

File No. 98-21-45
8600-331/65

Log Remarks Sheet.

Note: This Log Remarks Sheet should be detached and returned to N.D.A. before the Log is sent outside the Department, please.

"DECK" LOG FOR HMCS. "MORDEN"

FOR PERIOD OF 18/7/43 - 8/8/43

Referred to	Initials	Date	Remarks
I.N.O.	ALD	Jan 16/45	
E-In-C.		18.1.45	
Sec.N.B.	D.L.	18/1/45	
D.N.Stores.	M/L	22-2-45.	
I.D.A.	M.B.A.	22/2/45	

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 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, 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*).

LT Watson 32824 if required

DECK LOG BOOK

For use at Sea and in Harbour

1. This Deck Log Book is to be carefully preserved. When not in use, it is to be kept in a painted canvas cover, or in a watertight box. When filled, it is to be taken charge of by the Captain, and kept on board for reference, if required.
2. The Officer of the Watch is responsible for the Deck Log, and for the due observance of the regulations respecting it; and he is to see that it is properly written up, in pencil, and he will sign it with the initials of his name before he leaves the Deck.
3. The readings of the Patent Log or Logs to be entered hourly in the column provided for the purpose. In the column marked "Distance Run," the distance through the water for each hour is to be registered according to the judgment of the Officer of the Watch, using the Log readings, their errors if known and the Revolutions as a guide, with allowances for the Wind and Sea. When the Ship has steered on more than one course during the hour, the distance run on each course must be entered.
4. The Standard or Gyro Compass Course, the Direction and Force of the Wind, and the State of the Weather, Sea and Swell, are to be registered at the end of each Watch, and when any change may occur in the same.
5. The corrected Barometric Pressure in millibars and the Temperature of the Air and Sea are to be registered at 0400, 0800, 1200, 1600, 1800, 2000 and 2400; but in Stormy Weather, the corrected Barometric Pressure in millibars is to be registered every hour. In the case of mercurial barometers, the correction to be applied to the reading of the instrument can be obtained by means of the "Gold slide." In the case of aneroid barometers, the only correction which need be applied is that for height, which can be obtained from the table on the opposite page.
6. In recording the Force of the Wind and State of the Weather, Sea and Swell, the following scheme is to be adopted:—

THE BEAUFORT WIND SCALE

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

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

Scale Numbers

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

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

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

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

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

LETTERS TO INDICATE THE STATE OF THE WEATHER

b Blue sky (less than $\frac{1}{16}$ ths covered).	m Mist.
bc Sky partly cloudy ($\frac{1}{16}$ ths to $\frac{7}{16}$ ths covered).	o Overcast sky ($\frac{8}{16}$ ths covered nimbus or stratus only).
c Generally cloudy (more than $\frac{7}{16}$ ths covered).	p Passing showers.
d Drizzle, or fine rain.	q Squalls.
e Wet air without rain falling.	r Rain.
f Fog.	rs Sleet, i.e., rain and snow together.
fe Wet fog.	s Snow.
g Gloomy.	t Thunder.
h Hail.	u Ugly, threatening sky.
i Intermittent.	v Exceptional visibility (abnormal clearness of the atmosphere).
KQ Line Squall.	w Dew.
l Lightning.	x Hoar frost.
	y Dry air.
	z Dust haze.

A capital letter denotes "intense" or "heavy"; e.g., R = heavy rain. Repetition of a letter denotes "continuous" e.g., RR = heavy rain.

FOG AND VISIBILITY SCALE (SPECIFICATION FOR USE AT SEA)

0 Dense fog	Objects not visible at 50 yards.
1 Thick fog	" " 1 cable.
2 Fog	" " 2 cables.
3 Moderate fog	" " $\frac{1}{2}$ 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.

(Paste on page 3 of Deck Log Book. See Naval Order 2287)

Amendment to S. 322
(A.F.O. 2822/4)
(N.M.O. 2287)
10M—10-42 (6483)
N.S.—815-9-322

BEAUFORT WIND SCALE AND CORRELATIVE SEA DISTURBANCE SCALE

Beaufort Number	Limits of Velocity in Knots	Mean Equivalent Pressure in Pounds upon a Circular Disc of 1 sq. ft.*	Descriptive Terms	Coastal Criterion	Sea Criterion, 1939 (Provisional)	Approximate Equivalent Sea Disturbance Scale in Open Sea†		
						Code Figure	Description	Probable Mean Height of Waves in ft.
0	Less than 1	0	Calm	Sufficient to give good steerage to fishing smacks with the "wind free".	Sea like a mirror. Ripples with the appearance of scales are formed but without foam crests.	0	Calm (glassy)	—
1	1-3	0-01	Light air			1	Calm (rippled)	$\frac{1}{2}$
2	4-6	0-08	Light breeze	Fishing smacks with topsails and light canvas, "full and by", make up to 2 knots.	Small wavelets, still short but more pronounced; crests have a glassy appearance and do not break.	2	Smooth	1
3	7-10	0-28	Gentle breeze	Smacks begin to heel over slightly under topsails and light canvas; make up to 3 knots "full and by"	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered with horses.	3	Slight	2½
4	11-15	0-67	Moderate breeze	Good working breeze. Smacks heel over considerably on a wind under all sail.	Small waves, becoming longer; fairly frequent white horses.	4	Moderate	5
5	16-20	1-31	Fresh breeze	Smacks shorten sail.	Moderate waves, taking a more pronounced long form; many white horses are formed. (Chance of some spray.)	5	Rough	9
6	21-26	2-3	Strong breeze	Smacks double-reef gaff mainsails.	Large waves begin to form; the white foam crests are more extensive everywhere. (Probably some spray.)	6	Very rough	14
7	27-33	3-6	Moderate gale	Smacks remain in harbour and those at sea lie to.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind. (Spindrift begins to be seen.)	7	High	19
8	34-40	5-4	Fresh gale	Smacks take shelter if possible.	Moderately high waves of greater length; edges of crests break into spindrift. The foam is blown in well-marked streaks along the direction of the wind.	8	Very high	25
9	41-47	7-7	Strong gale		High waves. Dense streaks of foam along the direction of the wind. Sea begins to roll. Spray may affect visibility.	9	Phenomenal	31
10	48-55	10-5	Whole gale		Very high waves with long overhanging crests. The resulting foam in great patches is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes a white appearance. The rolling of the sea becomes heavy and shocklike. Visibility is affected.			37
11	56-65	14-0	Storm		Exceptionally high waves. (Small and medium-sized ships might for a long time be lost to view behind the waves.) The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.			
12	Above 65	Above 17-0	Hurricane		The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.			45 or more

- * Determined at coast stations for a height of 33 ft. above sea level. The Gale Warning Signal in the British Isles is hoisted for winds which may reach force 8 or above.
- † Notes.—(a) This table is based on all the available known authorities and observations, and gives average conditions in the open sea, as for example, in mid-Atlantic.
- (b) When estimating the state of sea under other conditions, reference should be made to the Admiralty Manual of Navigation, Volume III, and also to the following:—
- (i) As the wave runs into shallower water, it becomes shorter, higher and, therefore, steeper.
- (ii) The fetch in miles required to raise waves of the order given in the correlative table varies with the force of the wind, and is probably of the order of $\frac{W^2}{10}$ where W is the force of the wind by Beaufort Scale.
- (iii) The size of a wave is limited by the depth of water, and the least depth in fathoms in which a wind will cause a sea according to the table is about $\frac{W^2}{10}$.
- (iv) The time taken for the wind to raise the sea given in the table depends upon the force of the wind, and the sea and swell already running; for a wind of force 5, a little more than 1 hour is necessary from a state of calm, whereas probably 12 hours is necessary for a wind of force 8.
- (v) Waves will be higher than expected if super-imposed on swell, i.e., temporarily in phase with the swell, or approaching shallow water, or due to over-riding.

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

H.M.S. *Yorden*

Sun day 18th of July

			Wind			
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Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										N.N.W	1	B.7					
0500																	
0600																	
0700																	
0800										N.W	1	C.7					
0900																	
1000																	
1100																	
1200										N.W	1	C.7					

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

[illegible]

19 43

From

to

, and at *Lumburg*

[illegible]

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

H.M.S. *Morden* Tues day 20 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										N.W	1	6					
0500																	
0600																	
0700																	
0800										N.W.	1	7					
0900																	
1000																	
1100																	
1200										N.W	1	7					
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300																	
1400	1450									N.W	1	7					
1500																	
1600																	
1700																	
1800																	
1900																	
2000	2015									N.W	1	7					
2100																	
2200																	
2300																	
2400										S.W	1	5 P					

19 43 From to , and at *Luxemburg*

REMARKS					Initials of the Officer of the Watch
Butler relieved by Forster					
Forster relieved by Fitzgerald					
					</

H.M.S.

Morden Wednesday 21st of July

1943

From

to

, and at Lunenburg

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										SW	1	bc7					
0200																	
0300																	
0400										SW	1	R6					
0500																	
0600										SW	1	R6					
0700																	
0800										SW	1	R6					
0900																	
1000																	
1100																	
1200										SW	1	C7					
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										SW	1	C7					
1700										SW	2	C7					
1800										SW	2	C7					
1900										SW	2	C7					
2000										SW	2	C7					
2100										SW	2	F3					
2200										SW	2	F3					
2300										SW	2	F3					
2400										SW	2	F3					

REMARKS					Initials of the Officer of the Watch
0105 Barry relieved by McQuay.					
McQuay relieved at 1430 by Milligan at 1430.					
					Am
					Am.
Allen Relieved by Henderson.					
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					

Henderson relieved by Belmont

Belmont relieved by Shuler

Shuler relieved by Mitchell

H.M.S.

Morden

day

of

22nd July

1943

From

to

, and at Lunenburg

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										N	2	F/2					
0900										South	1	0/0					
1000										South	1	0/0					
1100										South	1	0/3					
1200										South	0	0/2					
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										South	0	0/3					
1700																	
1800																	
1900																	
2000										S.W.	1	M/5					
2100																	
2200																	
2300																	
2400										SW	1	M/5					

REMARKS

Initials
of the
Officer
of the
Watch

Lansing relieved by J. Ellis

No Hand easy

Hands secure 1100

Relieved by Remond @ 12-45

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Remond Relieved by Proulx

Proulx relieved by L.

L. relieved by C. Chapman

2245 Chapman relieved by Butler

Butler relieved by Forester

H.M.S. *Morden* Thursday 23rd 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										S.W.	1	m5					
0200																	
0300																	
0400										S.W.	1	m5					
0500																	
0600										SW	1	m5					
0700										SW	1	m5					
0800										SW	1	m5					
0900																	
1000																	
1100										SW	1	m5					
1200																	
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300																	
1400																	
1500																	
1600																	
1700																	
1800										SW	-	05					
1900																	
2000										SW	-	04					
2100																	
2200																	
2300										SW	-	04					
2400																	

19 43 From to , and at *Lunenburg N.S.*

REMARKS

Initials
of the
Officer
of the
Watch

Tanter relieved by Minard.

2 M. Baker relieved by Cooper

Cooper relieved by Mackie.

Fitzgerald relieved by Illbury.

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Illbury relieved by Byers.

1700 Byers relieved by Barry.

2000 Barry relieved by Prentice

2300 - Prentice relieved by Melligan

H.M.S. ^{c.} Morden

Satur day 24 of July

[illegible]

19 43 .

From

to

, and at Leinburg

REMARKS					Initials of the Officer of the Watch
0200	Melligan relieved by Smith.				SM
0245	Captain came aboard.				WS
0500	Smith relieved by McAuley				WS
	McAuley relieved by Henderson at 0800				SM
	Henderson relieved by Belonty				HS
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					
Belonty relieved by Shuler at 1800 Shuler relieved by Munkford 2000					

H.M.S. *C. Wooden* day *Landay*²⁵ of *July*

	Distance						Wind		
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Worolen

day

Sunday²⁵ of July

19 4/3

From

to

, and at Lucenburg

[illegible]

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

Altitude	SW	1	B.7
1300	SW	1	B.7
1400	SW	1	B.7
1500	SW	1	B.7
1600	SW	1	B.7
1700	SW	1	B.7
1800	SW	1	B.7
1900			
2000	SW	1	B.7
2100			
2200	S.W.	1	B.7
2300			
2400	SW	1	B.7

REMARKS		Initials of the Officer of the Watch
Lausung relieved by Ruttaford.		
Rutthaus relieved by Markie		
0900 Gander Fell in the lead up deck at		
Markie		
relieved by Ferris		

	Position	Latitude	Longitude	Depending on	Currents experienced
	0800				
	1200				
	2000				

Ferris relieved by Reaume
Reaume relieved by Butler
Butler relieved by Foster
Foster relieved by Chapman
Chapman relieved by Proulx -

, and at *Hamburg*

REMARKS		Initials of the Officer of the Watch
Foully relieved by Minard		
Q. M. Relieved by Horvath		
Q. M. Relieved by Cooper.		
Q. M. Relieved by Ellbury.		
Ellbury relieved by Byers Fyge		

Position	Latitude	Longitude	Depending on	Currents experienced
0800	° ' "	° ' "	-----	
1200	-----	-----	-----	
2000	-----	-----	-----	

1320 Watch relieved by Barry
1548 Hands to stations for leaving harbour.
1635 Sailed to HMCS Trail. 1640 Barry relieved by Prentice.
1840 Prentice relieved by Melhigan
2120 Melhigan Relieved by Smith
2400 Smith Relieved by McAuley.

H.M.S. *Morden* *Tues* day *27* of *July*

19 43 From 10 1875 to 1876, and at Lunenburg

REMARKS

Initials
of the
Officer
of the
Watch

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Remains correct

Pausing received by Rutherford

H.M.S. *Machen* Wednesday 28 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																	
0200																	
0300																	
0400										W	2	F2					
0500										W	2	F2					
0600																	
0700																	
0800																	
0900																	
1000																	
1100																	
1200										W	2	R/S					
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										W	2	o/p					
1600										W							
1700										W							
1800										W	1	Bcb					
1900										W	1	Bcb					
2000										W	1	Bcb					
2100										W	1	Bcb					
2200										W	1	m 5'					
2300										W	1	m 5'					
2400										W	1	m 5'					

19 4 3 From _____ to _____, and at Lunenburg

REMARKS

Initials
of the
Officer
of the
Watch

Nothing delivered by Chisholm 0400
 Shook hands at 0500
 Hands to stations for shifting ship
 Departed Sunday Jetty at 0620
 Secured Jetty 2 at 0655
 Hands to breakfast 0700
 Q M relieved 0800 by Jenkins

Jenkins relieved by Cooper

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1310 Hands Fall In
 1345 Pipes blown & deck lights & scuttles
 Hands to stations for leaving Harbour
 Cooper relieved by Mackie.

1505 Hands to stations for leaving harbour.
 1510 Shipped & proceeded 1545 Break well atw.

Secured to Jetty @ 1930
 Liberty boat 2000

Rounds Correct @ 2100. Ferris relieved by Olmstead.

Rounds Correct @ 2400 Olmstead relieved by Pray.

H.M.S. *Morden* Thursday 29th 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										W	1	M-5					
0400																	
0500																	
0600										W	1	M-5					
0700																	
0800																	
0900										W	1	M-4					
1000										W	1	F-5					
1100										W	1	F-5					
1200										S	1	F-2					
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
						Same for non duty watch from 1630 to 0700.											
1300										S	1	F-2					
1400											1	F-2					
1500										S							
1600																	
1700										SW	1	F-4					
1800																	
1900																	
2000										SW	1	F-1					
2100																	
2200										SW	1	F-2					
2300										SW	2	F-3					
2400																	

19 43 From to , and at *Lunenburg N.S.*

REMARKS

Initials
of the
Officer
of the
Watch

Chief Police aboard to see Captain 2.30.
Proulx relieved by Les.

Les relieved by Chapman.

SHOOK HANDS 0700, HANDS TO BREAKFAST 07.25

HANDS FALL IN at 0800.

Chapman relieved by Reaume.

Reaume relieved by Pegge.

Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					

HANDS FALL IN 0815

Pegge relieved by BARRY

1530 Store down decks.

1615 Capt. Armit + Cmdr Hall on board dep 1650

1700 Libertyman 1700 Hands to supper. 1720 Barry relieved by Prentice

1830 Liberty boat

1900 Liberty boat 2000 Prentice relieved by Milligan

2040 Colors - 2100 Rounds.

2240 Milligan relieved by Smith

AM.
AM.

H.M.S. MORDEN

day 30 of July

19

From

to

, and at

[illegible]

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

A blank sheet of graph paper with a vertical axis labeled from 1300 to 2400 in increments of 100. The horizontal axis has 16 columns. Faint handwritten notes are visible: "SW" and "F3" near the 2000 mark, and "SW" and "F4" near the 2400 mark.

19

From

to

, and at

REMARKS		Initials of the Officer of the Watch
0120	Smith relieved by MacAuley	
	MacAuley relieved by Ralston	
0640	Olmstead relieved by Hughes	

Position	Latitude	Longitude	Depending on	Currents experienced	
0800	° /	° /			
1200					
2000					

H.M.S. *Maiden Tides* day *30th* 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										S.W.	1	C/5					
0500										S.W.	1						
0600																	
0700																	
0800										S.W.	1	C/7					
0900																	
1000								Var									
1100																	
1200								Var		N.W.	1	C/8	2				

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			81.4	09.7	S 60 E	23N	N-E	1	10.8	2	29.4	62	58	50			
1700																	
1800																	
1900																	
2000																	
2100																	
2200																	
2300																	
2400																	

19 *43* From to , and at *Larsenburg*

REMARKS		Initials of the Officer of the Watch
chickadee released by Jenkins		
5.45 Cook shack		
Pluck Head at 0700 - 0725 Hands to breakfast		
0730 ^{wake} Mr. Basworth ^{wake} Jenkins released by Rutherford -		
0940 Sulpin Buoy ahead of S 27 E. 0948 Engines shifted to ship drive.		
1040 Bone shifted		
1105 Gun rounds fired from 4". 2 ahead one other beam.		
1125 Compass adjusting. Sulpin & Pomtow practice		X

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1510	Compass adjusting completed returning to Sulpin Buoy to day G.O.	
1535	Pilot Boat alongside - discontinue H.O. - Highway between Sulpin & Pomtow Bay	
1552	obtain Farway buoy. Course S 40 E 160 Revolution	
2045	secured alongside K137 at #2 jetty	
2225	Land boat challenged. R.R.	
2310	Slipped from #2	
2325	secured alongside J256 north end #5 jetty	challenged guard boat at 2332
	Ramona relieved by Duncan and Markie	

H.M.S. *Morden*

31 day

of *July*

19 43

From

to

, and at *Halifax*

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										NW	1	b7					
0200																	
0300																	
0400																	
0500										N	1	b7					
0600																	
0700																	
0800										N	1	b8					
0900										N	1	b9					
1000																	
1100																	
1200										N	1	B8					

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										N	1	B8					
1700																	
1800																	
1900																	
2000										N	1	B8					
2100																	
2200																	
2300																	
2400										N	1	B8					

REMARKS																	Initials of the Officer of the Watch
Thinson & Mackie relieved by Pender & Lee																	
0600 Shale rock																	
0730 Colled hands																	
0800 Colours																	
0815 Lee and Thomsen relieved by Pender and Chipman																	
Sund's Ball in 830																	
Tanner & Chapman relieved by Butler & Fitzgerald																	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1630 - Liberty Men	1700 Cooks to Galley		
1730 -			
1830 -	1900 Liberty Men		
Macaulay & Pender relieved by Macaulay & Jupp			
2042			
2400. Macaulay & Jupp relieved by Barrie & Smith			

H.M.S.

day of

19

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										E	1		BB.				
0500																	
0600																	
0700																	
0800										NW	1		B8				
0900																	
1000										W	1	F8					
1100																	
1200										W	1	F8					
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										W	1	1/6 00					
2100																	
2200																	
2300																	
2400										W	1	3/6 00					

REMARKS

Initials
of the
Officer
of the
Watch

0110 Ground Boat alongside.

~~0400 Boat alongside~~

0410 Burry & Smith relieved by Lunsing & Olley.

Olley & Lunsing relieved by Feyer & Butler.

Hepatica tied up alongside at 1000.

Feyer & Butler relieved by Murchhead & Sheeler.

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Sheeler & Murchhead relieved by Rutherford & Henderson.

LIGHT FIRE IN GALLEY AT 0430

Rutherford & Henderson relieved by Chittenden & Allen.

Columns at 2043 2100 Rounds correct.

Chittenden and Allen relieved by Belmont.

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										<i>W</i>	<i>1 3/6</i>	<i>oo</i>					
0500																	
0600																	
0700																	
0800																	
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							
1300										<i>W</i>	<i>1 9/6</i>						
1400										<i>W</i>	<i>1 9/6</i>						
1500										<i>W</i>	<i>1 9/6</i>						
1600										<i>W</i>	<i>1 9/6</i>						
1700																	
1800																	
1900																	
2000																	
2100																	
2200																	
2300																	
2400										<i>W</i>	<i>1 6/7</i>						

REMARKS

Initials
of the
Officer
of the
Watch

Belmont & Patterson relieved by Penningfield & Jenkins

Wierhead & Sheeler relieved by Ferris & Forester

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Hands fall in 13-15

Stand Leaky @ 14-30 Out pipes @ 14-45

Hands secure @ 16.00

Ferris & Forester relieved by Rouley & Leo

1700 Liberty Man

1800 Liberty Man

1900 Liberty Man

2000 Penningfield & Leo relieved by Macbie & Duncan

Colours @ 2045

2400 Macbie & Duncan relieved by Rimmer & Chapman

H.M.S. *Morden* 4 day 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										W	1	C/6					
0200										W	1	C/6					
0300										W	1	C/6					
0400										W	1	C/6					
0500																	
0600																	
0700																	
0800										W	1	E/5					
0900										S	1	D/3					
1000										S	1	D/3					
1100										S	1	D/3					
1200										S	1	R/3					
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300										S	1	R/5					
1400										S	1	R/5					
1500																	
1600																	
1700																	
1800																	
1900																	
2000										S	1	R/5					
2100																	
2200																	
2300																	
2400										S	1	R/5					

19 43 From to *Jolly's*, and at *Halifax N.S.*

REMARKS

Initials
of the
Officer
of the
Watch

Relieved by Menden and Stokely

0800 Colours Rounds correct

L.M. & Menden relieved by Forester & Ferris

Hands fall in 08-15 Stand easy 10-30

Out Piper @ 10-45

Hands secure @ 1200

Forester & Ferris relieved by *Misligan* & Macanlay

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1515 - Liberty Men

1600 - Liberty Men

1700 Liberty Men

1800 Liberty Men

1900 Liberty Men

2000 Bentine & Menden relieved by Barry & Smith

2100 Rounds ship darkened

2150 Blackout

2205 All clear

2315 Grand Boat passed

H.M.S. *Exzellen*

Friday 6 of Aug.

19 433

From

to

, and at

Halifax N.S.

Time	Log (stating type)	Distance Run		Mean Revns. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										NW	1	B6					
0500																	
0600																	
0700																	
0800										NW	1	B6					
0900																	
1000																	
1100																	
1200										S	1	B6					

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

[illegible]

REMARKS

Initials
of the
Officer
of the
Watch

Colours at 0800. Hands full in 0800

Stand Easy 1030 out Pipes 1045
Holds to stations for shifting ship 1110 secured alongside Caldwell 1200
afternoon watchmen to dinner 1130 up spirits scum 1145

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Hands to stations for shifting ships 12-45 secured to Melville @ 12-55
 And hands all in 13-15

Land say 14-30 Cut pipes @ 14-45 Handsicure 100

7cris & Chapman received by Leo and Bessie.

Liberty Men Fall in 1630 O. Weston aboard 1645

Liberty men Ball in 1730 Liberty men 1830

looks to the gully 1200

Six Pouches returned by Master Menard

2 M + Mesangio Pulvered by Harding + Maslin

H.M.S. *Morden* Sat day 7 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										N	2	B/7					
0200																	
0300																	
0400										N	2	B/7					
0500																	
0600																	
0700																	
0800										N	2	B/7					
0900																	
1000																	
1100																	
1200										N	3	B/7					
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										N	2	B/7					
1600																	
1700																	
1800																	
1900																	
2000																	
2100										N	1	B/7					
2200																	
2300																	
2400																	

19 43 From 0100 to , and at *Halifax*

REMARKS

Initials
of the
Officer
of the
Watch

0130 Guard boat along side

Mackinac Standing relieved by Reume + Hughes

0630 Duty Watch and crew shaken, 0645 clean up decks

0700 Hands and officers shaken. 0715 hands to breakfast.

Reume and Hughes relieved by - Reume and Chapman

Hands off in 0815. Hands to stations for leaving harbour 0915

Checking/degaussing gear 1000 Secured to Ammunition Jetty 11-50

Ferry Chapman relieved by Mendham & Bertice

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Secured to tanker for fuel @ 1530 Secured to Jetty 5 @ 18-30
Liberty boat @ 1900

Rounds correct @ 2100

H.M.S. *Morden* day *Sunday* of *August 8*

day Sunday of August 8

1943

From

to

, and at

[illegible][illegible]



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TITLE/TITRE :

Deck log book - HMCS MORDEN 1943/01/24 - 1944/04/26

FILE/DOSSIER :

18-7-43 - to - 8-8-43

REFERENCE NUMBER / NUMÉRO DE RÉFÉRENCE:

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