K228, K133, left Harbour.	
0900 - Colours - 0955 - Q 071 - left Harbour.	
1215 - Libertymen	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1315 - Z. 02 Entered Harbour.	
- Action Stations #12 - towing vessel Chamiss Bay #22	
1630 - Libertymen.	
1730 - Libertymen.	
1900 - Libertymen; 2000 - Rounds Cast	
2034 - Anvil.	
0015 Hailed Harbour Patrol.	

H.M.S.

Dundas

Sunday 16th of August

1942

From Esquimaux 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																	
0500																	
0600																	
0700																	
0800																	
0900		16	2	162													
1000		14	2	142													
1100		8	1	81.4													
1200		9	8	98													

~~D.G. on~~

0800 - A/crs. 10 B. 4/7 0-0 1027.5 62 56 53

0900 - 16 2 162

1000 - 14 2 Rectangular Patrol W 2 13.3/11 2.0 61 58

1100 - 8 1 Pillar Pt. - Sheringham -

1200 - 9 8 98 W 1 B. 6/11 2.0 1027.5 60 58 50

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	44	P.S.T			Stg. 4. 3h. 49m	
					Stg. 4. 00h. 03h. 49m	
					St. Dist. 44 mls.	

1300		9	2	92													
1400		8	2	81.5													
1500		8		80.1													
1600		8	2	81.5													
1700		8	6	85.8													
1800		7	9	79.3													
1900		5	1	51.4													
2000		5		49.8													
2100		5	4	54.1													
2200		5	4	54.2													
2300		5	5	54.8													
2400		5	4	54.0													

REMARKS													Initials of the Officer of the Watch
0802 - left berth 4 5 : 0811 Passed thru Brown Bay. a 213 - British ledge abeam													
0815 - 150 Revs. Proceeded through Base Passage abeam Christopher Pt North (P) 1 ml. 3/4 S 75 W (C)													
0905 a/c S 85 W (C)													
1023 Reduced Sans Revs. Sheringham Lt. bearing NW distant 10 miles; speed 9.0													
revs. course 210.													
1132 Altered course to 013; Pillar Pt. dist. 1.1; increased to 10.0 revs; d/c 1200 to													
N 65 (C) Pillar Pt. dist 5 M.													

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	48° 20'	123° 53'	D. R.	
2000	48° 18' N	124° 01' W	D. R.	

1250 - Sheringham Lt. NW (C) x 1 M; 1300 contacted J 38 - c/r, 1315 contacted J 100 - c/r -	
1410 - Reduced 85 Revs. 1420 - Pillar Pt. S 20 E (C) x 1.5 M -	
1422 - A/c N 13 E (C) Commenced Lockwise Patrol - 1535 A/c N 85 E (C) 1553 A/c S 19 W (C)	
1600 - Sheringham Lt. N 40 W (C) x 1.5 M	
1708 - A/c N 19 E (C) - 1741 - A/c N 87 W (C) - Reduced to 55 Revs (slow)	
1800 - Watch Current	
2000 - A/c N 88 E (C) 2045 Darken ship.	
2220 - A/c N 87 W (C)	
2345 - A/c to Capt's orders.	

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		6	3	63.3	VAR	VAR	VAR										
0200		5	2	52.3	112	N 81 E	N 87 E	1 E	24 E								
0300		5	6	56.2	"	"	"										
0400		5	3	52.5	"	"	"				3/5		1028			52	
0500		5	-	49.8	292	277	N 88 W	4 W	24 E								
0600		5	6	55.8	"	"	"										
0700		7	5	74.5			N 88 W	1 E	24 E								
0800		11	9	119.2	VAR	VAR	VAR				1. f	2. 22	1029	56	55	52	
0900		8	4	84.2													
1000		8	9	88.9													
1100		8	6	86.4													
1200				-	Stopped					W	1	F. 2	1029	62	58	51	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	144	P.S.T.			Stg. 4. 221 08m	
					Stg. 4. 1d 01L 57m	
					Dist 188 mls.	

1300																	
1400		10	8	107.8													
1500		5	9	58.8													
1600		5	3	52.6			W. N. 10	2-3	6.5	2.2			1029	74	64	52	
1700		10	-	99.4													
1800		16	2	162.1													
1900		15	2	152.4													
2000							air	0	6	-			1028	66	58	58	
2100																	
2200																	
2300																	
2400							air	0	6	-			1026 1/2	60	55	59	

REMARKS															Initials of the Officer of the Watch
0010 - 1/2 speed. 0030 Slip Pt. light 100-3/4 ml. Slow speed 55 revs.															
0130 1/2 N 87 E (C) Revs 25 E.															
Fog, visibility variable.															
0400 1/2 N 88 W (C) Revs 20 E.															
Watch Comm. to D625. Slip Pt. 320 E (T) 2 ml. (approx) off North (C) Revs 25 E.															
0630 - Increased speed to 125 revs. 1640 1/2 to N 80 E (C)															
0700 1/2 N 135 E (C) 0755 Reduced to 85 revs; a/c to S 32 W (C)															
0800 - 1/2 to N 70 W (C). 0810 Sheringham Lt N 35 E, 5 ml. (approx) off N 68 W (C). 0820 1/2 N 88 W (C)															
0920 - 1/2 to N 88 E. 0940 Pillar Pt. at head beam dist. 3 1/4 M. 1035 1/2 to N 88 W.															
1105 - Dead Cat Head - repairing air pumps. Slip Pt. bearing red 35 dist. 3 1/2 M. Vessel head S 5 W															
1240 Repairs to air pumps effected.															
1257 - Resumed way course 270 (M) speed 85 revs; 1259 - 1/2 to 190 (M)															

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				Tidal

1302	Increased to 125 revs. a/c to 190 (M) 1305 1/2 to 170 (M) 1310 Reduced to 85 revs a/c to N 85 W (C); Slip Pt. at 1200 1 M dist.			
1320	Engines stopped - Slip Pt. 5.70 E x 1 M. 1325 - Repair completed. Resume Patrol			
1400	Reduced to 85 Revs. A/c N 16 E (C) - Reduced to slow.			
1600	A/c N 85 E (C) Increased Half speed (85 revs.) 1615 Sheringham Lt. N 70 W (C) x 1 M.			
1617	A/c S 19 W (C) Caragut astern; Lockport ahead.			
1639	Increased 150 Revs. 1643 - A/c N 70 E (C) 160 Revs. 1724 1/2 N 60 E (C)			
1733	Buckley Hd. abeam - 1.5 M.			
1748	Race Rocks Lt. abeam - 1/2 mi.			
1804	Albert Hd. abeam - 1 mi. 1818 - Procherus ledge abeam - Half speed.			
1821	Passed Brown defence. 1831 - Alongside Refuelling Jetty.			
1914	Left Refuelling Jetty. 1931 - along side Point #9 P.S.T. Timmers.			
2230	Hauled Harbour Patrol. 2340 - oblique light berth.			

H.M.S. *Dundas* Tues day 18th of August

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									air	-	h	00	1028	58	53			
0500																		
0600																		
0700																		
0800									air	-	h	00	1027 1/2	75	68	56		
0900																		
1000																		
1100																		
1200									air	-	h	00	1028	80	68	56		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	58					

1300																		
1400																		
1500																		
1600																		
1700																		
1800			106.2															
1900			56.1															
2000									SW	1	h	01	1025	62	59	52		
2100			41.5															
2200			108.4															
2300			115.8															
2400	51.5		109.1						SW	1	h	22	1025			53		

Course to Capt orders.

19 42 From _____ to _____, and at Esquimalt

Time	REMARKS	Initials of the Officer of the Watch
0325	Hailed Harbour Patrol.	
0600	Hailed Harbour Patrol	
0800	Shifted alongside berth #9, port side to	
0810	Tinimis left harbour.	
0900	Colours.	
1225	Sans Pen alongside.	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000	123°-31' W	48°-16' N	Beaufort	

RECEIVED
DEC 17 1943

1700	Left Berth #9.	1713	Passed thru Plover Refuge. Increased 130 Revs.
1737	Race Rocks 548W(c) x 5M. S/SW. Error 20°E. Slow speed (6.0 revs.).		
1800	Race Rocks 555W(c). 1827 - Race Rocks Lt. Chan - N70W(c). 1839 Race Rocks N 65 W(c).		
1900	Engine stopped. 1941 - Lt. Chanmont contacted.		
2000	Watch comm. 2004. Ready to start. Chanmont. 2015. Lt. Chanmont away to board.		
2017	1/2 speed. Engine repairs completed. 2042 - Sea boat hoisted in - 1/2 speed.		
2043	Darken ship. 2048. Joined USS Talbot + SPICA - provided - disposed 1/2 mile.		
2300	On starboard beam of Chanmont. 2308 - Shun. Lt. Chanmont - 1016° T. x 2 mi. ΔH 2.5		
2315	revs. S/C 580°W(c). 2348 - 150 Revs.		

mmll

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	60.0	8	5	120.7	VAR	VAR	VAR										
0200	68.5	8	5	107.3	"	"	"										
0300	77	8	5	75.3	"	"	"										
0400	79	2	-	53.2	"	"	"			WNW	2	B 6	23	1024			53
0500	80	1	-	51.2	290	275	WEST	4W	20E			f 3					
0600	87	7	-	64.7	"	"	"					f 3					
0700	92	5	-	61.4	VAR	VAR	"										
0800	98	6	-	80.7	295	280	"	4W	20E			f 3	23	1025			51
0900	108	6	-	92.2	VAR	VAR	"	4W	20E			f 3					
1000	116	8	-	105.7	295	280	"					f 3					
1100	125	9	-	107.9	295	280	"					f 3					
1200	136	11	-	113.3								f 3		1025			53

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	114	Zone time changed 1900			Sty. 4. 18h 47m	
					Sty. 4. 00h 18h 47m	
					U. Dist. 114 mls.	

1300	146	10	-	115.6													
1400	156	10	-	115.													
1500	166	10	-	112.													
1600	176	11	-	116.6	298	275	N 83W			WNW	3-4	f 6	23	1025 1/2	64	61	54
1700	186.5	10	5	112.7	"	"	"										
1800	196.5	10		114.7	"	"	"										
1900	206.5	10		112.7	var	var	"										
2000	226.4	19	9	112.7	"	var	"			W	1	f 6	20	1022 1/2			56
2100	235.6	9	2	114.6	"	var	"										
2200	246.6	11	-	113.7	"	"	"										
2300	256.2	9	6	109.	"	"	"										
2400	267.	10	8	117.9	"	"	N 84W			W	2	f 5	23	1028			57

REMARKS		Initials of the Officer of the Watch
0014	Slip Pt. SE abn. SIDE (C). 0150 Lat. SE abn. SOUTH (C)	
0215	Lat. abn. 0315. Steeper. How to off. W. S. S. 79	
0425	Cr 290° lpd. 5 hrs. log streams 99. Various speeds	
0520	Thick fog. Jefferson joined us way.	
	Watch correct	JTB
0803	Surf buoy S 35° E (T) 1/2 ml (approx) fog 99. Sp N 82 W (C) buoy 22° E. 110 revs.	
0825	log 102. Crossed 50 fm line	
	Speeds as necessary to keep station.	
1135	Increased to 120 revs.	
1200	Watch correct	JTB

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	48° 50'	125° 48'	D.R	
2000	49° 41' N	127° 15' W		Tidal

1300	Leonard Lake Light N (C) A 145.5 - 135.5. Commenced #1 zig-zag fog?	
1415	Negative zig-zag fog?	
1500	Commenced zig-zag #1. fog?	
	Watch correct	JTB
1900	Clocks retarded 60 min.	
1955	Boat back in station from tide ¹⁹⁴⁷ 1947 ship darkened.	
2232	demanded to 110 revs	
2330	been at zig-zag, 1/2 hr. N 84 W; log 61.3	
2400	Watch correct course 280° (C)	JTB

H.M.S.

Dundas Thurs day 20th of August

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	277.5	10	5	111.6													
0200	287	9	5	107.9													
0300	297	10	-	116.9													
0400	308	11	-	118	298	283	N81W			W	2-3	0.5	2-2	1027		62	
0500	318.5	10	5	128.7	varies												
0600	329	10	5	122.6	"	"											
0700	339.1	10	1	107	"	"											
0800	349.2	10	1	111.5	"	"				NW	1	0.3	1-1	1027	65	63	62
0900	359	9	8	113.5	"	"											
1000	369.1	10	1	102.3	"	"											
1100	379	9	9	109.9	"	"											
1200	389	10	-	112.2	"	"				NW	1	0.7	2-2	1029	67	61	62

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	233	+ 0800			1 st Lt. 25h 00 mi.	
					2 nd Lt. 1d 19h 47 mi	
					3 rd Lt. 347 mls	

1300	399	10	-	108.2	"	"											
1400	409	10	-	113.5	"	"											
1500	419.5	10	5	111.2	"	"											
1600	430	10	5	109.9	"	"				NW	2	0.8	2-2	1031	64	58	62
1700	439	9	-	104.2	"	"											
1800	449	10	-	113.3	"	"											
1900	458.8	9	8	114.9	"	"											
2000	468.9	10	1	119.3	"	"				NW	1	0.7	1-1	1032	61	57	62
2100	480.6	11	7	112.2	"	"											
2200	491	10	4	116.9	"	"											
2300	501.6	10	6	116.6	"	"											
2400	511.8	10	2	111	"	"				air	-	0.6	1-1	1033			62

REMARKS															Initials of the Officer of the Watch
0145 - Increased to 120 Revs.															
0400 - Slow Speed. 0400 - Commence ^{N 3/11} Log 308.															
0800 - Watch correct.															
1200 - Watch correct.															

Position	Latitude N	Longitude W	Depending on	Currents experienced
0800	50° 14'	129° 57'	D. R.	
1200	50° 35'	131° 04'	V. Ho.	
2000	51° 13'	132° 50'	D. R.	

Watch correct.														
1832 - Took station W(T) of Chaumont.														
1935 - Resumed station on starboard beam of Chaumont. 1945 Darken ship.														
2000 - Watch correct.														
2300 - Rounds correct.														

H.M.S.

Dundas

Fri-day

21st

of

August

19 *42*

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	521.5	9	7	105.8													
0200	531	9	5	107.3													
0300	541.5	10	5	111.1													
0400	552.5	11	-	123.1						S	2	cd 3/4	22	1031		62	
0500	563	10	5	117.3													
0600	573	10	-	111.1	various												
0700				114.3													
0800	593.1	20	1	110						W SW	1	fe 6	2.2	1029 1/2	63	62	62
0900				115													
1000				110													
1100				109.6													
1200	634.4	41	3	110						SW	2	0.6	2.2	1029	63	62	61

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	234	+ 0800			lt. G. 24h 00m	
					lt. G. 2h 19h 47m	
					Y.D. 581 mls.	

1300				113.5													
1400				115.8													
1500				103.1													
1600	644.5			113.8						SSW	4	0.6	3.3	1029	61	58	62
1700				115													
1800				110													
1900				107.3													
2000	713.6	39	1	112.3						SW	5	0.7	3.4	1028	59	55	60
2100				115.1													
2200				114.1													
2300				107.7													
2400	753	39	4	108.3						SW	5	0.7	4.5	1027 1/2			59

REMARKS				Initials of the Officer of the Watch
0100 Ceased Zig Zag Log 521 1/2.				
0500 Commenced Zig Zag N° 12 + 38 Log 563.				
0550 - Sub Contact Stations - 6.4.5 - Action Stations.				
0600 - Watch correct				
0820 revs 115				
0904 - 110 revs				
1200 - Watch correct.				

Position	Latitude	Longitude	Depending on	Currents experienced
0800	52° 01'	135° 46'	D. R.	
1200	52° 25'	136° 36'	D. R.	
2000	53° 08'	138° 18'	" "	

1700				1700 - Revs 115
1805				1805 - Revs 110
1940				1940 - Darken ship
2000				2000 - Watch correct. 2038 RDF cloud up.
2205				2205 - Revs 110

H.M.S.

Dundas Saturday 22nd of August

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				107.2													
0200				108.9													
0300				97.5													
0400	790	37		111.5						SSW	5	004	44	1027		56	
0500				102.8	298	285	N85W										
0600				115.2	"	"	"										
0700				116.5													
0800	826.5	36	5	104.8			N85W			SW	5	004	44	1025	56	54	57
0900				104.8													
1000				101.6													
1100				110.3													
1200	860.5	34		105.5						SSW	5/6	006	45	1025.5	65	64	56

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	218	+0800			Stg 4 24h 00m	
					7.24.4 32 19h 47m	
					5. D. 799 mls.	

1300				101	303	290	N78W										
1400				108.5	"	"	"										
1500				108.1	298	285	N83W										
1600	895.5	35	-	106.7						WSW	5/6	006	45	1027	58	55	56
1700				107.8													
1800				108.8	313	290	N78W										
1900				108.3	various												
2000	943	47	5	102.5						WSW	3	007	45	1028	56	53	60
2100				102.7													
2200				105.8													
2300				106.8													
2400	980	37		110.4						WSW	3	007	34	1031			53

1943 From to , and at

REMARKS	Initials of the Officer of the Watch
Coast Zig Zag Log	
Vessel rolling & pitching & slipping & surging & yawing & wall	
0500 - Commenced Zig Zag No 11 Log	
0600 - Watch correct	
0703 - Rev. 110	
0800 Watch correct 0845 Commenced zig-zag A 832.6	
0941 - 100 Revs.	
1012-110 Revs. 1029 - Revs 115	
1200 Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced
0800	53° 55'	141° 24' W	D.R.	
1200	54° 08'	141° 53' W	Obs.	
2000	54° 42'	144° 20' W	D.R.	

1815 - 7/8 N 78 W Err 21E	
1930 - 7/8 N 83 W A 82.5 Err 21E	
1935 - 7/8 N 78 W Err 21E A 92 Vessel rolling & pitching	
1625 - 06 N 82 W Err 21E A 901 Slipping & surging & yawing & wall	
1710 - 100 Revs. 1728 - Sub. correct Station 1542 - Evolution Complete!	
1750 - 110 Revs 7/8 N 78 W. 1825 - rolling heavily	
1900 - Clocks set back 60 min. 1810 Commenced zig-zag # 11 A 925.3 - 1837 - Revs 110	
1935 - Ship darkened. 2000 Watch correct. RDF closed up	
2215 - Revs 105 - 2245 - 110 Revs	
2400 - Watch correct	

H.M.S.

Dundas Sunday 23rd of August

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				111.1	298	284	N83W											
0200				111.9	"	"	"											
0300				110.3	"	"	"											
0400	1017.5			111.6	"	"	"			WSW 3/4	B. 5	2-3	1032					56
0500				109.6	292	285	N83W											
0600				109.8	"	"	"											
0700				110.	various	"	"											
0800	1055.2			110	"	"	"			WSW 004	bc 5	44	1031					59 54 56
0900				109.4	"	"	"											
1000				109.4	"	"	"											
1100				107.8	"	"	"											
1200	1091.	36		109.8	"	"	"			WSW 4	bc 6	3-4	1031					59 55 54

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	216	+0900			Sty. 4. 25h 00m	
					Sty. 4. 4d 20h 47m	
					J. Dist. 1015 mls.	

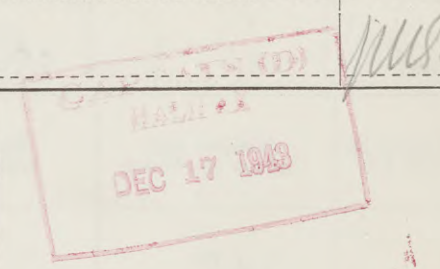
1300				112.1	293	281	N87W											
1400				105.7	"	"	"											
1500				111.6	"	"	"											
1600	1127.5	36	5	107.8	"	"	"			WSW 4	bc 6	3-4	1032					57 54 54
1700				108.6	"	"	"											
1800				110.	"	"	"											
1900				107.3	"	"	"											
2000	1163	35	5	106.9	"	"	"			WSW 4	bc 6	3-4	1031/2					56 54 54
2100				107.2	"	"	"											
2200				111.9	"	"	"											
2300				105.6	"	"	"											
2400	1198.3	35	3	110	293	289	N85W			WSW 4	bc 6	3-4	1032					54

1942 - From to , and at

REMARKS		Initials of the Officer of the Watch
0230 - Coast zig-zag. Δ 1003.		
0430 - Resumed zig-zag Δ 1022.5 Vessel rolling & pitching. Shipping seas & spraying overall. Watch correct.		
Watch closed up; rolling 20° on wave courses 0218 mts. to 11.5 mts.		
1200 - Watch correct.		

Position	Latitude N	Longitude W	Depending on	Currents experienced
0800	55° 30'	146° 2 1/2'	D.R.	
1200	55° 58'	147° 19'	Obs.	
2000	56° 15'	148° 10'	D.R.	

1200	06 N87W (c) Cor. 20 E. A 91.	
1800	Watch correct - Vessel rolling & pitching & shipping seas & spray overall.	
2000	Watch correct. Darken ship R.D.F. closed up. 2020 mts. 110.	
2215	Rev. 100.	
2400	Watch correct.	



H.M.S. Dundas

Monday 24th of August

1942 - From Engmanito to Hadisak, 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				110.7	283	283	185W											
0200				110.														
0300				109.1														
0400	1237.			110.3						WSW	3/4	bc 5	2-3	1032.5			56	
0500				102.8														
0600				105.5	330	315	N51W	4W	25E									
0700				115.4														
0800	1275.5	28	5	104.7						WSW	2	bc 6	2-2	1032			56	53 51
0900				111.9														
1000				110.8														
1100				103.3														
1200				99.6						air		bc 6	0-1	1032			58	56 51

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor-Bearings	
	217	+0900			Sty 4	24 h 00 m
					4 Sty 4	5 d 20 h 47 m
					7 Dist	1232 mls.

1300		11	5	136.4	120	086	S 87 E	2E	25E									
1400				143.1														
1500				139.2														
1600	48.5			140.9						air	1	bc 8	0-3	1032			62	56 52
1700				140.4														
1800				139.6														
1900				139.3														
2000	97.5	49		140.3	119	085	S 88 E	3E	25E	NE	1	bc 7	0-2	1032			58	55 56
2100				141.3														
2200				140.6														
2300				142.9														
2400	147.5	50		140.6						air		bc 7	2-3	1032 1/2				55

REMARKS		Initials of the Officer of the Watch
0215 - A 120 - Echo Sounder operating sounding No Bottom		
Weather Moderating		
0540 Ground 710-720. G.M.P.S.W. A 52. 0550 - A/c N 51 W (C) A 54. R. 21.5		
0600 Watch correct. 0550 Position K 2 bearing reported. Proceeded to Hadisak with USS "Hippie" Commenced zig-zag. 0640. rms 120.		
0804 - Watch correct.		
1030 - A hauled in - 1361.1 1058 - Stop engines.		
1102 - rms 110. 1120. Pated company with ship. 1155 1/2 to return to base. Course N 75 E		
1207. Log stretched reading 0. 1/2 S 87 E (C) rms 37 E. 140 rms. JMSL		

Position	Latitude N	Longitude W	Depending on	Currents experienced
0800	57° 30'	151° 58'	Bearings	
1200	58° 52'	152° 07'	Obs.	
2000	57° 02'	149° 25'	DR.	

1300	Commenced z-z A 11:5 which are ? N° 11	
1630	Sounding 90 fms A 54	
1710	Sounding 275 fms A 62	
1800	A 72.5 Watch correct	
1951	Dark ship	
2000	Watch correct. 2000 a/c S 88 E (C) log 97.5 rms 25° E	
2400	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				142.2	119	N85E	S88E	3E	20E									
0200				142														
0300				143														
0400	197.5	50	-	140.2						SW	1/2	0.5	2-2	10.33				54
0500				139.6														
0600				139.7														
0700				141.8														
0800	247.5	50	-	140	119	N85E	S88E	3E	25E	SW	1/2	0.5	2-2	10.34	55	53	54	
0900				141.7														
1000				141.9														
1100				141.3														
1200	297.5	50	-	140	119	N85E	S88E	3E	25E	SW	1/2	0.5	2-2	10.34 1/2	58	55	54	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	282	+0900			Stg. H. 24 h 00 m	
					H. Stg. Y. 6 h 20 h 47 m	
					H. Dir. 1544 m	

1300				139.2														
1400				144.4														
1500				145.1														
1600	348	50	5	145	119	085	S88E	3E	25	S	1	0.7	2-2	10.35	55	52	54	
1700				143.7														
1800				147.9														
1900				146.8														
2000	398	50	-	146.5	119	085	S88E	3E	25	ESE	1	0.6	1-1	10.35	55	52	55	
2100				147.2														
2200				143.6														
2300				143.7														
2400	449	51	-	144.8	119	085	S88E	3E	25	air	-	0.6	0-0	10.35 1/2			56	

REMARKS															Initials of the Officer of the Watch
Vessel rolling easily.															
0600 - A 2.23 Watch correct															
Watch closed up; ship rolling easily.															
Watch correct; ship rolling easily.															

Position	Latitude N	Longitude W	Depending on	Currents experienced
0800	56° 55'	145° 52'	DR.	
1200	55° 31'	144° 38'	"	
2000	55° 07'	143° 27'	"	

CAPTAIN (D)
HALIFAX
DEC 17 1943

1300	Increased 145 Revs. A 3.10													
1800	1800 - A 3.13 Watch correct													
1900	1905 Telegraph to engine repaired; 1925 - decker ship. 1930 P/S. 1931 P/S. 1932 P/S. 1933 P/S. 1934 P/S. 1935 P/S. 1936 P/S. 1937 P/S. 1938 P/S. 1939 P/S. 1940 P/S. 1941 P/S. 1942 P/S. 1943 P/S. 1944 P/S. 1945 P/S. 1946 P/S. 1947 P/S. 1948 P/S. 1949 P/S. 1950 P/S. 1951 P/S. 1952 P/S. 1953 P/S. 1954 P/S. 1955 P/S. 1956 P/S. 1957 P/S. 1958 P/S. 1959 P/S. 1960 P/S. 1961 P/S. 1962 P/S. 1963 P/S. 1964 P/S. 1965 P/S. 1966 P/S. 1967 P/S. 1968 P/S. 1969 P/S. 1970 P/S. 1971 P/S. 1972 P/S. 1973 P/S. 1974 P/S. 1975 P/S. 1976 P/S. 1977 P/S. 1978 P/S. 1979 P/S. 1980 P/S. 1981 P/S. 1982 P/S. 1983 P/S. 1984 P/S. 1985 P/S. 1986 P/S. 1987 P/S. 1988 P/S. 1989 P/S. 1990 P/S. 1991 P/S. 1992 P/S. 1993 P/S. 1994 P/S. 1995 P/S. 1996 P/S. 1997 P/S. 1998 P/S. 1999 P/S. 2000 P/S.													
2000	2000 - Watch closed up. 2050 - P/S. 1931. in operation. (Temporary repairs made).													
2100	2100 - Rounds correct													
2200	2230 - Rounds correct.													
2300	2330 - Rounds correct.													
2400	2400 - Watch closed up.													

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					119	085	388E											
0200					"	"	"											
0300					"	"	"											
0400	808.5	53	5		"	"	"			WNW 2/3	ca. 5	2-2	1030				62	
0500																		
0600																		
0700																		
0800	861.5	53	-		119	085	388°E			air	-	ca. 7	2-5	1030	62	59	62	
0900																		
1000																		
1100																		
1200	915.5	54	-	150	119	085	388E			NE 2/3	ca. 7	3-4	1030	64	60	62		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	344	+0830			U. S. 23 L 30 m	
					U. S. 8 L 20 L 17 m	
					U. S. 2147 mls	

1300																		
1400						064	N73E											
1500						"	"											
1600	970	54	5							NW 3/4	ca. 7	4-3	1029 1/2	68	62	62		
1700																		
1800																		
1900																		
2000	1018	48	-	150	095	068	N77E	3	2.5	NW 3/4	ca. 7	4-3	1029				61	
2100																		
2200																		
2300																		
2400	1073	55	-	150	088	061	N70E	2	2.5	air	-	ca. 4	1-2	1028 1/2				59

REMARKS		Initials of the Officer of the Watch
	0500 - A 822. Commenced z-z # 11	
	0800 - Watch closed up.	
	1100 - Vessel rolling moderately.	
	1200 - Watch correct; part company painting	Res.

Position	Latitude N	Longitude W	Depending on	Currents experienced
0800	51° 00'	131° 30'	IR	
1200	49° 32'	130° 37'	IR	
2000				

1300	1330 - Stopped z-z # 11 5/8 N73E (C) A 937	
1400		
1500		
1600	1635 - A/C N77E (C) A 978.5	
1700		
1800	1800 - Watch correct A 998; blocks advanced 30 minutes	Res.
1900	1930 - Darken ship.	
2000	2000 - Watch correct; 2010 broadcast look-out trans. to bridge. 2015 closed up - normal sweep. 2055 9/8 to 061 (C) - (N70E)	
2100	2100 - Vessel rolling slightly in following sea	
2200		
2300		
2400	2400 Watch correct.	Res.

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	ST 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					150	061	N70E	2	25									
0200																		
0300																		
0400	29	56			107	073	N81°E			NE	1	bc 6	01	1028			52	
0500																		
0600																		
0700																		
0800	82									W	1	F. 8	00	1029	55	55	51	
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	
	293	+0905			Sty 7. 22h 05m	
					Sty 7. 9h 18h 22m	
					Sty 7. 2440 mls.	

1300																		
1400																		
1500																		
1600										air	07	00		1028	67	63	52	
1700																		
1800																		
1900																		
2000										S	1	07	00	1028 1/2	68	62	52	
2100																		
2200																		
2300																		
2400										S	1	07	11	1029	54	51	51	

REMARKS															Initials of the Officer of the Watch
0115 Watch Correct.															
0200 Watch Correct. 0201 soundings - 50 fms. Δ 2.1															
0325 17/c N81°E Δ 2.1															
0400 Watch closed up.															
0447 Swiftsure Buoy N(T) x 1/4 M. Δ 39.5 A/C N78E(c) Error 26E.															
0450 A/S Broken down. 0632 A/C N80E(c) Δ 62.5															
0800 Watch Correct - Sheringham N32E(c) x 2.5 M.															
0918 9/c to N40E(M) - 033(c); 0945 9/c to N15E - Pass Pt. Barrow N15W dist 1 M. - 0955 9/c to N04W low rocks bearing 55W; Roadside Rock Buoy N. 1 cable - 0950; Δ 7; log taken.															
1000 down stream of the above. 1019 - about Head abeam x 1/4 M.															
1033 - Protuberance abeam. 1035 - Passed Bow Defence. 1047 - Made Fast Refuelling Jetty.															
1200 - Clocks on Board advanced 1 hr. - 1360															
1335 - left Refuelling Jetty. 1355 - Secured alongside Buoy #4 P.S.T.															

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1510	Esquumelt Act. Stat. #2			
1600	General payment made to ship's company.			
1630	Liberty men. 1715 - Liberty men.			
2000	Rounds. 2005 Sunset.			
2230	Hailed Harbour Patrol.			

H.M.S. *Dundas* *Saturday* *29th* of *August*

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										S	1	07	00	1029	54	51	52
0500																	
0600																	
0700																	
0800										air	-	07	00	1030 1/2			52
0900																	
1000																	
1100																	
1200										air	-	07	00	1029	71	65	55

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings
		+ 0100			

1300																	
1400																	
1500																	
1600										air	-	07	00	1030	70	65	55
1700																	
1800																	
1900																	
2000										air	-	07	00	1029	68	62	54
2100																	
2200																	
2300																	
2400										air	-	07	00	1027	65	60	54

19 From _____ to _____, and at *Esquimaux*

REMARKS	Initials of the Officer of the Watch
0325 - Hailed Harbour Patrol.	
0505 - Hailed Harbour Patrol.	
0900 - Colours hoisted at half-mast.	<i>msc</i>

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	<i>Bentl No 4</i>			
2000				

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

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		5	7	57.2	<i>various</i>													
0200		5	6	56.	<i>Shirringham Pt.</i>													
0300		5	6	55.6	<i>Pillar Pt. Patrol.</i>													
0400		5	9	58.8						<i>airs</i>	<i>B7</i>	<i>0.2</i>	<i>1027</i>			<i>51</i>		
0500		5	7	56.6														
0600		9	4	74.4														
0700		10		100.1														
0800		10	5	104.8	<i>Various</i>					<i>airs</i>	<i>B.7</i>	<i>1.5</i>	<i>1027</i>		<i>54</i>	<i>53</i>	<i>54</i>	
0900		10	2	101.5														
1000		10	3	102.7														
1100		10	3	102.6														
1200		10	2	101.8	<i>Various</i>					<i>E.N.E</i>	<i>2</i>	<i>B.7</i>	<i>1-3</i>	<i>1025</i>	<i>59</i>	<i>56</i>	<i>51</i>	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	<i>181</i>	<i>+0700</i>			<i>24 L. 00 m.</i>	
					<i>3.8y. 1d. 11h. 06m</i>	
					<i>3. Dist 209 mls</i>	

1300		102																
1400		102.5																
1500		101.8																
1600		102.7					<i>23 N.E</i>	<i>S</i>	<i>1</i>	<i>B.6</i>	<i>0.3</i>	<i>1022 1/2</i>	<i>65</i>	<i>60</i>	<i>51</i>			
1700		104.3																
1800		102.9			<i>Various</i>			<i>"</i>	<i>S</i>	<i>1</i>	<i>GM. 6</i>	<i>1.3</i>		<i>62</i>	<i>58</i>			
1900		101.																
2000		100.4			<i>various</i>			<i>"</i>	<i>S</i>	<i>1</i>	<i>RM. 6</i>	<i>1.3</i>	<i>1022</i>	<i>53</i>	<i>56</i>	<i>52</i>		
2100		97.7																
2200		52.7																
2300		55.2																
2400		53.4			<i>Various</i>			<i>W.N.W.</i>	<i>1</i>	<i>B. 4</i>	<i>0-2</i>	<i>1021</i>			<i>52</i>			

REMARKS		Initials of the Officer of the Watch
0100	<i>Round correct. Slip Pt. Light 350°W-(c) x 4 mi.</i>	
0200	<i>Pillar Pt. - 224° T. x 3 mi. Ship rolling moderately.</i>	
0215	<i>Round correct.</i>	
0400	<i>Shirringham Pt. 041° T. x 3/4 mi. Watch correct.</i>	<i>[Signature]</i>
0500	<i>Increase to 100 revs. Watch Round correct 0530 9/16 M off Pillar Pt. N 20 E</i>	
0615	<i>Ship taking occasional heavy roll in long swell. 0640 9/16 to S 20 W</i>	
0700	<i>Rolling 15° in increasing swell with 0715 lubricated transmitting 2740</i>	
0800	<i>Watch correct. 0745 Slip Pt on bowshot 1M 9/16 to N 20 E.</i>	<i>[Signature]</i>
0855	<i>Shirringham Pt. N 20 E (c) x 1 M.</i>	
1000	<i>Pillar Pt. S (c) x 1 M.</i>	
1110	<i>Shirringham N (c) x 1/2 M.</i>	
1200	<i>Watch correct</i>	<i>[Signature]</i>

Position	Latitude	Longitude	Depending on	Currents experienced
0800	<i>48° 16' N</i>	<i>122° 55' W</i>	<i>Beaufort</i>	<i>Tidal.</i>
1200	<i>48° 14' N</i>	<i>124° 02' W</i>	<i>"</i>	<i>"</i>
2000	<i>48° 20' N</i>	<i>123° 58' W</i>	<i>"</i>	<i>"</i>

1300	<i>Shirringham Pt. 034° (T.) x 5 mi.</i>	
1400	<i>Pillar Pt. 214° (T.) x 3 mi. Ship rolling considerably.</i>	
1520	<i>Shirringham Pt. 059° x 1 1/2 mi.</i>	
1600	<i>Watch correct. 1635 9/16 to N 20 E. Pillar Pt. astern 1M. Tide setting heavily down the Straits;</i>	<i>[Signature]</i>
1735	<i>9/16 1M off Sherr. - 320 W</i>	
1800	<i>Watch correct</i>	
1847	<i>Pillar Pt. S 20 W (c) x 1 M.</i>	
2000	<i>Watch correct; dark choppy; vessel rolling in cross swell</i>	
2015	<i>Shirringham N (c) x 1/2 M.</i>	
2400	<i>Slip Point S 20 E (c) x 1 1/2 M. A 7.9. Watch correct</i>	<i>[Signature]</i>

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				55.3	121	D.G. on 097	587°E											
0200				57.7														
0300				55.4	304	286	N80W											
0400	25.9			52.2						air	67	01	1021				51	
0500				51.8														
0600				114.9														
0700				121.2														
0800				151	Course to light ahead					W	1	6.4	1.1	1023	55	54	52	
0900				157.1														
1000																		
1100																		
1200										air	67	00	1023	61	65	50		

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

1300																		
1400																		
1500																		
1600										NNE	2	67	00	1024	71	64	51	
1700										Course as per C.O.'s Order								
1800				148														
1900				111.6	Line Kilm - Gordon													
2000				86.6	Head Patrol					air	0	67	00	1024	59	57	56	
2100				72.1	"													
2200				147.8	"													
2300				56.6	"													
2400				52.2	"					air	0	67	00	1025 1/2			56	

REMARKS	Initials of the Officer of the Watch
0100 - H/S 587°E(c) Δ 11.3 Slip Pt. 134°TX 7 mi. Rounds correct.	
0115 - Visibility 1 mi. 0207 - A/C E(c) Δ 17.5. 0250 - A/C N80W(c) Δ 21	
0300 - Watch correct. 0330 - Slip Pt. Light 034°TX 6 mi.	
0400 - Watch correct	MW
0500 - Increased to 100 revs. 4/2 to N80E(H) Neel Bay first light bearing red 25, dist. 2 1/2 M. Δ 30 miles. 0517 Incr. to 150 revs.	
0600 - Watch correct. 0615 Reduced to 100 revs. Slip Pt. on 1/2 beam. dist 2 M.	
0700 - Watch correct. Pillar Point ahead 7/2 to 015(c) rounded but not lost. 0705 Incr. to 160 revs. 0735 Relieved by "Lynborough" proceeding to base; course 057(c); log taken with Sheringham bearing red 80° dist 6 M.	
0800 - Watch correct.	
0826 - Beechy Head Abeam. 0845 Rose Roche abeam - N85°E(c) x 1/2 mi.	
0912 - Albert Head Abeam x 1/4 M. 0930 - Brother's Edge Abeam.	
0932 - Passed Gun Room Defence. 0945 - Made fast S.S.T. Berth # 9.	MW

Position	Latitude	Longitude	Depending on	Currents experienced
0800	48 19 N	123 43 W	Cross Bearings	
1200				
2000				

CAPTAIN (C) HAITON DEC 17 1942

1700 - Left Berth # 9. 1713 Passed Gun Defences. 1714 - Increased to 150 Revs.	
1810 - Gordon Head on Port Beam. - Commenced Line Kilm - Gordon Head Patrol N52E-552W(c) Reduced to 90 Revs. 1856 - Line Kilm N52E(c) x 1 M. A/C 552W(c)	
1925 - A/C N52E(c) Gordon Head Dist. 1 M.	
2000 - Watch correct. 2010 - Line Kilm N52E(c) x 1 M. A/C 552W(c)	
2030 - Reduce to 50 Revs. - (gate within 1/2 miles by R.D.F.) - 2100 A/C N52E	
2155 - Line Kilm N52E(c) x 1/2 M. A/C 552W(c). 2235 - Gordon Head 552W x 1/2 M.	
2305 - Line Kilm N52E x 1/2 M. A/C 552W(c). 2345 A/C N52E(c)	
2400 - Watch correct	MW

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Steer 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				52.1	D.G. on				233 1/2 E									
0200				48.8	Various													
0300				48.7	Head -													
0400				52.	Lime Kiln Light					air	8 f 6	0.0	1024				56	
0500				52.	Patrol													
0600				51.6	"													
0700				100.5														
0800				130.2	"					air	8 f 5	0.0	1027	62	58	56		
0900				92.9														
1000				96.3	"													
1100				90.4	"													
1200				70.9	"					air	8 f 6	0.0	1028	66	61	56		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
		+ 0700				

1300				91.2	254°	234	552°W											
1400				91.5														
1500				90.8														
1600				90.1	076°	043°	N52°E	"	SE	2	8 f 6	0.0	1027	62	62	55		
1700				89.4														
1800				89.6														
1900				89.4														
2000				89.1	251°	236°	S52°W	18°				0.0	1025 3/4	59	56	56		
2100				73.														
2200				49.9														
2300				49.2														
2400				48.1	"	"	"	"	S	1/2	6.6	0.1	1026			56		

REMARKS		Initials of the Officer of the Watch
1215 - A/C - S 52 W (C)	0120 - A/C N 52 E (C)	
0201 - A/C S 52 W (C)	0240 - A/C N 22 E (C)	
0300 - Watch correct	0340 - A/C S 48 W (C) Lime Kiln Pt. - N 46 E (C) x 1.5 mi	
0400 - Watch correct		
0500 - Watch correct	Leaves on per C.O.'s orders	
0600 - Watch correct		
0700 -	0711 Lime Kiln Pt. N 60 E (T) 1 1/2 mi. S/C S 64 W (C) Head 180 mi	
0732	Obs. to 90 mms	
0737	Gordon Head S 70 W (T) 1 mi. A/C N 52 E (C) 0802 Watch correct 0805 1/2 to S 52 W (C) Lime Kiln bearing SE (T) 094 (T)	
0840	Gordon Head S 65 W (C) x 1 M. A/C N 52 E (C) 0917 - A/C S 52 W (C) Lime Kiln Pt. - 343 (T) x 1 mi	
0940	Gordon Head 267 (T) x 1 1/4 M. A/C N 52 E (C)	
1012	Lime Kiln 080 (T) x 3/4 M. A/C S 52 W (C) 1045 - Gordon Head 269 (T) x 1 M. A/C N 52 E (C)	
1115	Lime Kiln 089 (T) x 3/4 M. A/C S 52 W (C) 1145 - Gordon Head 270 (T) x 1 M. A/C N 52 E (C)	
1200	Watch correct 1220 - A/C S 52 E (C)	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				Tidal.
1200				
2000				

1305 - A/C N 52 E (C)	1344 - A/C S 52 W (C) - Lime Kiln Pt. 049 (T) x 1 mi.	
1420 - A/C N 52 E (C)		
1500 - A/C S 52 W (C)	Lime Kiln Pt. 084 (T) x 1.5 mi. 1535 - A/C N 52 E (C)	
1600 - Watch correct	1610 1/2 to S 52 W (C) Lime Kiln Pt. 080 (T) 1627 1/2 to 240° Gordon Head bearing 261 (T) 1650 1/2 to N 52 E Gordon Head 271 (T)	
1714	1/2 to 030 (C) Lime Kiln bearing 057 (T) 1730 1/2 to S 52 W; bearing 067 (T)	
1753	1/2 to 250 (C) Gordon Head bearing 287 (T) dist 2 M.	
1800	Watch correct 1805 1/2 to N 52 E Gordon Head bearing 222 (T) dist 1 M. 1825 1/2 to 025 (C) Lime Kiln Pt bearing 057 (T) dist 3 M. - 1840 - Lime Kiln Pt. 079 (T) x 1 M. A/C S 52 W (C)	
0700	A/C to 265 (C) Gordon Head bearing 222 (T) dist 2 M; 0710 1/2 to 043 (C) Gordon Head bearing 290 (T)	
0757	A/C to S 52 W; Lime Kiln Pt. bearing 087 (T) dist 1 M.	
2000 - Watch correct	2002. Darken ship - 2030 - Gordon Head 265 (T) x 1 M. A/C N 47 E (C)	
2030 - Reduced to 50 Revs.	2110 - Lime Kiln Pt. N 45 E (C) x 1 1/2 M. A/C S 52 W (C)	
2150 - Gordon Head S 70 W (C) x 1 1/2 M. A/C N 52 E (C)	2225 - Lime Kiln Pt N 52 E (C) x 1 1/2 M. A/C S 52 W (C)	
2305 - Gordon Head S 65 W (C) x 1 1/2 M. A/C N 52 E (C)		
2345 - Lime Kiln Pt N 48 E (C) x 1 1/2 M. A/C S 52 W (C)	2400 Watch correct	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F				
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea		
0100				50.					23°51'E										
0200				49.9	256	236	552°W												
0300				48.8	076	043	N52°E												
0400				50.8						ais	6-7	00	1027				55		
0500				50.1															
0600				51.9															
0700				70.1															
0800				90.4	076	043	N52°E			N	2	6-7	10	1027		57	58	56	
0900				89.8															
1000				72.6															
1100				88.9															
1200				89.8						S	1	6-6 1/2	00	1027		63	59	56	
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings									
				+0700															
1300				92	71														
1400				91															
1500				92.6															
1600				89.1	076	043	N52°E			SE	1	6-7	00	1025		61	66	55	
1700				88.2															
1800				87.4															
1900				88.6															
2000				92.9	349°	326°	N35W			S	1	6-7	00	1024 1/2		58	56	55	
2100				166.8															
2200				128.9															
2300				156.3															
2400				149.1	Various under C.O.'s orders						E	2/3	6-6 1/2	1-1	1024				64

REMARKS						Initials of the Officer of the Watch
Position	Latitude	Longitude	Depending on	Currents experienced		
1240 - A/C N52°E (C). 0137 - A/C S52°W (C). Lime Kiln Lt. 074° T. x 1 1/4 mi.						
0240 - A/C N52°E (C)						
0300 - Rounds correct. 0352 A/C S52°W (C). Lime Kiln Lt. 076° T. x 1.5 mi.						
0400 - Watch correct. 0427 - 9/c to N52°E, Gordon Head bearing 296° (T) x 1 1/2 M. /MSC						
0500 Watch correct 0525 9/c to N 23 W. Lime Kiln bearing 033° T. dist 2 1/4 M.						
0550 9/c to S52W, Lime Kiln bearing 070° (T) dist 1 1/2 M. 0558 Under way. Plane passing eastward						
0600 Watch correct. 0610 9/c to S 75 W. Gordon Head bearing 291° (T) 0622 9/c to 90° revs.						
0645 9/c to N52E, and head bearing 284° (T). 0659 9/c to N35E Lime Kiln bearing 052° (T) x 3 M.						
0700 Watch correct. 0720 9/c to S52W. Lime Kiln bearing 084° (T) dist 1 1/2 M.						
0736 9/c to S70W, Gordon Hd. bearing 277° (T) dist. 3 M. 1958 9/c to N52E Gordon Hd. 264° (T) x 1 M.						
0800 Watch correct						
Various Courses under C.O.'s orders.						
1005 - Lime Kiln Lt. N52E (C) x 1 M. A/C S52W (C). 1045 - Gordon Head 1 M. A/C N52E (C).						
1120 - Lime Kiln Lt. N52E (C) x 1 M. A/C S52W (C).						
1155 - Gordon Head S52W (C) x 1 M. A/C N52E (C). Watch correct						
0800						
1200						Tidal
2000						
1225 - A/C S52°W (C). 1302 - A/C N50°E (C) - 1325 A/C S52°W (C)						
1420 - A/C N52°E (C) 1451 - A/C S52°W (C) Lime Kiln Lt. - 080° T. x 1 mi.						
1510 - A/C N52°E (C)						
1600 - Lime Kiln Lt. 074° T. x 1 mi. Watch correct. 9/c to S52W. 1647 bearing 094° (T) /MSC						
1635 9/c to N52E, Gordon Head bearing 274° (T) x 1 M. 1						
1710 9/c to S52W. Lime Kiln Lt. bearing 084° (T) x 1 M. 1743 9/c to N52E; Gordon Head bearing 284° (T) x 1 M.						
1800 Watch correct. 1812 9/c to N20W. Lt. bearing 054° (T). 1819 9/c to S52W. Lt. bearing 086° (T) dist 1 1/2 M.						
1845 - Gordon Head S52W (C) x 1 M. A/C N52E (C) 1952 Examined bearing instrument station						
1915 - Secure. 1920 courses by Capt's orders. 1948 Darken ship. 1957 Increased to 170 revs - relayed by Wolf. course 326 (C)						
2000 Watch correct						
2048 - Dock Is. abeam x 2 cables. 2105 - Carol Rk. 103° (T) x 1/4 M.						
2203 - Gosport Shoal Buoy N35°W (C) x 1/4 M. 2253 - Sand Heads abeam.						
2335 - A/C N21E (C). 2349 - A/C N65E (C) reduced 130 Revs.						
2400 - Watch correct						

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature of			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100				43.3														
0200																		
0300																		
0400										air -	68	00	1024					63
0500																		
0600																		
0700																		
0800				71.9														
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	
		+0700			Pt. Atkinson N 80° W.	
					Livash Pk. N 2° W.	
					Ship's Hd. N 75° W.	
					Enca 20° E.	

1300																					
1400				87.9																	
1500				93.6																	
1600				161.4	192	172	58° E	1/4 E	24° 07'	S	2	07	01	102.8	63	60	57				
1700				164.3																	
1800				164.5																	
1900				164.8																	
2000				157.5										0	0	C 7	60	102.8	58	56	56
2100																					
2200																					
2300																					
2400				42.										0	0	C 7	00	102.9	58	56	54

REMARKS															Initials of the Officer of the Watch
0055 - Lt go slack anchor. 11 fms. Vered to 38 fms. Brought up & f. wld. 0230 - steam ordered for 0700/5.															
0705 - steam ordered for 0700/5.															
0607 - Engines started over 2610 speed. Pk. N10W; ship's head N89E. Pt. Atkinson N82W. Clat. storm approaching from West (0629) Raining; steam checked at windows. Visibility 1/2 M. 0635 low light seen; black ball hoisted. 0640 - 1st. C.P.R. passenger vessel passed. 0650 - 1st. C.P.R. passenger vessel passed. 0655 - 1st. C.P.R. passenger vessel passed. 0705 anchor awlgh. 0707 half speed; course as per Capt's orders; 0710 CWS to 140 revs. 0722 passing under Lynn Gate Bridge. 0729 Brockton Pt. abeam. 0730 stop engines. 0740 anchored at anchorage. Ship's head due West. 0730 closed by H.C. 99. 0740 West side. Pier A. 0805 - Anchor awlgh. 0810 - Half Speed - proceeded to Berta West side. Pier A. P.S.T.															M.S.C.
0820 - Seamed alongside Pier A.															
1100 - Captain's Remarks Magazine flooding valves tested & found correct.															M.S.C.
1200 - Water correct.															

Position	Latitude	Longitude	Depending on	Currents experienced
0800				Tidal
1200				
2000				

1320 - left W-side Pier A. with D.C. Party on board. D.C. off - 170 Revs.	
1330 - Brockton Pt. abeam - 515° W (C) x 1/2 mi. 1336 - Passed under Lynn Gate Br. 1345 - entered D.C. range off Starby Park - running trials. 1/2 speed - 125 revs.	
1450 - D.C. trials completed. D.C. personnel dis-embarked in H.C. 126 alongside. 170 revs.	
1509 - Spanish Bk. Bgy 520° E (C) - abeam x 1/2 mi. 1530 - 510 58° E (C). North Arm Th. 059° T.	
x 1.3 mi. 1600 - White Watch mounted. 1603 1/2 to 526° (D) and the light bearing 102° (T) M.S.C.	
dist 2 1/4 M. 1630 C.P.R. passenger vessel passed 1/2 M. N. ind; 1635 1/2 to 137° (E) 1640 C.P.R. passenger vessel passed 1/2 M. N. ind; 1645 1/2 to 137° (E) 1650 C.P.R. passenger vessel passed 1/2 M. N. ind; 1655 1/2 to 137° (E) 1700 C.P.R. passenger vessel passed 1/2 M. N. ind; 1705 1/2 to 137° (E) 1710 C.P.R. passenger vessel passed 1/2 M. N. ind; 1714 passed out of British Cows 1721 lost light bearing 264° (T) 1743 course Pk bearing 085° (T) 1757 low 2. 4. bearing 279° (T) 1800 Water correct. 1809 Under way. 1810 Under way. 1811 Under way. 1812 Under way. 1813 Under way. 1814 Under way. 1815 Under way. 1816 Under way. 1817 Under way. 1818 Under way. 1819 Under way. 1820 Under way. 1821 Under way. 1822 Under way. 1823 Under way. 1824 Under way. 1825 Under way. 1826 Under way. 1827 Under way. 1828 Under way. 1829 Under way. 1830 Under way. 1831 Under way. 1832 Under way. 1833 Under way. 1834 Under way. 1835 Under way. 1836 Under way. 1837 Under way. 1838 Under way. 1839 Under way. 1840 Under way. 1841 Under way. 1842 Under way. 1843 Under way. 1844 Under way. 1845 Under way. 1846 Under way. 1847 Under way. 1848 Under way. 1849 Under way. 1850 Under way. 1851 Under way. 1852 Under way. 1853 Under way. 1854 Under way. 1855 Under way. 1856 Under way. 1857 Under way. 1858 Under way. 1859 Under way. 1860 Under way. 1861 Under way. 1862 Under way. 1863 Under way. 1864 Under way. 1865 Under way. 1866 Under way. 1867 Under way. 1868 Under way. 1869 Under way. 1870 Under way. 1871 Under way. 1872 Under way. 1873 Under way. 1874 Under way. 1875 Under way. 1876 Under way. 1877 Under way. 1878 Under way. 1879 Under way. 1880 Under way. 1881 Under way. 1882 Under way. 1883 Under way. 1884 Under way. 1885 Under way. 1886 Under way. 1887 Under way. 1888 Under way. 1889 Under way. 1890 Under way. 1891 Under way. 1892 Under way. 1893 Under way. 1894 Under way. 1895 Under way. 1896 Under way. 1897 Under way. 1898 Under way. 1899 Under way. 1900 Under way. 1901 Under way. 1902 Under way. 1903 Under way. 1904 Under way. 1905 Under way. 1906 Under way. 1907 Under way. 1908 Under way. 1909 Under way. 1910 Under way. 1911 Under way. 1912 Under way. 1913 Under way. 1914 Under way. 1915 Under way. 1916 Under way. 1917 Under way. 1918 Under way. 1919 Under way. 1920 Under way. 1921 Under way. 1922 Under way. 1923 Under way. 1924 Under way. 1925 Under way. 1926 Under way. 1927 Under way. 1928 Under way. 1929 Under way. 1930 Under way. 1931 Under way. 1932 Under way. 1933 Under way. 1934 Under way. 1935 Under way. 1936 Under way. 1937 Under way. 1938 Under way. 1939 Under way. 1940 Under way. 1941 Under way. 1942 Under way. 1943 Under way. 1944 Under way. 1945 Under way. 1946 Under way. 1947 Under way. 1948 Under way. 1949 Under way. 1950 Under way. 1951 Under way. 1952 Under way. 1953 Under way. 1954 Under way. 1955 Under way. 1956 Under way. 1957 Under way. 1958 Under way. 1959 Under way. 1960 Under way. 1961 Under way. 1962 Under way. 1963 Under way. 1964 Under way. 1965 Under way. 1966 Under way. 1967 Under way. 1968 Under way. 1969 Under way. 1970 Under way. 1971 Under way. 1972 Under way. 1973 Under way. 1974 Under way. 1975 Under way. 1976 Under way. 1977 Under way. 1978 Under way. 1979 Under way. 1980 Under way. 1981 Under way. 1982 Under way. 1983 Under way. 1984 Under way. 1985 Under way. 1986 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way. 2049 Under way. 2050 Under way. 2051 Under way. 2052 Under way. 2053 Under way. 2054 Under way. 2055 Under way. 2056 Under way. 2057 Under way. 2058 Under way. 2059 Under way. 2060 Under way. 2061 Under way. 2062 Under way. 2063 Under way. 2064 Under way. 2065 Under way. 2066 Under way. 2067 Under way. 2068 Under way. 2069 Under way. 2070 Under way. 2071 Under way. 2072 Under way. 2073 Under way. 2074 Under way. 2075 Under way. 2076 Under way. 2077 Under way. 2078 Under way. 2079 Under way. 2080 Under way. 2081 Under way. 2082 Under way. 2083 Under way. 2084 Under way. 2085 Under way. 2086 Under way. 2087 Under way. 2088 Under way. 2089 Under way. 2090 Under way. 2091 Under way. 2092 Under way. 2093 Under way. 2094 Under way. 2095 Under way. 2096 Under way. 2097 Under way. 2098 Under way. 2099 Under way. 2100 Under way. 2101 Under way. 2102 Under way. 2103 Under way. 2104 Under way. 2105 Under way. 2106 Under way. 2107 Under way. 2108 Under way. 2109 Under way. 2110 Under way. 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2298 Under way. 2299 Under way. 2300 Under way. 2301 Under way. 2302 Under way. 2303 Under way. 2304 Under way. 2305 Under way. 2306 Under way. 2307 Under way. 2308 Under way. 2309 Under way. 2310 Under way. 2311 Under way. 2312 Under way. 2313 Under way. 2314 Under way. 2315 Under way. 2316 Under way. 2317 Under way. 2318 Under way. 2319 Under way. 2320 Under way. 2321 Under way. 2322 Under way. 2323 Under way. 2324 Under way. 2325 Under way. 2326 Under way. 2327 Under way. 2328 Under way. 2329 Under way. 2330 Under way. 2331 Under way. 2332 Under way. 2333 Under way. 2334 Under way. 2335 Under way. 2336 Under way. 2337 Under way. 2338 Under way. 2339 Under way. 2340 Under way. 2341 Under way. 2342 Under way. 2343 Under way. 2344 Under way. 2345 Under way. 2346 Under way. 2347 Under way. 2348 Under way. 2349 Under way. 2350 Under way. 2351 Under way. 2352 Under way. 2353 Under way. 2354 Under way. 2355 Under way. 2356 Under way. 2357 Under way. 2358 Under way. 2359 Under way. 2360 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2485 Under way. 2486 Under way. 2487 Under way. 2488 Under way. 2489 Under way. 2490 Under way. 2491 Under way. 2492 Under way. 2493 Under way. 2494 Under way. 2495 Under way. 2496 Under way. 2497 Under way. 2498 Under way. 2499 Under way. 2500 Under way. 2501 Under way. 2502 Under way. 2503 Under way. 2504 Under way. 2505 Under way. 2506 Under way. 2507 Under way. 2508 Under way. 2509 Under way. 2510 Under way. 2511 Under way. 2512 Under way. 2513 Under way. 2514 Under way. 2515 Under way. 2516 Under way. 2517 Under way. 2518 Under way. 2519 Under way. 2520 Under way. 2521 Under way. 2522 Under way. 2523 Under way. 2524 Under way. 2525 Under way. 2526 Under way. 2527 Under way. 2528 Under way. 2529 Under way. 2530 Under way. 2531 Under way. 2532 Under way. 2533 Under way. 2534 Under way. 2535 Under way. 2536 Under way. 2537 Under way. 2538 Under way. 2539 Under way. 2540 Under way. 2541 Under way. 2542 Under way. 2543 Under way. 2544 Under way. 2545 Under way. 2546 Under way. 2547 Under way. 2548 Under way. 2549 Under way. 2550 Under way. 2551 Under way. 2552 Under way. 2553 Under way. 2554 Under way. 2555 Under way. 2556 Under way. 2557 Under way. 2558 Under way. 2559 Under way. 2560 Under way. 2561 Under way. 2562 Under way. 2563 Under way. 2564 Under way. 2565 Under way. 2566 Under way. 2567 Under way. 2568 Under way. 2569 Under way. 2570 Under way. 2571 Under way. 2572 Under way. 2573 Under way. 2574 Under way. 2575 Under way. 2576 Under way. 2577 Under way. 2578 Under way. 2579 Under way. 2580 Under way. 2581 Under way. 2582 Under way. 2583 Under way. 2584 Under way. 2585 Under way. 2586 Under way. 2587 Under way. 2588 Under way. 2589 Under way. 2590 Under way. 2591 Under way. 2592 Under way. 2593 Under way. 2594 Under way. 2595 Under way. 2596 Under way. 2597 Under way. 2598 Under way. 2599 Under way. 2600 Under way. 2601 Under way. 2602 Under way. 2603 Under way. 2604 Under way. 2605 Under way. 2606 Under way. 2607 Under way. 2608 Under way. 2609 Under 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2672 Under way. 2673 Under way. 2674 Under way. 2675 Under way. 2676 Under way. 2677 Under way. 2678 Under way. 2679 Under way. 2680 Under way. 2681 Under way. 2682 Under way. 2683 Under way. 2684 Under way. 2685 Under way. 2686 Under way. 2687 Under way. 2688 Under way. 2689 Under way. 2690 Under way. 2691 Under way. 2692 Under way. 2693 Under way. 2694 Under way. 2695 Under way. 2696 Under way. 2697 Under way. 2698 Under way. 2699 Under way. 2700 Under way. 2701 Under way. 2702 Under way. 2703 Under way. 2704 Under way. 2705 Under way. 2706 Under way. 2707 Under way. 2708 Under way. 2709 Under way. 2710 Under way. 2711 Under way. 2712 Under way. 2713 Under way. 2714 Under way. 2715 Under	

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										0	0	C.7	00	1030	54	52	55
0500																	
0600																	
0700																	
0800										0	0	C.7	00	1026	54	52	55
0900																	
1000																	
1100																	
1200										NE	1	6.7	00	1032	60	58	54

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
		+ 0700				

1300																	
1400																	
1500																	
1600										W	1	8.7	00	1026	66	66	54
1700																	
1800																	
1900																	
2000										NW	1	8.7	00	1025	66	58	56
2100																	
2200																	
2300																	
2400										NW	1	8.7	00	1029	59	54	54

REMARKS					Initials of the Officer of the Watch
0325 - Hailed Harbour Patrol					
0445 - Hailed Harbour Patrol					
0900 - Colours. Watch Commenced.					
0940 - H.M.C.S. Ouselet left Berth #9 - Dundas alongside S.B.T. Berth #9.					
1010 - Unaided H.M.C.S. left Harbour.					
1100 - Left Berth #9. Proceeded to carry out Compass adjustments. 1110 - Passed Beam Defeat. Increased to 130 Revs. 1125 - Stopped Engines waiting for Ouselet to finish complete trial.					
Position	Latitude	Longitude	Depending on	Currents experienced	<div style="border: 1px solid red; padding: 5px; text-align: center;"> CAPTAIN (D) HALIFAX DEC 17 1943 </div>
0800	Esquimaux Harbour				
1200	48° 25' N	122° 23' W	Bearings	Tidal	
2000					
1300 - slow speed. 1327 - half speed. 1335 - stop engines - closed H.M.C.S. Tunnel.					
1411 - Boat from Tunnel alongside - H.M.C.S. Tightly aboard for compass adjustments.					
1415 - Commenced compass adjustment.					
1600 - White Watch mustered.					
1656 - Portside Hedge Aliran. 1659 - Passed Beam Defeat.					
1712 - Secured P.S.T. Berth #4.					
1946 Colours.					
2000 - Rounds Commenced.					
2145 Challenged Harbour Patrol					

H.M.S. *Dundas* Monday 7th of September

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										airs	00	bc 7	00	1028.5	57	53	57		
0500																			
0600																			
0700																			
0800																			
0900																			
1000																			
1100																			
1200										airs	-	bc 7	00	1027	66	66	58		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings									
				+0710															
1300																			
1400																			
1500																			
1600										N	1	bc 7	00	1026	72	72	56		
1700																			
1800																			
1900																			
2000										-	-	bc 7	00	1024	67	68	57		
2100																			
2200																			
2300																			
2400										-	-	bc 7	00	1024 1/2	60	60	55		

1942 From _____ to _____, and at Esquimaux

REMARKS					Initials of the Officer of the Watch
0340 Hailed Harbour Patrol.					
0505 Challenged Harbour Patrol.					
0900 Colours hoisted.					
1200 Stead by ship.					
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					
1815 Stead M.A. Whittam reported aboard.					
2345 Hailed Harbour Patrol.					

H.M.S.

Dandas

Tuesday 8th of September

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										air	b.7 00			1021	55	55	56
0500																	
0600																	
0700																	
0800										air	c.7 10			1024	55	56	56
0900																	
1000																	
1100																	
1200										air	b.7 00			1025	69	68	54

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										air	b.7 00			1025 1/2	55	56	55
1700																	
1800																	
1900																	
2000										"	c.7 -			1025 1/2	55	56	55
2100																	
2200																	
2300																	
2400										"	-	0.0		1024	54	55	54

1942

From A/S Exercises to

, and at

REMARKS		Initials of the Officer of the Watch
0435 - Hailed Harbour Patrol		
0800 - left #4 Berth - preceded by H.M.C.S. Ouzel from Harbour. 0811 - Passed Boom Defence. Increased 125 Revs - 60 (slow) -		
A/S Exercises carried out with H.M.C.S. Smith Sound. - U. Keeling on board.		
1105 - Passed the Boom Defence - requested medical attention for sick rating.		
1120 - alongside Berth #9 P.S.T. - M.C. on board - Rating taken ashore -		
1140 - left Berth #9 for Refuelling Petty. 1150 - Along side Refuelling Petty.		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1250 - left Refuelling Petty.				
1310 - Alongside Berth #9 P.S.T.				
1700 - Sig. Mage drafted Vicer I				
1840 - Relief arrived Sig. Mage				
1940 - Sunset; news guns shot up.				

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				146.2													
0200				153.9													
0300				159.2													
0400				144.1	212°	187°	S 02 W	2 W	27 E	S E	2	m 4	2-2	102.6			54
0500				137.7													
0600				143.6													
0700				143.2													
0800	00.0	-		154.8	176°	157°	S 30 E	3 W	22 E	SW	1	C 6/9	1-1	103 1/2	63	61	54
0900	15.0	15	-	158.3													
1000	27.5	12	5	141.3													
1100	43.0	15	5	162.1													
1200	57.5	14	5	161.9						SW	airs	C 6/7	1-1	103.2	66	62	64
Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company				Anchor Bearings										
		+ 0700															

1300																	
1400																	
1500																	
1600	98.0	30	5							S	1	CG	1-1	103.2	70	65	64
1700																	
1800																	
1900																	
2000	139.3	41	-		176°	159°	S 29 E	3 W	22 E	SW	1	C 5	1-1	103.2			63
2100																	
2200																	
2300																	
2400	198.3	49	-		176°	159°	S 29 E	3 W	22 E	airs	m-2	1-1	103.3				62

Time	REMARKS	Initials of the Officer of the Watch
0010	9/c to 190°(C); 0029 received 187°(C) - New West. apparently to Sth of station 0033 revs. to 150 revs. lights of foremost ship not visible 0105 9/c to 191°(C)	
0208	Resumed course 187°(C). 242 9/c to 189°(C) Red. to 145 Revs. 0258 Red. to 140 Revs	
0300	Revs. correct 0337. New West. light shot out; dead ahead 1/2 M. by 300 E. 0340 N. West str. (Trinidad) dead ahead 1/2 M.	
0403	Reduced to 130 revs. 9/c to 187°(C) Watch correct 0443 Revs. to 140 revs - NW dist 3/4 M.	
0506	9/c to 189°(C) Revs. correct to 1522 9/c to 191°(C) 0540 9/c to 197°(C) NW bearing 1/2 M. over 45; foremost ship bearing 500 10 0550 Revs. to 150 revs. 0600 Revs. to 160 revs.	
0632	Increased 150 Revs. @ order G-14.	
0635	A/C TRD 176°(T) - 157°(9/c) Increased 160 Revs.	
0800	△ sheared 0.0 0835 Increased 170 Revs. 0845 - A/C 9 TRD. - 0855 - Revs. 150°(T)	
0905	Reduced 145 Revs. 0920 - Reduced 140. Reduced to 155 Revs. 0935 - Increased 145 Revs. 0955 - 150 Revs.	
1000	Increased 160 Revs. 1015 - Increased 165 1037 - Increased 170.	
1114	Reduced 165 1118 - 160 Revs. 1130 - 165 Revs.	
1200	Reduced 155 Revs. Sheering 158°(C) Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	45 34 N	126 08 W	Obs.	
2000				

1215	N.W. dropped 4 calls to stern of station. 1220 A/C B 15, 178°T. 1225 A/C B 15, 182°T. 60 revs. 1250 A/C 9 BL. 062°(C). 1309 - 165 revs. 1320 - 40 revs. A/C 9 RD. 169°T.	
1335	- 125 revs. 1350 - A/C RD 9 - 130 revs. - 1450 - 140 revs	
1510	- slow ahead. - 1539 - half speed. 1546 - 125 revs.	
1600	Red Watch mustered. 135 revs.	
1749	- 125 revs. 1755 - 125 revs.	
1800	- White Watch Mustered. 1810 - 130 revs. 1815 - 125 revs. 1824 Red. duced to 90 revs. 1830 - 125 revs. 1832 red to 90 revs. 1835 red to 55 revs	
1910	Resumed order # revs. 140 revs. N.W. not visible. not in sequence of flat track ordered A/C 32 1920 Darken ship. 1935 - 80 revs. but 2 calls for NW	
1917	- 155 revs. 1957 - 120 revs. 2 revs. Watch correct.	
2100	Revs. correct	
2230	- 130 revs	
2400	Watch correct.	

H.M.S.

Dundas

Tues day 15 of September

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	235	46	5		176	159	529E			air -	sea 1-1	1032 1/2				62		
0500																		
0600																		
0700																		
0800	283.2	48	8		176	159	529E			6 Air -	d 3-5	103.2	61	62	64			
0900																		
1000																		
1100																		
1200	331.1	47	9		176	159	529E			NW 6	sea 4-6	103.2	63	62	65			

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings
	473.5				

1300																		
1400																		
1500																		
1600	377.4	46	3		176	159	529E			N 6	sea 6-6	4-7	103.0	64	58	63		
1700																		
1800	403																	
1900																		
2000	422.7	45	3		158	143	542E			NW 5	sea 6	4-4	103.2 1/2			56		
2100																		
2200																		
2300																		
2400										NW 5	sea 6	4-5	102.7			57		

1942 From to , and at

REMARKS		Initials of the Officer of the Watch
0025	Reduced 125 Revs.	
0140	Increased 130 Revs. 0200 - Rounds correct. 0257 - 125 revs.	
0330	Rounds correct. 0330 - 130 Revs.	
0400	Watch correct. 0432 - 135 revs.	
0506	130 revs. 0527 - 125 revs.	
0618	130 revs. 0623 - 135 revs.	
0722	125 revs. 0740 - 125 revs.	
0820	125 revs.	
0950	135 revs.	
1025	145 revs.	
1138	105 revs. Passed in line abreast	
1200	Red watch closed up	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1300	Speeds as seen to keep station. 1307 9/16 to 150° S. S. take station as directed (3000 yds. to Port of N.W.). Incessant 140 revs.	
1420	Resumed 160° NW. Dist. 15 cables. 1445 9/16 to 163° to adjust station.	
1530	9/16 to 168° revs nearly not closing at 163° S.	
1600	Watch correct. 1615 revs. to 150 revs.	
1715	Incessant to 160 revs. 1720. Close bearing American warships, transport, circled ships from westward. Did not identify them to this ship, passed to westward. 1745 decreased to 150 revs.	
1800	0.0001 - 1800 A/C 158 (T) 1810 - Slow speed 1820 - Half 17 1/2 Speed	
1900	PT. Sea Boat turned in. 1939 - 120 Revs. 1940 Darden ships.	
1952	150 Revs. 2009 - Closed to visibility distance with Ouelmel on S. Red Beam -	
2030	Reduced 110 Revs. 2041 - 105 Revs. 2050 - 90 Revs.	
2100	105 Revs. 2115 - 110 Revs. 2125 - 125 Revs. 2140 - 110 Revs.	
2155	115 Revs. 2215 - 120 Revs. 2248 - 125 Revs.	
2311	Rounds correct 2315 - 120 Revs. 2321 - 115 Revs.	
2340	105 Revs.	
2400	Watch correct	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300	63.3 RH 505																
0400	473.3	140			158°	138°	542°E		20E	NW	5	6-4	4-5	1025			55
0500																	
0600	493.5	20	2		158°	143	542°E		20E	NW	5	6-4	4-5	1025			
0700																	
0800	514.0	20	5		158°	143	542°E		19E	NW	4	6-7	4-4	1025	58	55	57
0900																	
1000																	
1100																	
1200	563.5	48			158°	143	542°E		19°E	NW	4	6-7	4-4	1025	61	57	57

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings
	Total dist 761.5				
	288.				

1300																	
1400					140°	125	559°E										
1500					"	"	"										
1600	616				"	"	"			NW	4	B 6/7	4-4	1024	63	58	61
1700																	
1800																	
1900																	
2000	664	48			140°	125	559°E			NW	3	B 5	4-4	1023 1/2			63
2100																	
2200	685																
2300																	
2400	708.2	44	2		"	"	"			NW	1	B 4	2-2	1023 1/2			62

REMARKS		Initials of the Officer of the Watch
0157 - Gms to 40 revs		
0217 - 1/2 to 138°(C) to adjust station 0230 - 130 revs 0235 resumed 143°(C)		
0230 - incident. Lt vessel briefly on port bow; its flasher and accompanying vessel to starboard of Queen		
0303 - reduced to 105 revs. 0330 - 110 revs		
0400 Watch correct to 0410 - 120 revs. 0435 - 115 revs. 0440 - 110 revs. 0455 143°		
1/2 to 138° on signal from "Queen"		
0510 - Revs correct. 0540 - Resumed 143°(C)		
0600 - Revs correct. 0615 - 105 revs		
0705 - 120 revs. 0725 - 130 revs. 0740 - 140 revs		
0810 - 150 revs. 0815 - 160 revs. 0825 - 170 revs. 0856 - 115 revs		
0924 - 125 revs. 0940 - 135 revs		
1012 - 140 revs		
1110 - 145 revs. 1141 - 140 revs		
1200 - Watch correct		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1315 - Increased 145 Revs. 1335 - Increased	
1420 - 1/2 to 140°(C) Resumed 140 Revs. Δ 93.5	
1435 - Reduced 135 Revs	
1600 - Watch correct	
1640 - Reduced 130 Revs. 1730 - Increased 135 Revs	
1800 - Watch correct 1808 - 130 revs 1847 - 145 revs	
1916 - 135 revs; darker ship piped. 1944 1/2 to 135°(C) to allow time	
dist. 1955 - 145 revs	
2000 - Watch correct; resumed 125°(C); RIF aboard up 2008 -	
115 revs; 2027 - 105 revs. 2030 RIF shut down for necessary adjustment;	
2035 - RIF resumed sweep.	
2042 - 110 revs. 2105 - Revs correct 2127 lower gip-gag tag?	
2203 - Revs correct 2252 - 2262 Pale bloom	
2315 - 110 revs; stopped gip-gag; course 125°(C); Queen's alarm but 1/2 M	
2340 - 115 revs.	
2400 - Watch correct	

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F			
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea	
0100																		
0200																		
0300																		
0400	47.4									air	6.5	11		1022 1/2			60	
0500																		
0600																		
0700																		
0800	790 - 42.6				140	Zig-Zag				air	6.6	2.2		1023 1/2	62	58	61	
0900																		
1000																		
1100																		
1200	838 - 48 -				110°	094° N 79° E		ERROR 15° E		air	6.6	2.2		1024 1/2	64	60	63	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
	Total 1038			
	274			

1300																		
1400																		
1500																		
1600	886.3	48.3		110°	089	S 86° E		ERROR 15° E		air	6.6	2.2		1023	64	62	60	
1700				135°														
1800				135°	110°	089	S 86° E	16° E		air	6.6	2.2						
1900																		
2000	937.5	51.0		110°	089	S 86° E		16° E	SE	1	6.6	0.0		1023			65	
2100																		
2200																		
2300																		
2400	978.	40.5		116°	098	S 80° E		16° E	air	6.6	0.0		1024				66	

REMARKS		Initials of the Officer of the Watch
0031 - 105 Revs	0049 - 110 Revs	
0221 - Rounds correct		
0321 - Rounds correct		
0425 - 105 Revs		
0442 - 100 Revs - 0455 - 110 Revs	0503 - 120 Revs	0527 - 110 Revs
0600 - Watch correct - 0604 Sigsbee zig zag started; 110 revs		
0605 - Rounds correct 0634 - 120 revs.		
0715 - speed of formation was to 12 1/2 k; min 140 revs. 0737 RIF pushed up; minimum was 9/10 steering on apparent reciprocal; 0737 - minimum has resumed course 2 1/2 to rear of formation		
0800 - Watch correct; 2 1/2 to rear of formation; 0800 - 120 revs; 0803 - 125 revs; 0815 - 120 revs; 0827 - 120 revs		
0904 - 125 revs; 1120 - last boat swung out; 0950 - 105 revs		
0956 - slow ahead.		
1110 - back to 120 revs.		
1200 - Watch correct		H/S

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1300	1300 RIF cloud up 1304 - 150 revs - 1315 - 130 revs 1325 rounds zig zag started 110°	
1400		
1500	1509 138 revs 1515 - 150 revs	
1600	1648 Pos by fix lat 33° 41' N long 119° 53' 30" W	H/S
1700	1715 - 135 revs	
1800	1800 - Watch correct - 1808 140 revs 1834 Santa Barbara 90 (S. end) S 80° E (T) 2.2 ml, Δ 21, 0/1 S 75° E (S)	H/S
1900	1900 - Clear Lower Deck; 1910 - Darken ship; 1925 - Increased 150 Revs. A/c 55 2 E (C)	
2000	1940 - A/c capt. order. 2000 - Blue Watch mounted. Took up station line ahead 2 cables; 1200 revs. order 1.5 2 3 4.	
2100	2005 - A/c 58° E (C) 091 (Sigs) Δ 39.0 2020 Santa Barbara de. N 35° E (T) x 9 mi. Δ 41 c/o 58° E (C) 2030 R/B 580° E (C) 100 16° E Δ 43.5 - 105 revs.	
2200	2120 - Increased 110 Revs. 2125 - 115 Revs. 2147 - 110 revs. 2206 - 115 revs.	
2300	2233 - Reduced 110 Revs. 2255 - 115 revs - 2325 - 110 revs. 2348 - 115 revs.	
2400	2400 - Watch correct.	H/S

H.M.S.

Friday 18th day of Sept

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	1008.8																	
0400	1018.8	40	8		116	098	S80E	16E		Airs -	6.6	0-0		1034				66
0500	1028.5																	
0600				100	"	"	"	16E		Airs	6.6	0-0		"				"
0700																		
0800										Airs	6.6	0-0		"				"
0900																		
1000																		
1100																		
1200										S	6.7	0-0		1025 1/2	66	76	66	

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																			
1700																			
1800																			
1900																			
2000										Airs	7.8	0-0		102.6	64	70	63		
2100																			
2200																			
2300																			
2400										Airs	7.2	0-0		102.8 1/2	64	60	65		

19 42 From Esquimaux to , and at

REMARKS				Initials of the Officer of the Watch
0017	Reduced to 110 revs.			
0200	Revs correct	0230	Reduced to 105 revs	
0251	Passed boat + tow N. bound - no overhanging light showing. Passed fish boat on starboard beam.	0300	Revs correct	
0421	Navigation Lt. turned on.	0445	Lighted Pt. Barne Light 10.110°	
0500	called G.O.	0528	- 91 revs	
0600	100 revs	0620	- A taken in 70.6 (stern) 40.6 W.H.	
0632	120 Revs.	0720	- Passed thru Outer Boom Definer	
0725	- Passed Inner Boom Definer	0730	- Entered into Harbour by U.S. Tug	
0745	- Stopped Engine	0845	- Proceeded to Bait	
0910	- Made fast S.S. to	Water correct		
0935	- Oil Barge alongside	10-45	- Finished Bunkers	
1200	Water correct			

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1400	Reckety boat			
1500	Supplies being taken aboard			
2100	Oil barge alongside for galley			
2400	bo. aboard water correct			

H.M.S.

Sunday 20th day of September,

19 42

From

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																		
0200																		
0300																		
0400	111.5	55	5	152.5	163°	148°	S 33° E	15° E	air	5-5	2-1	1029						66
0500																		
0600	139.6	28	1															
0700																		
0800	164.5	25			113°	148°	S 33° E	Even 15° E	air	6-7	1-2	1029	65	66	69			
0900																		
1000																		
1100																		
1200	209.	44	5		163°	148°	S 33° E	15° E	air	6-6	0-1	1029	72	69	68			

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	1950 To Noon					
	227					

1300																		
1400																		
1500																		
1600	264	55	-		137°	123°	S 58° E	15° E	air	6-6	2-1	1027	78	73	68			
1700																		
1800																		
1900																		
2000	314.5	50	5		137°	123°	S 58° E	15° E	air	6-6	2-1	1027						68
2100																		
2200																		
2300																		
2400	370.6	54	-		137°	123°	S 58° E	15° E	air	6-6	2-1	1027 1/2						68

REMARKS		Initials of the Officer of the Watch
2410	Aft lookout removed to port wing; shaded stem lt. shut off.	
0115	Rounds correct.	
0200	Rounds correct. 0223 - 15.5 revs. 0244 - 150 revs.	
0301	Rounds correct.	
0400	Watch correct.	JMS
0420	- 15.5 revs. 0506 - Rounds correct.	
0600	- Rounds correct.	JMS
0800	White Watch correct.	
0900	Cloud funnel stop engine. A hauled in. 0902 - Port boat away with ratings for 2nd and 3rd.	
0924	- 15.5 revs. 0940 - Port boat hauled in - A streamed. Rounded formation.	
1200	Blue Watch mustered.	JMS

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	29° 24' N	116° 38' W	0.6 @ 0.4 W	
2000				

1430	Reduced 150 Revs.	
1600	Watch correct.	
1645	Reduced 140 Revs. A/C 137° (T). A 267.	
1620	Reduced 125 Revs. 1630 - Increased 140 Revs. 1635 - 150 Revs.	
1645	- 155 Revs.	
1712	Engines stopped - HSD brought alongside from Bunsel - 1725 - Slow Speed.	
1735	Increased 155 Revs. - Proceeded to take 15N 1/2 M. on Port beam - 14 K.	
1800	Watch correct - 1820 - Resumed. 123° (Star)	
1848	Barbu ship - R.D.F. + R.T. closed up.	
2000	Watch correct.	JMS
2034	- 150 revs.	
2105	- Rounds correct.	
2215	- Rounds correct.	
2310	- Rounds correct.	
2400	- Watch correct.	JMS

H.M.S.

Dundas

Monday 21st of September

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																	
0200																	
0300																	
0400	420.3	51	8		137°	123°	558E		15E	Airs	-	6.6	00	1026 1/2			70
0500																	
0600																	
0700																	
0800	474.2	53	9		137°	123°	558E		15E	Airs	-	6.7	1-1	1026 1/2	72	70	71
0900																	
1000																	
1100																	
1200	528.4	54	2		137°	125°	556E		15E	airs	-	6.8	1-1	1027	80	76	72

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	7.71 578					
	351					

1300																	
1400																	
1500																	
1600	579.9	51	5		137°	125°	556E		15E	H. Airs	-	6.8	1-1	1024.5	90	80	78
1700																	
1800					126°	115°	565E		15E	H. Airs	-	6.8	1-1				
1900																	
2000	632.5	52	5		"	"	"		"	Airs	-	6.6	80	1025			80
2100																	
2200																	
2300																	
2400	680.0	47	5		"	"	"		"	Airs	-	6.6	00	1026			81

1942

From

to

, and at

REMARKS		Initials of the Officer of the Watch
0100	Rounds correct	
0200	" " " " 0220 - 155 Revs.	
0300	Rounds correct 0300 - 160 Revs.	
0400	White watch mustered	
0500	Rounds correct 0540 - 155 Revs.	
0600	Watch correct	
0700	R/T watch packed up. 0716 R/T removed on signal - passing thru fog banks.	
0742	R/T watch closed down on signal. 0758 Watch mustered 0800 Watch correct	
0930	Defaulter. 0930 Flag exercises being held.	
1014	Flag exercises completed	
1110	Defaulter.	
1200	1/2 to 125° (C) Watch correct	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	24° 32' N	112° 50' W	Obs. D. N. V.	
2000				

1300	13-55 - 155 Revs.	
1400		
1500	15-10 - 110 Revs. 15-40 - 095 Revs. 15-50 - 150 Revs. 15-55 white watch correct	
1600	Watch correct 1645 air 126° T 265E 1645 log 490.1	
1700	17-55 Blue watch correct	
1800		
1900	Ship darkened R.D.F. + R.T. cloud up.	
2000	Watch correct 2012 - 115 Revs. 2040 - 120 Revs (2-11)	
2100	Rounds correct 2135 - 130 Revs (2-12)	
2200	Rounds correct	
2300	2305 - 140 Revs. 2328 - 130 Revs	
2400	Watch correct	

H.M.S.

Tuesday 21st of Sept.

1942

From

Base

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																		
0200																		
0300	714																	
0400	726.2	46	7		126°	115°	5.65E	15	Evmt	NE	1	lt-6	2-1	1023 1/2			79	
0500																		
0600																		
0700																		
0800	772.0	45	8		"	"	"	"	"	NE	-	B-8	0-1	1024	85	81	84	
0900																		
1000																		
1100																		
1200	318.7	46	7		"	"	"	"	"	NE	-	B-8	0-1	1024 1/2	90	81	84	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	886 Total					
	308					

1300																			
1400																			
1500																			
1600	865	46	3							S	1	B-8	0-1	1022 1/2	100	86	85		
1700																			
1800																			
1900																			
2000	914.6	49	6		"	"	"	"	"	S	2	B-6	1-1	1024			86		
2100																			
2200																			
2300																			
2400	959	44	4		"	"	"	"	"	SE	2	B-5	1-1	1025 1/2			85		

REMARKS		Initials of the Officer of the Watch
0035-125 revs; 0126-130 revs 0154 lb. Falcon Lt bearing 068°(T)		
0200 - Round correct 0205-135 revs 0250-130 revs		
0300 - Round correct 0337-125 revs 0300 abeam Cape Falcon Lt. Δ 714		
0400 - Watch correct 0405 Moon set - bulge blown		MS
0500 - Round correct. Inc. to 12 knot on signal.		
0600 - Round correct. 130 revs		MS
0615 - took state 1 1/2 M. abeam. Δ 51.5 - 12 K.		
0800 - Watch correct -		MS
1200 - Watch correct		MS

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200	21° 31' N	108° 35' W	obs. o. h. h.	
2000				

1517-125 revs				
1600 - Blue Watch Mustard; 1630-130 revs				
1800 - Watch correct.				MS
1805-150 revs 1820 darken ship.				
1920-145 revs 1945-130 revs. Electrical storm on horizon S to SE				
2000 Watch correct 2026-125 revs				MS
2100 Round correct				
2200 Round correct 2205-120 revs.				
2355-125 revs				
2400 - Watch correct				MS

H.M.S.

Dundas

Admiral day

23rd of *September*

19 *42*

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	1005	46	-		126°	115°	565E		15°	Airs	6-7	0-1		1024				84
0500																		
0600																		
0700														1025				
0800	1051.4	46												1025	85	80	84	
0900																		
1000																		
1100																		
1200														1026	90	82	86	

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company		Anchor Bearings	
	7.741 1226					
	340					

1300																		
1400																		
1500																		
1600					<i>various</i>					N.W.	3	6-7	0-1	1023	90	82	86	
1700																		
1800					<i>A/S Patrol - Pelican Rk - Ojo de Agua.</i>													
1900																		
2000										SW	1	0-5	0-0	1025			84	
2100																		
2200																		
2300																		
2400										SW	1	0-7	0-0	1026			84	

REMARKS		Initials of the Officer of the Watch
0210	Rounds correct 0250 lucard 135 Revs.	
0342	-125 Revs.	
0400	Red water correct	
0520	-135 Revs - 0540 -145 Revs	
0600	D.G. turned on - Watch correct	
0757	Watch correct 9/16 to 115°(C) in line ahead ^{Δ 51.4} 0802 9/16 to 014°(C) in line ahead Δ 52.1 0823-120 revs.	
0903	-125 revs. 0915 2/16 110°(T) 582 E log 6.6 -150 revs	
0922	-130 revs. 0925-120 revs. 0930 - radio closed down 0932-130 revs. 0940 9/16 100°(T) 582 E 1.1042 log in Δ 86.7.	
1200	Watch correct 1213 courses as per Capt's orders	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1234	Mangonilla Bay entrance - slow speed 1240 atip engines pilot boarded - returned to pilot boat. 1245 atip patrol Point Carrizal to Pt de Ventanas, course 303°(T) - 123°(T) slow ahead; 1250 - 120 revs. 1305 - 100 revs. 1450 reduced to 65 revs	
1500	Patrol as noted - 65 revs. ¹⁷ Gunnel in harbour. Gunnel on a/p patrol.	
1600	Watch correct; rain squalls	
1700	Patrol as noted 1737 2/16 to proceed to patrol line from Point Ojo de Agua and Pelican Rk. 1750 Darken ship 1756 on Patrol position. Ojo de Agua 1 M. astern, course 330°(C)	
1800	Watch correct 1835 - Clocks advanced 1 hr.	
2000	Blue Watch Mustard.	
2200	Rounds correct.	
2400	Watch correct.	

H.M.S.

Thursday 24th of Sept.

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	On Off Patrol Outside Margarilla																
0200	from Pelican Rock to Pt. Gij de Agua.																
0300																	
0400	as required Pelican Rk. to Gij de Agua																
0500	16																
0600																	
0700																	
0800	air - 67 0-2 1026 77.82 84																
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	
			Anchor Bearings		Leave Granted to Ship's Company	
			Leave for White Watch expires 2030/24		Pelican Rock - N 60° W. Jetty Light - N 79° W.	

1300																	
1400																	
1500																	
1600																	
1700																	
1800																	
1900																	
2000	air - bc 0-2 1024																
2100																	
2200																	
2300																	
2400	air - bc 0-2 1024																

1942

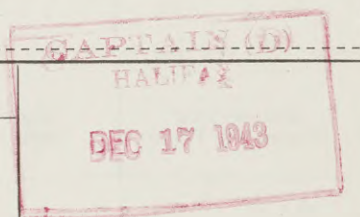
From

to

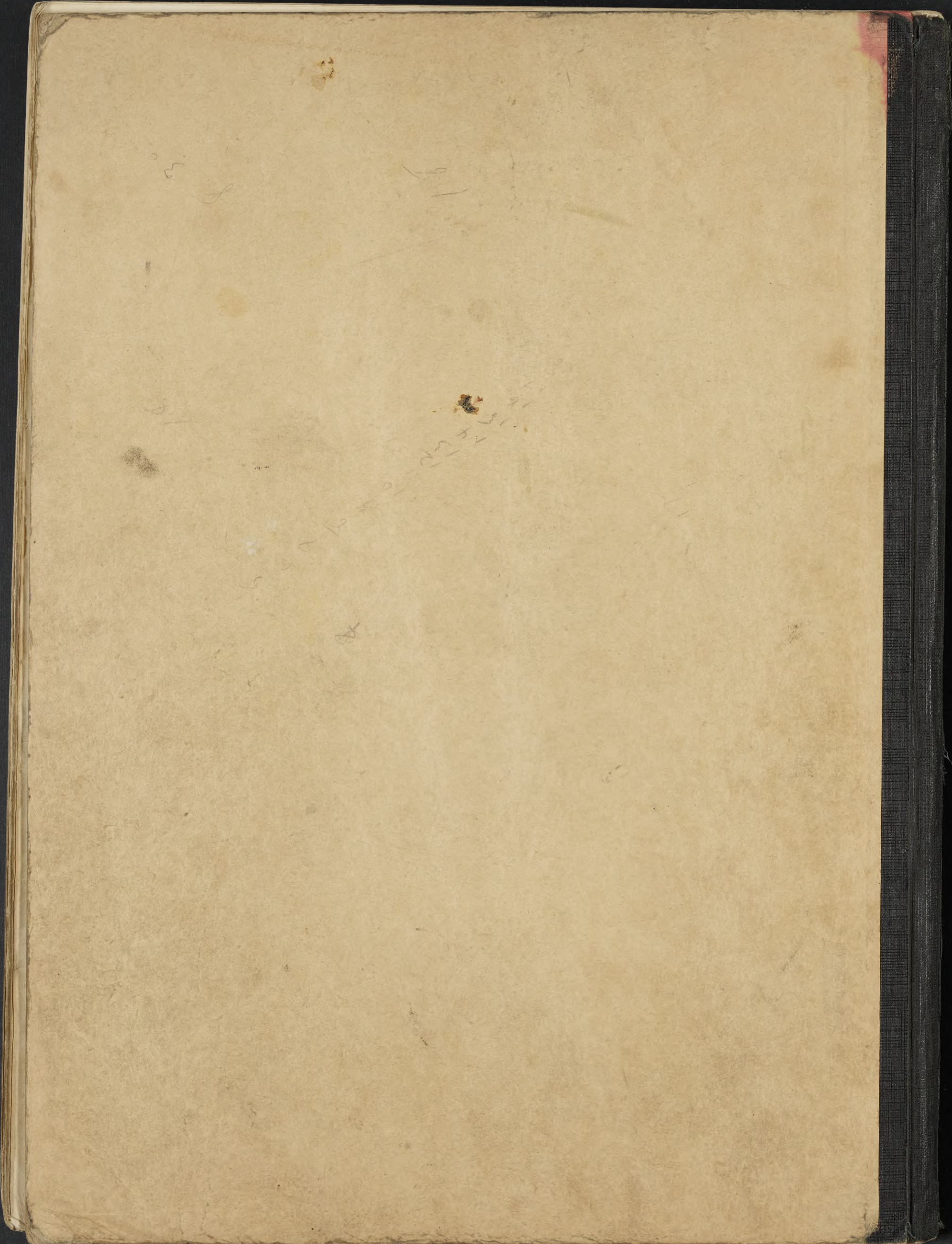
, and at

REMARKS					Initials of the Officer of the Watch
0100	Rounds correct.				
0200	Rounds correct.				
0300	Rounds correct.				
0400	Watch mustered & correct				JS
0500					
0600	Watch correct				JS
0700					
0800	Watch correct.				MSL
0823	Pilot aboard. proceeded under Pilot's orders to oil jetty - Tinian + New Westminster standing outside. 0945 - Stbd anchor let go. 0955 Made fast P.C.T. oil jetty.				

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				



1540	Slipped from oil jetty. 1550 - Let go stbd anchor				Brought up 7WE
1630	Stbd anchor away with liberty-party. Pt. foot lowered to water. Hands in bathing.				
1815	Sunset.				
1915	away port anchor				
2000	P.B. checked throughout watch				JS
2010	away stbd anchor.				
2330	Stores aboard				
2400	P.B. checked throughout watch				JS





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