

DECK LOG BOOK

3640

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For use at Sea and in Harbour

HMCS ST BONIFACE

FAIR DECK LOG

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

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

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

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

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

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

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

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

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

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

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

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

(i) The embarkation and disembarkation of all passengers.

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

(k) Details and times of any accidents occurring on board or injury to important store articles or fitments; 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.

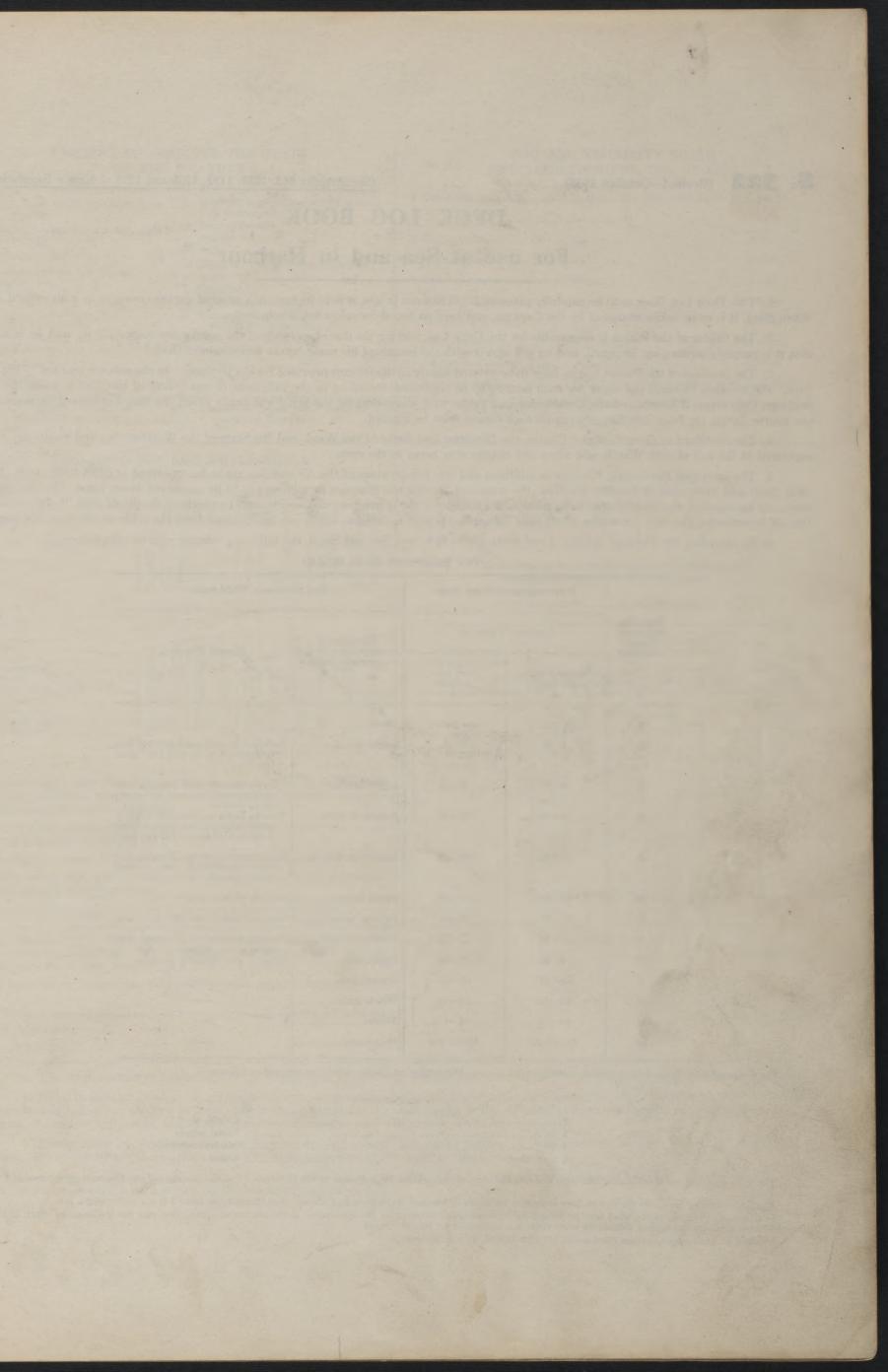
(m) Details of aircraft sighted in flight at sea, together with the time of the observation and, if possible, the marks of identification of the machine. Movements of fleet aircraft working with the Fleet need not be entered.

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

(o) All general payments.

 (ϕ) 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).



S. 322 (Revised-October, 1935)

(See Articles 863, 1088, 1152, 1208 and 1267 of King's Regulations.)

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.

THE BEAUFORT WIND SCALE

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

		THE BEAUF	UKI WIND SOMEE	
	Meteorologica	al Wind Scale	The Se	aman's Wind Scale
Beaufort Number. Inter- national	Limits of	Velocities	Beaufort's description of Wind.	Coastal Criterion
1	Nautical miles per hour 2	Feet per second 3	International 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 hee 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	
10 11	48—55 56—65	81—93 94—110	Whole gale Storm	

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.

- b Blue sky (1 bc Sky partly
- c Generally covered)
- d Drizzle, or
- e Wet air wit f Fog.
- fe Wet fog.
- g Gloomy.
- h Hail. *i* Intermitte

KO Line Squal

l Lightning.

0	Calm
1	Smooth
2	Slight
3	Moderate
4	Rough
5	Very Rou
6	High
7	Very High
8	Precipitou
0	Confused

wind.

use in weather reports.

L. 3380/92.

Sta. 96/32.

LETTERS TO INDICATE THE STATE OF THE WEATHER

ess than $\frac{3}{10}$ ths covered).	m	Mist.
cloudy $\left(\frac{3}{10}$ ths to $\frac{7}{10}$ ths	0	Overcast sky $(\frac{10}{10}$ ths covered nimbus or stratus only).
loudy (more than $\frac{7}{10}$ ths	P	Passing showers. Squalls.
fine rain.	q r	Rain.
hout rain falling.		Sleet, <i>i.e.</i> , rain and snow together.
	s t	Snow. Thunder.
	u	Ugly, threatening sky.
	U	Exceptional visibility (abnormal clear- ness of the atmosphere).
	W	Dew.
t.	x	Hoar frost.
1	у	Dry air.
	z	Dust haze.

A capital letter denotes "intense" or "heavy"; e.g., R = heavy rain. Repetition of a letter denotes "continuous," e.g., RR = continuous heavy rain. Addition of suffix O to a letter denotes "slight," e.g., $r_o r_o = continuous$ slight rain.

COMBINED SEA AND SWELL SCALE

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

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

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

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

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

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

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

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

The above scales for sea and swell have been adopted separately for international

FOG AND VISIBILITY SCALE (SPECIFICATION FOR USE AT SEA)

0 Dense fog	Objects not visi	ible at	50 yards.
1 Thick fog	"	66	1 cable.
2 Fog	"	"	2 cables.
3 Moderate fog	"	"	🛔 mile.
4 Mist or haze, or very poor visibility	"	"	1 mile.
5 Poor visibility	"	"	2 miles.
6 Moderate visibility	"	66	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 a	nd Visibility" col	umn	

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

Pressure at Station level 1000 millibars

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

This correction is always +.

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.

H.M.C.S. ST. Boniface

The 14 of November Sun day

1943

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Time	Log	R	un	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	ition	tion	Direction]	Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Dry	Wet Bulb	Sea				
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		to)	and at Jully t	I, Halfa
		REMAR	KS		Initials of the Officer of the Watch
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Time	Log (stating type)	Miles	Tenths	Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Direction (true)	Force (0—12)	Weather and Visibility	Sea and Swell	Barometric Pressure in Millibars	Dry Bułb	WBu
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1943 From Habilax to Habilax and at Habilax Initials of the Officer of the Watch REMARKS levind by. Vose. all in ABY ente. 11 00 - #1 bury 1 . 1137 dropped 10 20 N, 63 25 - 02 W - 1130 Exercised June ore relevied by - Flichand Longitude Depending on Currents experienced 0 / sounding gras appears to be defectual - asche base inquistemance have what in hourd. four maintenance report gyro in good acter. 1315 Pared in through gate baroweters and baropaph consected . 1345 Secured alonged HMCS Cage y dy inty hoat. herty hoat. m. relevied by. Rutledge aunde carriet 2330 - sales some the still out of order or working unstrifationly. 22/ 00 - A.m. releaved by 0030 - Rounds correct

Sea

	H.M.C	.S.	ST	Boni	for	*		The	1 day	Y	16	ot	N	ovember	1				19 + 3
Time	Log (stating type)	Miles	Lenths Tenths	Mean Revns. per Minute	True Course	Compa	Standard ss Compass e Course	Deviation	Variation	W Direction (true)	Force (0—12)	Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Dry Bułb	Wet Bulb	Sea	•	- 3.6
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1400 - 1500 - 1600 - 1700 - 1800 - 2000 - 2100 - 2200 -		26	-] - <u>4</u>		•71		S88 E 588 E					C -4							1200 2000 -1337- Cheam Commersed whale away 1 Spin (rat 1714- what

Proceeding & Pictore From Halifore to sea and at Initials of the Officer of the Watch REMARKS 0830 - alongside Freuch Cubl from aboug side Goza. ----» 0 un French cable what - proceeding to Halifox E. left + to 'ay Longitude Depending on Currents experienced No 5 fury 1352 - righted "Standard Coarter" 1415 - R/v with "Standard Coarter" testing ship for underwater by droplane affect. 1600 - test complete -"Standard Craster". 1635 - falle failed while whale brein hoisted on board. in Thrown into water, but her highly sustained. Whales rundely damaged. tocurel - ship proceeding to Pietan. h in hit wighed by 071° - 2 1/2 winly, 1940 - by streamed \$ 0.0 hy Convey - conveg not reforted to ship LAA

H.M.C.S. St. Boniface Wednesday 17 of November

1943

	Lor	Dis R	tance Cun	Mean	True	Corre	Standard			W	ind	Weather	Sea	Corrected	-	emperat °F	ure			
Time	Log (stating type)	Miles	Tenths	- Revns. per Minute	Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Direction . (true)	Force (0—12)	and Visibility	and Swell	Barometric Pressure in Millibars	Dry Bułb	Wet Bulb	Sea			
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0200 _																				
0300 _																				0400 Water
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	on Distar	nce run			Time	307			(<u></u>					<u> </u>	_		0800 · · · · · · · · · · · · · · · · · ·
Number	on Distar	nce run		Zone	Time	307			(<u></u>					<u>47</u>		· ·	0800 · · · · · · · · · · · · · · · · · ·
Number Sick Li	on Distar	nce run		Zone	Time	307			(<u></u>					<u>4./</u>			0800 1200 2000 12/0 pt. Canso
Number Sick Li	on Distar	nce run		Zone 'kept at	Time noon		Leave G		(ompany			A	nchor Bearings						0800 1200 2000 12/0 pt. Canso
Number Sick Li 1300 1400	on Distar	nce run		Zone	Time noon				(A				48			0800 1200 2000 1210 pt. Canso 1352 Alc Jo 3
Number Sick Li 1300 1400 1500 1600	on Distar	nce run		Zone 'kept at	Time noon		Leave G		(ompany			A	nchor Bearings						0800 1200 2000 12/0 pt. Canso 1352 A/C Jo 1352 A/C Jo 1635 Break Abehov beatin
Number Sick Li 1300 1400 1500 1600 1700 1800	on Distar	nce run		Zone 'kept at	Time noon		Leave G		(ompany			A	nchor Bearings						0800 1200 2000 1210 pt. Canso 1352 Alc Jo
Number Sick Li 1300 1400 1500 1600 1700 1800 1900	on Distar	nce run		Zone 'kept at	Time noon		Leave G		(`отрапу		<u> </u>	23	nchor Bearings						0800 1200 2000 12/0 pt. Conso 1352 Alc Jo 1352 Alc Jo 1635 Break Abehor beatin 1730 ML a 1836 M.L. 5
Number Sick Li 1300 1400 1500 1600 1700 1800 1900 2000	on Distar	nce run		Zone 'kept at	Time noon		Leave G		(ompany			A	nchor Bearings						0800 1200 2000 12/0 pt. Conso 1352 Alc Jo 1352 Alc Jo 1635 Break Abehor beatin 1730 ML a 1836 M.L. 5
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Number 1300 1300 1400 1500 1600 1700 1800 1900 22000 2100 22000	on Distar	nce run		Zone 'kept at	Time noon		Leave G		(`отрапу		<u> </u>	23	nchor Bearings						0800 1200 2000 12/0 pt. Conso 1352 Alc Jo 1352 Alc Jo 1635 Break Abehor beatin 1730 ML a 1836 M.L. 5
Number 1300 1300 1400 1500 1600 1700 1800 1900 2000 2100	on Distar	nce run		Zone 'kept at	Time noon		Leave G			`отрапу		<u> </u>	23	nchor Bearings						0800 1200 2000 12/0 pt. Conso 1352 A/C Jo 1352 A/C Jo 1352 A/C Jo 1355 Break Auchor beatin 1730 ML a 1836 M.L. 5 Clean up ton Rounds C

and at Sea From to Initials of the Officer of the Watch REMARKS c to 057° ∧ 50.9 releived by Lt. Angus Course 0.57 Revs 160 RRA ed 150 revs. 0706 4/c To 360° releived by 5/4 Hampson 50 D/F station bearing 246° to 264 \$ 1289 Speed increased to 150 news. be 0551/2 \$ 36.8 7. light bg. 309° \$ 41.8 Speed increased to 160 rev. RA light abeam (354) D42.9 Course 275° Speed 180 ters ght buoy dist 2 cables Alc to 3040 4 522 Watch relerved by 5/4 Young 46 H Depending on Currents experienced Longitude L+ 1 Mi A 171.5 A/C To 3070 5 247° 1357 Cape George Lt. abeam (157) dist 3 mi: A 1953 miles 0.70° Pictov barbour. Watch releixed by It Ryton ItBY. Ewater Lt. 1645 dropped anchor ings Breakwater Lt. 0617 Pislou Landing jetty 0.77. T. away with 1st. Lieut. secured alongside k rounds Porrect HRM down

	H.M.C.S	5. IST.	Borifo	e.e		TH	URS	day		18	of	N over	elve			1943 F	rom	to	and at	Pictore.	
Time (st	Log ating type)	Distance Run Leuths Tenths	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wi Direction (true)		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars		Wet Bulb			REMARKS		of O of	Initials of the Officer of the Watch
0200									4 ⁻												
0300																					
									5		C-6										
0500																					
0700				-					S		e-6	8				0810 - unto fost and					m
0000																					
1000											0							1130 - mater toot return.			ng.
1200 Number on	Distanc		Zone			Leave (Granted t	to Ship's C	ompany		67	An	chor Bearings	<u> </u>				ding on Currents experienced			
Sick List		ne Water	kept at		_											0800					
1300			-		•											1315 - chan lower de 1345 - kit mutter.	schy handy 1400- dea	harts for P.A. instructuris boots forew away for ever	<u>ein -</u>		iy.
1400																					·J
1600 1700									Sw	2	Bc-7	0				1700 - exercite a	ectin stating.				5-
1800																1930 - fire ta	tions evercised				
2000									Sw	1	<u>B</u> 6	-0						Led 2140 - fire station		(y
2200										·····											
2400									S	1 4	3e 7.	e									en j

	· · ·	Fictor
H.M.C.S. ST. Baniface FRid day 19 of Nove	ember 194	3 From to and at N.S.
Log (stating type) Distance Run Mean Revns. per Minute Mean Revns. per Minute True Course Gyro Compass Course Standard Compass Course u it it it it it it it Wind Weather and Visibility Sea and Swell	Temperature	REMARKS Watch
0100		
0200		
0300		
0400		
0500		
0600		
0700		
0800		and in the state of the the stade of the
0900	Colours	0910 bit Levis rounds, - Hands to P.T. 0930 1st Lieut Requestmen a Defaulters
	1105 Geter	Sta
1200 SW / \$7 0		t Dinner
	nchor Bearings Position La	atitude Longitude Depending on Currents experienced
	· 0800	
1300	2000 1305 D/c.	centries to gratuce
1400		dend for main sugain for 1730
1500		d
1600		
1700	1750 weighe	danchor & proceed to sea
1800	1850 log	streamed Co 055°
1900	2000 watch	relieved by 5/275 Hangson + your will
2000		George akam - dist 5.5 m
	2235 2	bear Henry I log 31.2 A/C 235"
2300	2319 C. GL	ange 4 gets on part baw log 36.4
2400		eved by the morgan + ley tour - AA.
	00 14 Cape	

HMCS At. Boniface Sat- day 20th of november

			tance .un							W	ind		N.S.	Corrected	Ter	°F	ure			
Гіте	Log (stating type)	Miles	Tenths	Mean Revns. per Minute	True Course	Compass	Standard Compass Course	Deviation	Variation	Direction (true)	Force (0—12)	Weather and Visibility	Sea and Swell	Barometric Pressure in Millibars	Dry Bulb	Wet Bulb	Sea			
100																				0155 0230 -
200																		1	4.	0155
300																				0 2 30 -
400		82.	9	125	055	055	N 78E	4w	2600	sw	3	66	12	1019			47			0400 -
500								-				an an an an an an								
600																				
700																				0.2.51
800		111	./	180.0	238	238	585W	30	260	<u></u>	3	07	1-2	1019			47			0830 -
900																			*	
000																				0915 -
																				Carr
100					1.1				1 1 . 1	las	7						11-1			The second secon
				140-1	Var	ines	Coard		<i>tt</i> !		3	C7	12	1020			47	-		Position
200		nce run the Wa	ater	1 40-1 Zone kept at	Time		Leave G	ranted	to Ship's C		3	C7		Anchor Bearings			47			1
200	List through	nce run the Wa	ater	Zone	Time t noon			ranted	to Ship's C		3	C7					47			0800
200	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C		3	<u> </u>					47			Position 0800 1200 2000
200 Sick	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C		3	<u> </u>					47			Position 0800 1200 2000 2.000 2.3.1.5
200 Jumbo Sick 300 400	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C		3	<u> </u>					47			Position 0800 1200 2000 2.000 2.3.1.5
200 Jumbo Sick 300 400	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	Company				Anchor Bearings						Position 0800 1200 2000
200 Jumbo Sick 300 400 500	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C		0	<u> </u>					47			Position 0800 1200 2000 2.000 2.3.1.5
200 Numbo Sick 14 300 400 500 600 700	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	Company				Anchor Bearings						Position 0800 1200 2000 1.3.1.5 144.00
200 Vumbo Sick 300 400 500 600 700 800	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	Company				Anchor Bearings						Position 0800 1200 2000 1.3.1.5 144.00
200 Vumbb Sick 300 400 500 600 800 800 900	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	<u>Company</u>	0			Anchor Bearings						Position 0800 1200 2000 1315 1400 9/5 1738 1738 2000
200 Vumbb Sick 300 400 500 600 700 800 900 000	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	Company	0	<u> </u>	0	Anchor Bearings			4.8			Position 0800 1200 2000 1.3.1.5 144.00
200 Vumbbi Sick 144 300 500 500 500 500 500 500 500	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	<u>Company</u>	0	<u> </u>	0	Anchor Bearings			4.8			Position 0800 1200 2000 1315 1400 9/5 1738 1738 2000
200 Vumbb Sick 144 300 500 600 500 600 800 900 100 200	List through	nce run the Wa	ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	<u>Company</u>	0	<u> </u>	0	Anchor Bearings			4.8			Position 0800 1200 2000 13/15 14400 9/5 1738 1738 2000
100 200 Numbor Sick 400 500 600 700 800 700 800 900 000 100 200 300	List through		ater	Zone kept af	Time t noon		Leave G	ranted	to Ship's C	<u>Company</u>	0	<u> </u>	0	Anchor Bearings			4.8			Position 0800 1200 2000 13/15 14400 9/5 1738 1738 2000

; and at northumbuland. 1943. From to Initials of the Officer of the Watch REMARKS ear Cape 1 7 320 Tand Pactuan Sal. E. St. 7 200'T log. 54. 9 mi. 6 4ft. 7 on Picton Isl. E. St. log. 58.0 Eictould. E. St. dist 5 mi. 4/c 060°T. 0320 - Cape Bear Lt + 7265 herelewid by. It argue & St. B. Lerard. g line & rotation last own side. Bulgo tet relevied by flt. Hampson + Pictai lat E. St. Cl. Pilean It. pped ergines - Parmer hoat away with M. O. + B. Fichand to populal cleded to see for Gumery short in company with U.U.p. flut Mat manouvers. 1130 - Gumary exercisis & flut monsurers comple Karlun ... Currents experienced Depending on Longitude ecured to "F" luny 1330 - Wake & mend. 1430 - A/S equipment abbitive vousted una Relegentated duties as the m. released by. Hfait. assemed duties as stand unds correct lewid by R. Patterson

H.M.C.S.	ST	Bonif	0.01
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H.M.C.S. ST Boinface	SUN day 21 of	November	1943. From to , and at Pieron.
Time Der Compass (Standard Compass Course Q Z	and	REMARKS Watch
0100			
0300	<u>N</u> 0 C-6		
0600	·		
0800			
1100			1100 Res church party away ARL flotter art of order
Number on Sick List Distance run through the Water Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings	Position Latitude Longitude Depending on Currents experienced 0800
1300			
1500			
1700 1800 1900			1700 shifted to besthe H. 1700 Quelioned at fort H. 1745 supply boot alongsich in
2000	w 1 M5	-	2030 - meter boot steet of here. 2109 - meter frost returned.
2300	NW 10		
2400			

_		H.M.C.	.S.	St	Bo	mitz	c.e	1	Лон	day	22		of /	Voven	nber	Te	mperati °F	ure	1	.9
Tim	Time	Log (stating type)		Tenths	Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Win Direction (true)	Force (0—12)	Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars		Wet Bulb			
010			M	Te		_					NW	/	M 5	0						
0200	0100										NW	1	M5	0						
0300	0200)									N	0	M5	0						
040(0300)									N	0	M5	0					Dua	rtermas
0500	0400)									N/	/	M5	0						
0600	0500)									N	/	M5	D						
0700	0600)									N	/	M5	0						
0800	0700	0								*	NW	2	M 5	0					Rus	ertermas
0900	. 0800	0									NW	3	MS	0					0915	Left
1000	0900	0																	102:	3 Comm
1100	100	0																		
1200	110	0																		
Numb Sick	120							Leave	Grante	d to Ship's	Company		-1		Anchor Bearings				Position	
	Nur Sic	mber on Dis ck List throug	stance r sh the '	run Water	kept	e Time at noon	_												0800	• /
														1.			-	-	2000	
1300																			13.00	A. R.L.
1400	130	0																	1400	Exer
1500	140																			
1600	150																		1610	HII ex
1700	160																			
1800	170																		1820	Drop
1900	Par I have																		1830	
2000	- 19																		2030	Cleare Increas
2100	20																		2/00	Rouk
2200	-	.00																	2200	Pipe.
2300	-	200																		. /
2400	-	400																		
	124	100																		

From	to		and at	
	REMARK	S		Initials of the Officer of the Watch
'/	•/			66.2000
ten releve	ed	· · · · · · · · · · · · · · · · · · ·		<u> </u>
			·	· · · · · · · · · · · · · · · · · · ·
		Hands into ter tight hatche		
menced 4 inc	h full calibre sho	oot. Fired 4 sall	vos breech jamm.	ed
				<u>8 RM</u>
Longitude	Depending on	Currents experienced		
pl tt.				
	werking prope see sounding			•
sised deep	saz sovnding		<u>r bour</u>	K PM
sis'ed deep xersises se	ses sounding	machine turning to ha	<u>r.bour</u>	38 12 MM
ped anch boat returns	sed sounding ompleted ret for at berth Fred to and Plats to, length to 4 a	H H H	rbour	Klem
pred anch pred anch boat away boat retu a mess deci	sed sounding ompleted ret for at berth Fred to and Plats to, length to 4 a	H H H	<u>r.bour</u>	



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