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 7/8/43 - 3/11/43

| Referred to | Initials | Date | Remarks |
|---|---|---|---|
| I.N.O. | A L H | Jan 16/43 | |
| E-In-C. | [illegible] | 18.1.43 | |
| Sec.N.B. | A H | 18/1/43 | |
| D.N.Stores. | ML | 7-3-45 | |
| N.D.A. | W B A. | 8/3/45 | |

August 1-43 to

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*).

**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.

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: Limits of Velocities — Nautical miles per hour | Meteorological Wind Scale: Limits of Velocities — Feet per second | The Seaman's Wind Scale: Beaufort's description of Wind. International | The Seaman's Wind Scale: Coastal Criterion |
|---|---|---|---|---|
| 1 | 2 | 3 | 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 $\frac{1}{10}$ths covered).
*bc* Sky partly cloudy ($\frac{1}{10}$ths to $\frac{7}{10}$ths covered).
*c* Generally cloudy (more than $\frac{7}{10}$ths covered).
*d* Drizzle, or fine rain.
*e* Wet air without rain falling.
*f* Fog.
*fe* Wet fog.
*g* Gloomy.
*h* Hail.
*i* Intermittent.
*KQ* Line Squall
*l* Lightning.
*m* Mist.
*o* Overcast sky ($\frac{10}{10}$ths covered nimbus or stratus only).
*p* Passing showers.
*q* Squalls.
*r* Rain.
*rs* Sleet, *i.e.*, rain and snow together.
*s* Snow.
*t* Thunder.
*u* Ugly, threatening sky.
*v* Exceptional visibility (abnormal clearness of the atmosphere).
*w* Dew.
*x* Hoar frost.
*y* Dry air.
*z* Dust haze.

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

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

| | | | |
|---|---|---|---|
| 0 Dense fog | Objects not visible at | 50 | yards. |
| 1 Thick fog | " " | 1 | cable. |
| 2 Fog | " " | 2 | cables. |
| 3 Moderate fog | " " | ½ | 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.

### DOUGLAS SEA AND SWELL SCALE

Amendment to S. 322
(A.F.O. 2822/42)
(N.M.O. 2287)
(0M—10-42 (6483)
W.S.—815-9-322

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

### 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 | | Sea like a mirror | 0 | Calm (glassy) | — |
| 1 | 1-3 | 0·01 | Light air | Sufficient to give good steerage to fishing smacks with the "wind free". | Ripples with the appearance of scales are formed but without foam crests. | 1 | Calm (rippled) | ½ |
| 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 to 2½ |
| 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. | | | |
| 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. | 3 | Slight | 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.) | 4 | Moderate | 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.) | 5 | 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.) | 6 | Very rough | 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. | 7 | 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. | | | 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. | 8 | Very high | 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. | 9 | Phenomenal | 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 $\frac{W^2}{500}$ 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.

H.M.S. Morden — Saturday 7th of August — 1943 — From — to — , and at Halifax.

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | | 0930- Standby Engines - 0956 D/G. boat alongside | |
| 0900 | | | | | | | | | | | | | | | | | | 1003- 1st Shallow Bell Rung - 1022 2nd Shallow Rung. 1048 Third Shallow Rung | |
| 1000 | | | | | | | | | | | | | | | | | | 1120 - 1st Deep Rung - 1133 Second Deep Rung. | |
| 1100 | | | | | | | | | | | | | | | | | | 1140- Last Shallow Rung - 1145- Came alongside S. Magazine Jetty - F.W.E. | |
| 1200 | | | | | | | | | | | | | | | | | | | W.R.D. |

| 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 | | | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | 1457 Slipped from South Magazine Jetty | |
| 1500 | | | | | | | | | | | | | | | | | | 1529- Turple Head a/b | |
| 1600 | | | | | | | | | | | | | | | | | | 1601- Came alongside HMC Ship - F.W.E. - 1603: took food | W.R.D. |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | 1807- Slipped from HMC Ship - 1826 Came alongside HMC Ship at Jetty 5 - F.W.E. | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | | | |

H.M.S. C Morden — SUN — day 8th of August — 1943 — From Halifax to Pictou, and at Halifax (At Sea)

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | |
| 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 |
|---|---|---|---|---|
| | | + 3 | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | 1015 | | | |
| 1600 | | | | | | | | | | | | | | bc 8 | | | | |
| 1700 | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | |
| 2000 | | 0 | 0 | 119.3 | 155 | | S 2 E | | 23W | S.E | 2 | c.7 | 11 | 1015 | 53 | 55 | 58 | |
| 2100 | | 12 | 1 | 145 | 069 | | S88E | 1E | 23W | SE | 2 | c.7 | 11 | 1015 | | | | |
| 2200 | | 25½ | 2 | 141.9 | | | | | | | | | | | | | | |
| 2300 | | 38.2 | 3 | 140.9 | | | | | | | | | | | | | | |
| 2400 | | 51.1 | 4 | 140.6 | 069 | | S88E | 1E | 23 | SE | 2 | c.7 | 11 | 1016 | | | 62 | |
| | | 51.1 | | | | | | | | | | | | | | | | |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

1342 - Stand-by engines -

Adjusting Compasses -

1520 - secured to compass buoy

1645 - slipped from Compass buoy - 1715 - passed through gate WRD

1746 - "A" buoy abm port 1805 - 1 buoy abm port - 1822 - no 2 buoy abm port

1838 Sambro Bank Lightship

2000 Observe Mfa Lightship A/B 049(T) 052(M) Sfrad 140 Revs Watch secured EB

2005 Altered Course to 069

2250 - soundings 115 f.

2305 - Soundings 115 f. 2315 - Soundings 115 - 2325 - Soundings 115 - 2335 Soundings 115 — 2350 - Soundings 120

2400 Course 069 - Revolutions 140 - JS

H.M.S. Morden Monday day 9th of August 19 43 From Halifax to Pictou , and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | Trident | 64 | 5 | 140.8 | 057 | | 080 | ½E | 24W | SW | 1 | C7 | 1-1 | 10.14 | | | |
| 0200 | " | 77 | 1 | 140.9 | 057 | | 080 | ½E | 24W | SW | 1 | C7 | 1-1 | 10.14 | | | |
| 0300 | | 90 | 6 | 140.8 | 057 | | 080 | ½E | 24W | SW | 1 | C7 | 1-1 | 10.15 | | | |
| 0400 | | 104 | 2 | 140.6 | 057 | | 080 | ½E | 24W | SW | 1 | C7 | 1-1 | 10.15 | | | |
| 0500 | | 116 | 4 | 136.9 | 057 | | 080 | ½E | 24W | S | 1 | BC7 | 1-1 | 10.15 | | | |
| 0600 | | 129 | 7 | 136.9 | 057 | | 080 | | | SxW | 1 | bc7 | 1-1 | 10.15.5 | | | |
| 0700 | | 143 | 00 | 136.9 | 000 | | N25E | ½E | 25W | SW | 1 | c7 | 1-1 | 1015.5 | | | |
| 0800 | | 156 | 2 | 136.9 ~~141.2~~ | 290 | | N45W | ½E | 25W | SW | 1 | c7 | 1-1 | 1015.5 | 58 | 56 | 58 |
| 0900 | | | | ~~138.4~~ 127.4 | | | | | | | | | | | | | |
| 1000 | | | | ✓ | | | | | | | | | | | | | |
| 1100 | | | | ✓ | | | | | | | | | | | | | |
| 1200 | | | | 95.5 | | | Var. | | | SW | 1 | F-6 | 1-1 | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 165. mi | +3 | | Breakwater |

| Time | Log | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 14 | 0 | 137.5 | Var | | Var | | 25W | SW | 1 | cd7 | 3 1 | | | | |
| 1400 | | 14 | 0 | 124.8 | Var | | Var | | 25W | SW | 1 | cd7 | 1 1 | 1011.5 | | | |
| 1500 | | 11 | 8 | 118.3 | Var | | Var | | 25W | SW | 1 | cd5 | 2 1 | 1011.5 | 60 | 56 | |
| 1600 | | 11 | 8 | 117.7 | 305 | 305 | N29W | ½W | 25W | SW | 1 | F5 | 1.1 | 10.11 | 62 | 58 | 62 |
| 1700 | | 11 | 8 | 120 | | | | | | | | | | | | | |
| 1800 | | 11 | 8 | 120 | | | | | | | | | | | | | |
| 1900 | | 11 | 8 | 120 | | | | | | | | | | | | | |
| 2000 | | 11 | 8 | 120 | Various | Various | | ½W | 25W | W/N | 1 | C-6 | 1 | 1012 | | | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | |

REMARKS

0015 - Soundings 120 F. 0045 - Soundings 85 F. 0050 - A/C 057°(T) - 080 (RSC) log reading 61.2
0120 - 90 fms.

0215 - Sounding 80 fathoms. 0230 - Recognized flotilla of HMC. M/Sw.

0310 - Soundings 87 F. 0340 Soundings 105 F.

W.R.J.

0425 Dawn - clear sky - good visibility - calm sea
0500 Sounding by Echo 0530 Course 332°(T) 0610 Course 000 (T)
0630 Course altered to 300 (T) N35W (m)
0656 " " " 000 (T) N23E (m)
0708 N45W (m) 0738 70 fathoms
0723 N20W (m)
0737 N35W (m) 0742 N45W (m)

Sounding 140 fms. Watch carried E.B.

0918 - Stopped engines - full astern - 0920 0915 - grounded - passing Ms D

HMC M/s - 0935 - Engines full astern ship moves 0950 - ship moving -

taking soundings - and feeling way through channel - 1120 - under way and on co

to Nut Island.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 45 34 N | 60 50 W. | fix | |
| 2000 | | | | |

1244 Speed reduced to 120 revs. C 301(m)

1333 Cerberus Rock Buoy abeam Stbd dist ½ mile C 342(m)
1350 Peninsula Shoal Buoy abeam ½ cable Stbd C 330(m)
1402 Jarvoun Rhoal Buoy abeam ½ cable Stbd C 330 (m) 1408 Speed increased to 120 revs
C N45W. 1413 Speed reduced to 95 Revs. Challenged by X.Y. 1419 Beacon Light abeam to Stbd dist 1 mile C N45W
1430 Ship Rock Buoy abeam to Stbd dist ½ cable C N15W 1435 abeam Mulgrave Boatstand 1451 Balache Light abeam to Stbd dist ½ cable C N28W 1517 alt to N28W abeam X.Y 1521 alt to N24W

W.R.J.

1643 Cape George Lt bears N64W
1645 Cape George Lt abeam 3200 yds.
1718 Cape George Lt bears S10E
1725 Log streamed reading 16946.

2048 F.W.E. at anchorage 2 shackles in water. 2048 Boat alongside with hand messages W.R.J.
Anchor bearings - Light on breakwater N86E.; Red light on Customshouse - N58W.
Spire above Dockyard N30W. - 25 ft. water. W.R.J.

| Initials of the Officer of the Watch |
|---|
| W.R.J. |
| E.B. |
| W.R.J. |
| W.R.J. |
| W.R.J. |

H.M.S. C Mordien Tues day 10th of August 19 43 From to , and at Victor.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | N | 2 | C | | 1012 | 60 | 60 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | N | 1 | C | | 1012 | 59 | 58 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SE | 1 | C | | 1015 | 67 | 62 | |
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | E 4 | 2 | bc | | 1015 | 68 | 64 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | E | 4 | c 7 | 3 | 1014 | 63 | 58 | |
| 2100 | | | | | | | | | | E | 4 | c 7 | 3 | 1013.5 | 63 | 58 | |
| 2200 | | 5 | | 49.5 | | | | | | | | | | | | | |
| 2300 | | 5 | | 42.2 | | | | | | N.W. | 3 | bc 7 | 3 | 1015 | | | |
| 2400 | | 5 | | 48.8 | | | | | | N.W. | 3 | bc 7 | 8/10 | 1015 | 64 | 59 | 65 |
| | | 27 | 0 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 98 mi. | +3 | | Customs house - (red light) N 83 W (psc)<br>light on Breakwater N 86 E (psc)<br>Tallest Spire N 20 W (psc) |

REMARKS

Lieut Gardiner on board.

Initials of the Officer of the Watch: W.R.J.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

1315 Up anchor 1316 Standby engines mooring from anchorage to North End Goat Wharf
1319 Anchor clear half ahead Obsd 30 1324 slow ahead 1335 alongside 1354 7 w.E

1933 Slipping from North End Goat Wharf 1937 Standby engine. Lines cast off clear astern
2016 abeam light house entrance harbour 040(T) 2021 abeam North Buoy 4 cbs N 71 E Full ahead 120 revs 2024 abeam Cole Point a/c N65E
20 25 - Co N65E (C) - 5 (psw) 12 knots
2104 Darkon ship 2137 slow ahead Port 20 2140 stop engines Co S80E 2145 slow ahead Port 10 Co S80E 2158 engines stopped
2200 Sorel man up 2 red lights 2202 slow ahead 2212 Co due E 2215 Sighted 2 white Red 25° Vessel
2217 fired six rounds Starshell 2231 up 20 revs to 50 revolutions 2235 increased to 70 revolutions Co due E 2240 Blue 18 a/c to due West 2245 decreased speed to 50 revolutions object dead ahead 2247 identified as submarine on surface fired 6 rounds Starshell, Snowflake, 2249 H.L. signal Red 25
2300 end of run two ⊙ 2352 increased speed to 120 revs Co S 58 W 2354 a/c Co S 65 W
2400 half ahead

W.R.J.

H.M.S. Morden Wednesday 11th of August 1943 From to , and at Picton

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 8 | 0 | 79.4 | | | | | | NW | 3 | hc 7 | - | 1015 | 62 | 59 | 65 | 0020 a/c to S80W 0021 a/c to due West 0023 a/c to N77W 0027 a/c to S77W 0030 slow ahead a/c to N80W 0035 a/c to N80E 0037 a/c to N73W abeam North Buoy a/c to N65W 0045 Port Nobbys abeam Co N64W 0048 a/c to N78W 0050 abeam breakwater a/c to S83W 0055 a/c to S80W 0100 stop engines midships steady half astern stop engines 0101 let go stbd anchor 0104 2 shackles in water 0110 anchor weighed 0113 anchor aweigh slow ahead 0113½ engines started 0114 half astern 0115 engines stopped anchor let go 2 shackles in water 0120 F.W.E. Anchor bearings - 12 mile light on breakwaters - N87E - Red light on end of pier at Picton Landing S16W - 25 ft of water | W.R.J. |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | W | 2 | c | - | 1016 | 60 | 55 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | W | 2 | c | | 1016 | 60 | 55 | | | |
| 0900 | | | | | | | | | | | | | | | | | | Rel. Lieut Hewitt and Signal Bos'n Waters on board | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | N | 2 | hc | - | 1015 | 68 | 57 | | | W.R.J. |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | ~~25.0~~ 25.0 | + 3 | | Customs House (Red light) N53W (p.sc)<br>light on Breakwater N86E (psc)<br>Tallest Spire N20W (p.s.c) |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | N | 4 | c | 2 | 1015.5 | 63 | 58 | | 1251 anchor aweigh slow ahead 1259 let go anchor Sarnia sending boat with stores | |
| 1400 | | 9 | 0 | 91.9 | 076 | | S79E | 0 | 24W | NE | 2 | bc-7 | 1-1 | 1015 | | | | 1306 Sarnia abeam to port 1308 Sarnia's boat alongside 1312 Heaving up anchor Stand by Engines 1315 anchor aweigh slow ahead Co N73E 1316 Grave Pt abeam 1324 Breakwater abeam Co S81E 1326 Hudock Buoy abeam to port Co S75E 1329 North Buoy abeam port 1330 increased speed to 120 revs Co N70E 1331 a/c to S79E 1334 Anchor secured 1400 a/c S79E (comp) 076(T) 1417 Practice General Quarters stations 1420 stop engines 1421 120 revs 1424½ stop engines 1435 start 1st run 125 revs. 1446 Reverse 1439 echo 040° a/c 1455 Exercise action Stations - Secure 1515 - 1515 Engines stopped 1454 - Fired Pyrotechnic 1456 Fired one SUE - 1527 Fire one SUE - 1529 A/c sighted bearing Green 135 - 11 FM Port sea boat with boarding party away 1555 Port sea boat secure. | |
| 1500 | | 9 | 5 | 95.6 | | | various | | | NE | 1 | bc-7 | 1-1 | 1015 | | | | | |
| 1600 | | 4 | 0 | 36.5 | | | various | | | NE | 1 | bc-7 | 1-1 | 1015 | 70 | 60 | 63 | 1615 - Co S85W (C). 290°(T) - engine half ahead 1655 a/c to S75W | W.R.J. |
| 1700 | | ~~17~~ | | | | | | | | NE | 1 | bc 7 | 1-1 | 1016.5 | 63 | 60 | | 1705 Cole Reef Buoy abeam 1707 North cut Buoy abeam Co N75W 1708 Hudock Shoal Buoy abeam 1709 a/c to N73W 1710 a/c to N41W 1712 slow ahead 1714 Breakwater abeam 1717 Stop engines 1718 half astern 1722 Stop engines 2 cd anchor 2 shackles in water. 1727 F.W.E | |
| 1800 | | | | | | | | | | NE | 1 | c-7 | 1-1 | 1016 | 61 | 64 | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | NE | 2 | c-7 | | 1017 | | | | 1954 Heaving up anchor stand by engines 1957 Anchor clear slow ahead Co N58E 1959 Work engines a/c to N65E | |
| 2100 | | 9 | | 85.7 | Var. | | Var | | | NE | 2 | c-7 | 3 | 1017 | | | | 2002 abeam Grave Point 2005 slow ahead a/c to N77E 2010 a/c to N80E 2011 half ahead 2013 a/c to N81E 2015 abeam breakwater Speed 120 revs 2015½ a/c to S75E 2017 abeam Murdock Shoal Buoy 2019 abeam North Buoy 2021 Cole Reef Buoy abeam dist 3/4 mile 2022 a/c to S81E On patrol | |
| 2200 | | 12 | 5 | 91.3 | Var | | 341E Var | | | NE | 2 | c-7 | 3 | 1017 | | | | 2104 a/c to S41E 2011 a/c to S81E 2135 a/c to S41E. 2157 a/c to N41W | |
| 2300 | | 23 | - | 91.7 | 293 117 | | N41W S41E S41E N41W | | | NE | 3 | c-7 | 2 | 1017 | | | | 2222 a/c N46W 2255 M/c to S41E | |
| 2400 | | 30 | - | 90.5 | 117 298 | | | | | NE | 3 | c 6 | 2 | 1018 | 61 | 58 | 64 | 2332 a/c to N41W 2330 Rounds correct | |

64

H.M.S. MORDEN — THURSday 12th of AUGUST — 1942 — From — to — , and at PICTOU

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 38 | 5 | 90.9 | 294 | | 319 | ½W | 24½W | NXW | 2 | C-7 | 22 | 118 | 62 | 58 | |
| 0200 | | 47½ | 6 | 90.9 | 114½ | | 139 | | 24½W | NXW | 2 | bc-7 | xx | 118½ | | | |
| 0300 | | 56 | 7 | 90.9 | 114½ | | 139 | | 24½W | NXW | 3 | C-8 | 3 | 118½ | | | |
| 0400 | | 64 | 3 | 90.9 | 294 | | 319 | ½W | 24½W | NW | 3 | C-7 | 2 | 118.5 | | | |
| 0500 | | 73 | 2 | 59.5 | 114 | | S41°E | | 24½W | NW | 3 | C6 | 4 | 118.5 | | | |
| 0600 | | — | — | 59.5 | 248 | | N86°W | | 24½W | NW | 3 | C6 | 2 | 120 | | | |
| 662 | | | | 59.5 | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | 046 | | Var N71E | 0 | 24½W | NE | 2 | C-7 | 2 | 1022 | 63 | 57 | |
| 1100 | | | | | 046 | | N71E | 0 | 24½W | NE | 2 | C-7 | 2 | 1022 | 62 | 56 | |
| 1200 | | | | | — | — | — | | 24½W | NXW | 1 | bc-8 | 1 | 1022 | 77 | 67 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 95. | +3 | | Customs house (Red light) N53W (psc)<br>Light on breakwater — N86W (psc)<br>Tallest Spire " N70W. " |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 2 | | 0 | — | — | — | | 24½W | N.E by N | 0 | C-7 | 1 | 1021.5 | 72 | 62 | |
| 1400 | | 2 | | 22.6 | | | | | 24½W | N | 2 | C-7 | 1 | 1022 | 68 | 60 | |
| 1500 | | 2 | | 18.9 | 225 | | S70W | ½W | 24½W | N½ | 2 | bc-8 | 1 | 1022 | | | |
| 1600 | | 4 | | 39.6 | 313 | | S66W | ½W | 24½W | N½ | 2 | bc-8 | 1 | 1022 | 65 | 60 | 66 |
| 1700 | | 13 | | 134.9 | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | NE | 1 | b | | 1022 | 60 | 52 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | NE | 2 | b | | 1021 | 58 | 52 | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

REMARKS

0010 - altered course to 117.8 - speed 90 revs - log reading 31 knts - 0100 - A/s Hendsay broke down repaired by H.S.D.

0255 - alt/ course to 294° - speed 90 revs log - 38 knts - 0130 alt/course to 114½° speed 90 revs - log log 43 knts - bounds correct

0200 - course 114½° speed 90 rev log 47½ bounds correct - 0220 alt/course to 294° speed 90 revs - log 50 knts

0240 - alt/course to 114° Co. Speed 90 Rev - log 56 knts bounds correct 0240 alt/course to 294 Speed 90 revs log 62 knts

0400 Relieved by 1st Lieut course N41°E

0415 - East Pictou Light bearing N20W - West Pictou Light bearing N50W. 0423 alt/c S41W

0500 Course S41°E

0502 alt/c N41°W - 0522 alt/c N86W

0600 Course N86°W

0612 Abeam Pictou Harbours Point Light - 0625 Anchor Away 2 position

Gunner Wilkinson on board

0938 Heaving up anchor 0939 Standby engines 0940 Anchor aweigh half ahead 6 N80E

0954 abeam Grave Point 0959 abeam breakwater

1002 Murdock Shoal Buoy abeam Speed increased to 13 Knts 1005 North Side Cut Buoy abeam Co N71E

1015 Practice Action Stations 1019 Practice Fire Drill Rendezvous with target ship

1110½ Practice Shoot commenced 1115 Cease fire 10 practice rounds fired 1122 decreased speed to 80 revs.

1123½ stop engines

1318 - Start engine - 100 revs - Co 000(T) N71E - 1325 - Rain - vis - 4 - 1335 Exercised Towing Target

1355 - rain ceased

1425 - Cable parted when heaving in 1450 stop engines

1455 - Exercised action stations

1540 Course S70W Speed 125 Revs

1600 Course S44W speed 125 Revs Very good weather

1650 breakwater light alb to port depth - 25 ft

1710 - anchored in "K" two shackles in water - 1713 F.W.E. — Anchor bearings - Red Light on Customs house N53W - Tallest Spire N70W - Light on breakwater N86E

HMC ship alongside 1725

1910 HMC ship slipped from alongside

H.M.C.S. MORDEN
COMMANDING OFFICER

Initials of the Officer of the Watch: wiR.9. / wiR.9. / wiR.9.

H.M.C.S. Morden — FRIday 13th of August — 1943 — From — to — , and at Pictou

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SE | 1 | b | | 1021 | 56 | 52 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SE | 1 | b | | 1021 | — | 52 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | | | | | | | | |
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | 11 | 0 | 105.3 | | | | | | NNE | 1 | bc-7 | 11 | 1020 | 65 | 62 | |
| 1700 | | 11 | 3 | 108.4 | | | | | | | | | | | | | |
| 1800 | | 13 | 7 | 154.2 | | | | | | NE | 3 | c-7 | 2 | 1020 | 69 | 59 | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | bc-7 | | 1019 | 69 | 59 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | S | | bc-7 | | 1018 | 59 | 52 | |
| | | 36 | 0 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 23 | +3 | | Customs House light - N53W (psc).<br>White light on breakwater - N83E (psc)<br>Tallest spire - N30W (psc) |

REMARKS

0902 - Lieut Gardiner on board - OA from Sarnia aboard

1040 OA returned to shore

1513 Steaming up, anchor, standby engines 1516 anchor aweigh slow ahead 1517 anchor clear half ahead
1525 abeam Granite 1530 abeam breakwater half ahead 1532½ 165 revs on rev. counter 1533 Murdock Shoal Buoy abeam
1535 North North Side Cut Buoy abeam 1537½ Coles Pt Buoy abeam Co N74E 1543 Pooles Point Pt.
1607 Practice AA Stations 1620 Vessel Carleton fired on sleeve target towed by aircraft
1645 Picking up sleeve dropped by aircraft, engines stopped 1657 Returning to harbour 1655 revs

1750 Coles Pt Buoy abeam 1753 North Side Cut Buoy abeam 1756 Murdock Shoal Buoy abeam
1759 Breakwater abeam 1806 Grave Pt abeam stopped engines 2nd seaboat away with Lt Clauson
1807 slow ahead
1819 Engines stopped Port anchor let go 1825 anchored F.W.E 2 shackles in water

Rounds correct.

W.R.J.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden · Saturday day 14th of August 1943 From — to —, and at Pictou

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | S | 2 | hc-6 | | 1018 | 60 | 56 | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | S | 2 | hc-6 | | 1018 | 60 | 54 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | S | 3 | F-6 | | 1018 | 58 | 57 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | S | 3 | F-6 | | 1014 | 59 | 56 | |
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | S | 3 | F-6 | | 1013 | 59 | 56 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | S | 4 | F-6 | | 1005 | 62 | 60 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | S | 3 | C-7 | | 1003 | 63 | 61 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 36. | +3 | Nil | Custom House (Red light) - N 53 W<br>Tallest Spire - N 30 W -<br>Light on Breakwater - N 86 E |

REMARKS

0830 - Lieut Inman to plotting Exercises -

0915 - Gnr. Wilkinson on board for evolutions

1440 - Lieut Inman returned on board.

veered cable to 3 Shackles in the water.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Marden (C) SUN day 15th of August. 1943 From — to — , and at Picton

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | 166 | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | S | 2 | C-8 | | 1001 | 65 | 63 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | 0700 - Seaboat reported missing - search by binoculars revealed boat on beach. sent away port sea boat - 0800 - Both Seaboats returned. | |
| 0800 | | | | | | | | | | S | 2 | C-8 | | 1000 | 64 | 63 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | Hands to Divisions and Prayers. | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | S | 1 | C-8 | | 999.5 | | | | 1133 Shifting to anchorage B. standby engines 1134 Heaving up anchor 1139 Anchor aweigh 1140 anchor clear 1201 Grave Pt abeam | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | — | +3 | | light on Breakwater S76E (psc)<br>Lower Reading light (HS) N47W (psc)<br>Coal wharf S62W) (")<br>Tallest Spire N82W (") |

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

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | Boat racing with H.M.C. Minesweeper crews. Ship Head S.W. - By azimuth & Dev. on Stand Compass 1/2 E. | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | 10 | 0 | 94.9 | ← Var | Var | | 24½ | S | 3 | C-6 | 1 | 999 | 67 | 65 | | | 2000 Heaving up anchor 2003 anchor aweigh 2003½ anchor clear 2008 Breakwater abeam 2010 Speed increased to 11 8 kts. 2012 Murdock Shoal Buoy abeam 2015 North Side Cut Buoy abeam | |
| 2200 | | 11 | 8 | 121.6 | ← 344/066 | SHE/N41W | | 24½ | S | 3 | C-6 | 1 | 999 | 66 | 65 | | | 2017 Lake Pt Buoy abeam Co N74E 2030 Braden Point abeam | |
| 2300 | | 12 | 0 | 125.3 | ← 344/066 | SHE/N41W | | 24½ | S | 2 | C-6 | 1 | 999 | 66 | 65 | | | 2½ a/c to S41E speed 11.8 kts. 2145 a/c to N41W | |
| 2400 | | 11 | 8 | 121.8 | 344/066 | SHE/N41W | | 24½ | S | 2 | C-6 | 1 | 999.2 | 65 | 66 | 70 | | 2217 a/c to S41E 2240 Rounds correct. 2252 a/c to N41W | |
| | | 46 | | | | | | | | | | | | | | | | 2327 a/c to S41E 2359 a/c to N41W. | |

H.M.S. Malden — Monday 16th of August — 1943 — From Picton AT to , and at

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0031 | | 46 | | | 166 | | S4IE | 1½W | 24½W | | | | | | | | |
| 0100 | | 11 | 8 | 122.7 | 114 166 394 | | S4IE | ½W | 24½W | SW | V | 66 | 1 | 999 | 66 | 66 | |
| 0200 | | 12 11 | 0 8 | 123.0 | 394 114 | | N4IW S4IE | ½W | 24½W | SW | 2 | C6 | 1 | 998 | | | |
| 0300 | | 11 | 8 | 120.7 | 394 114 | | N4IW S4IE | ½W | 24½W | SW | 2 | C7 | 1 | 997½ | | | |
| 0400 | | 12 11 | 0 8 | 123.1 | 394 114 | | N4IW S4IE | ½W | 24½W | SW | 2 | C8 | 1 | 997.5 | 63 | 58 | |
| 0500 | | 11 | 8 | 120.3 | 240 | | W | | 24½W | SW | 2 | C8 | 1 | 998 | | | |
| 0600 | | 11 58 10⁵ | 8 1 | 119.5 | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | 11 | 2 | | | | | | | | | | | | | | |
| 0900 | | | | | | | Var | 0 | 24½W | SW | 1 | C7 | 1 | 1000 | 73 | 60·5 | |
| 1000 | | 11 | 8 | 119.8 | | | Var N85E | 0 | 24½W | SW | 1 | C7 | 1 | 1000.5 | 68 | 63 | |
| 1100 | | 13 | 0 | 142.9 | 060 | | 085 N85E | ½W | 24½W | SW | 1 | bc-7 | 1 | 1000.5 | 72 | 68 | |
| 1200 | | 13 | 4 | 149.7 | | | N95E Var | | 24½W | SW | 1 | bc-7 | 1 | 1000.9 | | | |
| 1300 | | 4 | 0 | 41.2 | 116½ | | S | 1E | 24½ | W | 1 | bc-7 | 1 | 1001.5 | 75 | 62 | |
| 1400 | | 10 | 0 | 96.4 | 254½ 166 | | S82W | ½E | 24½ | W | 1 | bc-7 | 1 | 1001.5 | 75 | 62 | |
| 1500 | | 10 | 0 | 89.7 | 252 ~~244~~ | | ~~N83W~~ S82W | ½E | 24½W | W | 2 | b-7 | 2 | 1002 | | | |
| 1600 | | 13 | 0 | 140.0 | 239½ | | S82W | ½W | 24½W | W | 2 | b-7 | 2 | 1003 | 68 | 63 | |
| 1700 | | 12 | 3 | 129.3 | | | | | | W | 1 | bc-7 | 1 | 1004 | 63 | 70 | |
| 1800 | | | | | | | | | | | | | | | | | |
| | | 49 | 3 | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 109.4 | +3 | | Light on Breakwater S 87 E. Lower leading light N 26 W. N. end Coal Wharf S 60 W |

REMARKS

Initials of the Officer of the Watch

Log not streamed W.R.J.

0031 S/c comes to S4IE - ~~Log streamed~~ 0100 Course S4IE - Revs 120 - Lights seen in S.E.6 - 0105 A/c to N4IW. Ships Head N.W (Elevations)

0130 Revs Correct 0135 A/c to S4IE - speed 120 revs. 0205 A/c to N4IW - speed 120 revs - 0220 by Az. G - St. Comp ½W. 0238 - A/c Come to S4IE. 0250 - Revs on Steering Comp. Ships Head S.E. 3°W.

0300 Course S4IE Revs 120 - 0310 A/c To N4IW - 0330 exercised P/C sentry 0344 A/c S4IE (P.S.C.) 114(?)

0410 A/c W

0500 Abeam Pictou Island West point 05W A/c E. 0526 A/c W

0600 Passed Pictou Starboard point 0610 Anchored

0850 Gov. Wiekinson and 2 R.C.A.F. Officers aboard

0903 weighing anchor 0907 anchor aweigh 1/2 ahead 0908 anchor clear 0915 Harbour craft alongside with refreshments chairmans 0917½ Breakwater abeam speed increased to 125 revs 0920 Murdock Shoal Buoy abeam 0922 North Side Cut Buoy abeam speed increased to 131½ ~~C6 N85E~~ 0925 C6 N85E C6 N85E speed 131½

1105 - soundings 20 fm. 1108 A/c to N60E - 1115 soundings - 21 fm. 1125 soundings 23 fm.

1133 Smoke floats dropped

1137 M/c fired from rails (exploded) 1157 1 M/c fired from Stbd trousers (exploded)

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

1202 Smoke float dropped 1210 Pot thrower fired (exploded) 1220 Engines stopped.

1300 Ships head - S. at anchor - 1353 - 582W 120 revs - 1425 - C6 N65°W

1500 - soundings 19 fm 1525 - exercised action stations

1600 Course S85W - 145 Revs. ACTION STATION EXERCISE OVER

1650 Murdock Shoal Buoy abeam 1655 Breakwater abeam 1735 - F.W.E.

1705 - Ruth Williams + 2 RCAF Officers ashore in Stbd pas boat. - 1730 anchored - 2 shackles - 4 fm water

W.R.J.

W.R.J.

H.M.C.S. Morden Tuesday 17th of August 1943 From to , and at Picton

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | At anchor | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | C-7 | 1009 | | 65 | 55 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | M-6 | | 1008 | 64 | 59 | | | |
| 0900 | | | | | | | | | | | | | | | | | | Sea boat alongside with Lt Gardiner and P/O Shortt. | |
| 1000 | | | | | | | | | | | | | | | | | | 1040 - Captain ashore | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 2 | M-6 | | 1006 | 62 | 62 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 49.3 | +3 | | Red light on Customs house N 88 W (pier)<br>Halo N 21 W<br>Lt. on Breakwater N 88 E. |

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

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 2 | C-7 | | 1006 | 77 | 62 | | | |
| 1700 | | | | | | | | | | SW | 2 | C-7 | | 1006 | 77 | 61 | | 1715 - Lt. Gardiner ashore<br>1745 Captain returned | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 2 | C-7 | | 1005 | 71 | 62 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | C-6 | | 1005 | 69 | 60 | | | |

H.M.S. C Morden Wednesday 18th of August 1943 From to , and at Picton

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | S | 1 | bc-7 | | 1006 | 66 | 65 | ✓ | Magazine temp. 76° | |
| 0500 | | | | | | | | | | | | | | | | | | 0550: Seaboats away with party for route marches | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | W | 1 | bc-7 | | 1009 | 67 | 65 | ✓ | 0805: Seaboats returned with marching party | |
| 0900 | | | | | | | | | 24½W | W | 1 | c-7 | | 1004 | | | | 0910 weighing anchor to proceed to ASP area 0917 anchor aweigh 0922 Breakwater abeam 0926 Speed increased to 120 rpm 0927 Murdock Shoal Buoy abeam 0930 North Side Air Buoy abeam Co'rse East 0957 alt to N 88 E | |
| 1000 | | 11 | 3 | 111.1 | Var | | | | 24½W | W | 1 | b-7 | | 1004·3 | 72 | 68 | | 1045: Commenced Exercises with D/m. 1013 alt to N 85 E 1015 Stop engines 1020 7½ ahead 1023 stop engines 1032 7½ ahead 1035 Slow ahead 1038 7½ ahead | |
| 1100 | | 10 | 0 | 96.7 | Var | | | | | | | | | | | | | | |
| 1200 | | 12 | 0 | 124.6 | | | Various | | 24½ | W | 0-1 | c-6 | 0 | 1005 | 69 | 65 | ✓ | 1240 S/M surfaced. 1245 Stopped engines | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 33.3 | +3 | | Lower leading light - N 45 W. psc. Tallest Spire . N 82 W. " Coal Co - (North end) S 72 W. " |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 8 | 6 | 73.4 | | | | | | | | | | | | | | 13 | |
| 1400 | | 7 | 0 | 16.1 | | | | | | | | | | | | | | 1320 Stanmore Sea Boat along side transferring D.S.P.O. - 1410 - Full Calibre Shoot - 12 P.C. switch off D/G 1420 - shoot caused D/G defect that affected compass converter coils adversely 1425 | |
| 1500 | | 11 | 8 | 117.5 | | | | | | | | | | | | | | 1542 - D/G turned on - Compass been correct. | |
| 1600 | | 12 | 3 | 128.2 | | | Manoeuvring A/C | | 24½ | WxN | 1 | b-7 | 1 | 1006 | 72 | 64 | | 1620 - Compass Causes ~~Errors~~ various with D/G on. {Ship's Head psc 302 - p. steering 242) steering A/S. with D/G. 1640 - Standard Compass 60° west. to - 1650 - switch off D/G. | |
| 1700 | | 13 | 4 | 150.8 | | | | | 24½ | WxN | 1 | bc-6 | 11 | 1006 | 68 | 64 | | | |
| 1800 | | 13 | 7 | 158. | | | | | | | | | | | | | | 1801 North Side Cut Buoy abeam 1805 Murdock Shoal Buoy abeam 1808 Breakwater abeam. | |
| 1900 | | 4 | 0 | 42.1 | | | | | | | | | | | | | | 1817 Port anchor let go 2 shackles in water 1819 7 W.C. 1840 4" Mag° inserted Temp 75° Firing Locked | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | 65 | 2 | | | | | | | | | | | | | | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden THURS day 19th of August 1943 From to , and at PICTOU.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 65 6 | 2 | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | |
| 0900 | | | | | 059 | 0° | 080 | 3½E | 24½W | | | | | 1008 | 66 | 62 | |
| 1000 | | 8 | 0 | 80.1 | | | | | | | | | | | | | |
| 1100 | | 8 | 0 | 95.7 | | | various | 3½E | 24½W | W | 3 | C-7 | 2 | 1009 | 67 | 63 | |
| 1200 | | 12 | 0 | 124.7 | | | Var | | 24½W | W | 3 | C-7 | 2 | 1009.5 | 72 | 65 | |
| 1300 | | 8 | 0 | 78.1 | | | various | 3½E | 24½W | W | 3 | C-7 | 2 | 1009 | | | |
| 1400 | | 11 | 0 | 103.8 | | | various | 3½E | 24½W | W | 3 | C-7 | 2 | 1009 | 68 | 60 | |
| 1500 | | 8 | 5 | 81.1 | | | | | | | | | | | | | |
| 1600 | | 9 | 5 | 93.9 | 185° | | S 50 W | 3½E | 24½W | W | 3 | C7 | 2 | 1009.5 | 68 | 64 | |
| 1700 | | 13 | 0 | 139.7 | | | | | 24½W | W | 3 | C7 | 2 | 1009.8 | 68 | 64 | |
| 1800 | | 6 | | 62.3 | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | W | 6 | bc-7 | | 1010 | 67 | 65 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | W | 1 | bc-7 | | 1011 | | | |
| | | 52 | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 93. | +3 | | light on breakwater N 86 E - psc. Red light on Customs house N 50 W. |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 0903 weighing anchor standby engines 0906 anchor aweigh 1/2 ahead 0907 anchor clear 0913 Breakwater abeam 0918 Mudrock shoal Buoy abeam 120 revs 0921 North Side Air Buoy abeam Steed reduced to 90 revs Gunnery Range in Pictou Line ahead | |
| 1000 - O.O.W. Exercises Commence. | |
| 1110 OOW exercises completed. 1125 OOW manoeuvers | |
| 1200 OOW Manoeuvers completed. 1208 engines slow ahead. | |
| 1300 - Started Fleet Manoeuvres Exercises | |
| 1400 Fleet Manoeuvres Ex. ended 1415 - Oiling exercises began: Course 010° | |
| 1515 - one exercise Hoisted - 1530 Returned to berth LOCH ERN DON 24 | |
| 1600 Course 185° Speed 14.5 Revs - 163. Firing Small arms | |
| 1716 Cole A Buoy abeams 1719 North Side Air Buoy abeam 1722 Hunlock Shoal Buoy abeam 1725 Breakwater abeam 1729 Stop engines 1735 Port anchor 45 fm. 1/2 E. 1739 anchored 2 shackles in water | |
| 2010 Captain ashore | |
| 2135 - Captain returned, 2150 move to anchorage E - | |
| 2210 - anchored in "E" 2 shackles cable in water - 2230 - Captain ashore. | |
| 2350 Captain returned | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.C.S. MORDEN
E. E. Smith
COMMANDING OFFICER.

H.M.S. Morden Friday 20th of August 1943 From – to –, and at Pictou

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | W | 2 | bc-7 | | 1010 | 60 | 58 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | W | 2 | bc-7 | | 10 14 | 64 | 59 | | 0815 - Stbd. Seaboat away to Halo. 0855 Stbd Seaboat returned. | |
| 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 |
|---|---|---|---|---|
| | 56 | +3. | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | 1 | bc-7 | 1 | 1012 | 75 | 65 | 57 | 1555 Stbd seaboat away to Halo with T.O. + 1 to Barracks Beach for hand message<br>1558 Heaving up anchor.<br>1603 anchor aweigh - | |
| 1700 | | | | | | | | | | | | | | | | | | 1630 - Secured alongside jetty "E" - F.W.E. | wiR.D |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | 1 | b-7 | 1 | 1012 | 68 | 63 | 52 | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

R.A. Buchanan

H.M.C.S. Mordent — Saturday 21st of August — 1943 — From Picton to , and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | W | 2 | b-7 | | 1014 | 61 | 60 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | W | 1 | bc-7 | | 1015 | 64 | 60 | | | |
| 0800 | | | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | W | 1 | bc-7 | | 1016 | 73 | 65 | | | |

Capt. 1st Lieut. N.O. Lieuts Bronet and Lake - Coxswain and C.E.R.A & Halo-

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 56. | +3 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | W | 1 | b-8 | 1 | 1019 | 75 | 65 | |
| 1700 | | 14 | 1 | 124·3 | 064 | | 069 | 0 | 24W | W | 1 | bc-8 | 1 | 1018·5 | 70 | 65 | |
| 1800 | | 14 | 1 | 162·3 | 064 | | NEE | 0 | 24W | W | 1 | bc 8 | 1 | 1019 | 70 | 65 | |
| 1900 | | 14 | 1 | 176·2 | 123 | | S29E | | 24W | W | 1 | bc 8 | 1 | 1019 | 68 | 63 | |
| 2000 | | 14 | 1 | 180 | 123 | | S2E | | 24W | W | 1 | bc 8 | 1 | 1019 | 68 | 63 | |
| 2100 | | 12 | 6 | 150·8 | Var | | Var | | 24W | W | 1 | b 7 | 1 | 1019 | 66 | 61 | |
| 2200 | | 12 | 6 | 123·8 | Var | | Var | | 24 | W | 1 | b 6 | r | 1019·r | 65 | 60 | |
| 2300 | | 12 | 6 | 137·8 | Var/079 | | Var/S65E | | 25W | W | 1 | b 6 | r | 1019·r | 65 | 60 | |
| 2400 | | 12 | 6 | 123·3 | 079 | | S76E | | 25W | W | 1 | b 6 | r | 1019·r | 61 | 60 | 67 |
| | | 106 | 8 | | | | | | | | | | | | | | |

1333 lines let go slow ahead 1340 Full astern 1345 Engines stopped hoisting S'bd seaboat 1354 ½ ahead

1408 Breakwater abeam 1410 Mordent Shoal Buoy abeam 1414 North Side Cut Buoy abeam Stop engines 1416 ½ astern 1418 Stop engines Port anchor let go 1421 anchored 2 shackles in water Swinging compasses

1637 weighing anchor 1638 anchor aweigh ½ ahead 1639 Stop engines 1643 ½ ahead 1645 Speed 130 revs.

1650 Course 064 (T) N88½E(C) 165 revs. 1700 Course NEE 180 revs 064T

1708 10 S/k set safe Trawlers in ⊙ 1st Strike practice prepared ⊙ 17½ reduced speed ordered by Capt. 1st strike in 4 Trawlers NNE 130 1716 Hook reported 180 revs.

1850 C. George Lt House abeam bearing S2E Revs 180 1855 S/C S29E Revs 180 (12T)

1907 C. George Lt House S bound ⊙ 1910 Course reported Course (Steering) 295 5" strike ordered ⊙ Capstan inforced ⊙ 1919 C. George Lt House N.75 W. Dist 3¼ miles off point 1942 R/C S2½E 180 revs 1955 Bailly Lt Vessel 2000 Reduced 1st by Sub Lt. Bosworth - Watch Correct entering Gut - Capt on Bridge 2045 Rounds Correct

2120 Entering tiger stream Mo to

2245 3 point bearing agree with that of navigator E.B.

Co S65E Speed 145 revs.

2302 S/k to S76E 2310 Rounds Correct 2315 E.S. 96 fathoms 2330 St Esprit lighted sighted bearing N.E.

2345 E.S. 128 fathoms Speed 145 revs.

W.P.D.

W.P.D.

E.B.

H.M.S. Morden (C) SUN day 22nd of August 1943 From Pictou to St. John's, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 106 | 8 | | | | | | | | | | | | | | | [0130 - Guion I. Lt bore N 35 E) 083(T) | |
| 0100 | | 13 | 0 | 145.3 | 079° | | S76E | | 24W | W | 2 | bc.7 | 1 | 1020 | 65 | 62 | | 0015 ± A/c Esprit Light: Sounding 120 Fms 0025 - 0045 Sounding 145 Fms 0130 Rounds Correct = 0140 A/c S72W (S). | |
| 0200 | | 13 | 0 | 143.0 | 083° | | S76E | 3½E | 26½W | W | 2 | b7 | 1 | 1019.9 | 65 | 62 | | 0200 - Course 083°(T) Speed 145 Revs - 0250 Rounds Correct | |
| 0300 | | 13 | 0 | 139.3 | 083° | | S72E | 1½E | 25½W | W | 2 | b7 | 1 | 1020 | 66 | 63 | | 0300 Course 083°(T) Speed 145 Revs - 0330 Rounds Correct | |
| 0400 | | 13 | 0 | 143.5 | 083° | | S72E | 1½E | 25½W | W | 2 | b5 | 1 | 1020 | 65 | 63 | | 0400 Course 083° Speed 145 Revs. | W.R.J. |
| 0500 | | 13 | 2 | 146.2 | 083° | | S72E | ½E | 25½W | W | 2 | b6 | 1 | 1020 | 62 | 60 | | 0500 Course 083° Speed 145 Revs. Captain called and given summary of weather etc | |
| 0600 | | 13 | 2 | 145.1 | 083° | | S72E | ½E | 25½W | W | 2 | b6 | 1 | 1020 | 62 | 60 | | 0600 Course 083° Speed 145 Revs | |
| 0700 | | 13 | 2 | 147.2 | 083 | | S72E | ½E | 25½W | W | 2 | b6 | 1 | 1020 | 62 | 60 | | 0700 Course 083° Speed 145 Revs | |
| 0800 | | 13 | 2 | 146.0 | 083 | | S72E | ½E | 25½W | SW | 2 | b6 | 1 | 1020 | 62 | 60 | 64 | 0800 Course 083° Speed 145 Revs Relieved by Sub Lieut Bosworth | |
| | | | | | | | | | | | | | | | | | | 0845 Unidentified four engined American plane sighted from tail fins. | |
| 0900 | | 13 | 1 | 146.1 | 083 | | S72E | ½E | 25½W | S | 2 | b7 | 1 | 1020.5 | 63 | 62 | | 0900 Co 083°(T) Speed 145 Revs | |
| | | | | | | | | | | | | | | | | | | 0945 Hudson bomber sighted | |
| 1000 | | 13 | 1 | 146.3 | 083 | | S72E | ½E | 25½W | S | 2 | b7 | 1 | 1021 | 63 | 62 | | 0945 Rounds Correct ✓ 1000 Co 083°(T) Speed 145 revs. | |
| 1100 | | 13 | 1 | 146.3 | 083 | | S72E | ½E | 25½W | S | 2 | b7 | 1 | 1021.7 | 64 | 61 | | 1100 Co 083°(T) Speed 145 revs. 1115 Rounds Correct ✓ | |
| 1200 | | 13 | 1 | 144.5 | 083 | | S72E | ½E | 25½W | S | 2 | b7 | 1 | 1022.5 | 63 | 61 | 65 | 1200 Co 083°(T) Speed 145 revs Watch Correct | W.R.J. |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 165.2 | +3 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | 45° 46N | 57° 49W | obs. | |
| 1200 | 45 50N | 56 36W | obs. | |
| 2000 | 46 10N | 53 57W | obs | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | 00 | 13 | 1 | 146.3 | 083 | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1023 | 62 | 60 | 60 | 1335 Sighted one sailing vessel bearing 045°E Distance 7 miles | |
| 1400 | 13.8 | 13 | 1 | 144.1 | 083 | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1023 | 61 | 60 | 58 | 1240 - Course 083 - Sighted one sailing vessel bearing 180° Distance about 5 miles - 1315 Streamed log - set D 00. | |
| 1500 | 26.7-00.00 | 13 | 1 | 146.2 | 083° | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1022 | 64 | 60 | 58 | 1400 - Course 083° Speed 145 Revs | |
| 1600 | 13.0 | 13 | 1 | 144.8 | 083° | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1022 | 64 | 60 | 58 | 1500 Course 083° Speed 145 Revs Reading log at 0000 | |
| 1700 | 26.3 | 13 | 1 | 146.6 | 083° | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1022 | 58 | 56 | | 1600 Course 083°(T) Speed 145 Revs Lowly Greek White Watch closed up. 1625 Exercised Action and Hamilton Ship's Stations | W.R.J. |
| 1800 | 39.5 | 13 | 1 | 142.0 | 083° | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1021 | 60 | 58 | | 1700 Course S70E 083°T Revs 145 | |
| 1900 | 53.2 | 13 | 1 | 145.1 | 083° | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1021 | 60 | 58 | | 1800 Course S70E 083°T Revs 145 | |
| 2000 | 66.4 | 13 | 1 | 149.2 | 083° | | S70E | ½E | 27W | SW | 1 | b7 | 1 | 1021 | 60 | 58 | 57 | 1900 Course S70E 083°T Revs 145 Relieved by Sub Lt Bosworth 1805 & 1840 for Sights | |
| 2100 | | 13 | 1 | 145.2 | 083° | | S70E | ½E | 27W | SW | 1 | b5 | 1 | 1022 | 60 | 57 | | 2000 Course S70E 083°T 145 Revs Relieved by Sub Lt Bosworth | |
| 2200 | 90.2 | 13 | 1 | 147.6 | 083° | | S70E | ½E | 27W | SW | 1 | b5 | 1 | 1022 | 60 | 57 | | 2055 Rounds correct ✓ 2100 Co S70E Speed 145 Revs | |
| 2300 | 110.3 | 13 | 1 | 148.4 | 083° | | S70E | ½E | 27W | S.W. | 1 | b5 | 1 | 1022 | 58 | 56 | | 2130 Rounds Correct ✓ 2200 Co S70E Speed 145 Revs 2145 E.S. 85 fathoms | |
| 2400 | 122.6 | 13 | 1 | 147.4 | 083° | | S70E | ½E | 27W | S.W | 1 | b4 | 1 | 1022 | 57 | 56 | 57 | 2215 - 100 fathoms 2230 B/E Cape Race N27E 2235 E.S. 100 fathoms. 2310 115 fathoms 2320 B/E Cape Race due N (M) 2340 Rounds Correct ✓ 2400 Co S70E 083°(T) 145 Revs. | W.R.J. |
| | | 157 | .2 | | | | | | | | | | | | | | | | |

H.M.C.S. Morden — Monday 23rd of August — 1943 — From Pictou to St. John's, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 157 | 0 | | | | | | | | | | | | | | |
| 0100 | 132.9 | 13 | 2 | 114 6.2 | 209°T | | N38E | | 29W | SW | 1 | bs | 1 | 1022 | | | 57 |
| 0200 | 150 dk 0033 | 12 | 0 | 122.8 | 209° | | N38E | | 29W | SSW | 1 | Cl | 1 | 1021 | | | 54 |
| 0300 | 157.8 | 12 | 0 | 122.9 | 209° | | N38E | | 29W | SSW | 1 | F1 | 1 | 1021 | | | 54 |
| 0400 | 168.4 | 12 | 0 | 122.3 | 009 | | N38E | ½E | 29W | SxW | 2 | F1 | 1 | 1021 | | | 53 |
| 0500 | 179.8 | 12 | 0 | 123.2 | 009 | | N38E | ½E | 29W | SW | 1 | M.6 | 1 | 1021 | | | |
| 0600 | 192.4 | 12 | 0 | 122.7 | 009 | | N38E | ½E | 29W | SW | 1 | bc.6 | 1 | 1020 | | | |
| 0700 | | 12 | 0 | 175.5 | | | | | | | | | | | | | |
| 0800 | | 11 | 0 | 109.2 | 285 | | N46E | ½E | 29W | SW | 1 | f-1 | 1 | 1020 | | | 56 |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | | | | | | | | |

REMARKS

0020 A/c 009°(T). N38E. C. RACE bore 320°(T) by W/T DE 0020 Reduce Speed to 120 Revs 0040 Rounds Correct Course 009°T Speed 125 - 0120 a/c to 043°T 0135 a/c to 009°T 0235 Rounds Correct - 0155 Rounds Correct. 0230 Sound dep 102 fm. hydrophone watch

0230 - Course 009° Speed 125 Revs - 0215 Rounds Correct - 0230 - Fog closed in visibility 1 cable - Hrs con

0300 - Course 009° Speed 125 Revs - ETA passed at 0310 - 0320 Rounds Correct

WRD

0045 Dawn - Captain called - Weather clearing. 0450 Sounding 105 F.

0500 Course 009°T Speed 125 Revs.

0545 W/T Fix Cape Race 107° 0546 Land in sight. Captain informed 0555 L.O on bridge

0600 Course 009°T Speed 125 Revs. 0630 A/C 285°T. N46W. 0635 Relieved by Starboard

0915 Sighted ice-berg off St. John's harbor - bearing 000 distance 1 mile

0944 Fort Amherst abeam to Port Co N53W. 0945 abeam 1st baffle 1002 Berthed on Lakewood FWE.

1100 Standby engines mooring berth.

1132 Berthed on Starboard Bowerings to wharf FWE.

1145 - Clocks advanced 1 hr. 30 min.

Initials of the Officer of the Watch

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 243.2 | + 1½ | All liberty men 0400. | |

| Time | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | |
| 1400 | | | | | | | | |
| 1500 | | | | | | | | |
| 1600 | SW | 1 | b.7 | — | | 65 | 62 | |
| 1700 | | | | | | | | |
| 1800 | | | | | | | | |
| 1900 | | | | | | | | |
| 2000 | SW | 1 | b.7 | — | | 63 | 60 | |
| 2100 | | | | | | | | |
| 2200 | | | | | | | | |
| 2300 | | | | | | | | |
| 2400 | | | | | | | | |

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

H.M.S. Morden — Tuesday 24th of August — 1943 — From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | W | 1 | b-7 | | 1016 | 62 | 58 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | W | 2 | b-7 | | 1015 | 62 | 57 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | W | 3 | b-7 | | 1015 | 68 | 63 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | +1½ | | |

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | Var | - | Var | ½E | 29W | S | 4 | b7 | 3 | 1014b | 63 | 53 | | | |
| 1700 | | 12 | 9 | 138.7 | 080 | | S70E | ½E | 29W | S | 4 | bc7 | 4 | 1014 | 59 | 55 | | | |
| 1800 | | 12 | 9 | 138.7 | 080 | | S70E | ½E | 29W | S | 4 | bc7 | 4 | 1014 | 60 | 54½ | | | |
| 1900 | | 12 | 9 | 138.7 | 080 | | S70E | ½E | 29W | S | 4 | c6 | 4 | 1014 | 60 | 54½ | | | |
| 2000 | | 12 | 9 | 138.7 | 080 | | S70E | ½E | 29W | S | 4 | c6 | 4 | 1014 | 60 | 54½ | 52 | | |
| 2100 | | 13 | 0 | 140.9 | 080 | | S70E | ½E | 29W | S | 4 | Cm5 | 4 | 1014.7 | 55 | 55 | | | |
| 2200 | | 13 | 0 | 140.4 | 080 | | S70E | ½E | 29W | S | 4 | Cm5 | 4 | 1015.2 | 55 | 56 | | | |
| 2300 | | 13 | 0 | 139.7 | 080 | | S70E | ½E | 29W | S | 4 | Cm5 | 4 | 1015.2 | 55 | 56 | | | |
| 2400 | | 13 | 0 | 139.0 | 080 | | S70E | ½E | 29W | S | 4 | c6 | 4 | 1015.3 | 54 | 55 | | | |
| | | 103 | 6 | | | | | | | | | | | | | | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

1603 Standby engines slipping from Boorings Wharf 1618 abeam inside Buffle 1621 abeam outer Buffle 1621 ½ ahead 140 revs 1627 abeam Fort Amherst Co 096°(T) 1630 ¾ Ks S70E - 1730 clocks ½ hr. minutes 1735 Action Stations exercised. wkd

1800 Course 080°T 140 Revs.

1900 Course 080°T 140 Revs.

2000 Course 080°T 140 Revs. Relieved by Lt Brandt

2040 Rounds Correct - Log reading is 2100 Course 080°(T) 140 Revs

2145 Rounds correct - 2200 Course 080°(T) 140 Revs: Rounds Correct

2240 Rounds Correct - 2300 Course 080°(T) 140 Revs

2400 Course 080°(T) 140 Revs

H.M.S. Malden Wednesday 25th of August 1943 From St. John's to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 103 | 6 | | | | | | | | | | | | | | |
| 0100 | | 13 | 0 | 140.7 | 080 | | S 70 E | ½E | 29½W | S | 3 | C-5 | 3 | 10 15 | 55 | 53 | |
| 0200 | | 12 | 8 | 137.8 | 080 | | S 70 E | ½E | 29½W | S | 3 | C-5 | 3 | 10 14.5 | 55 | 53 | |
| 0300 | | 12 | 8 | 137.6 | 080 | | S 70 E | ½E | 29½W | S | 3 | C-5 | 3 | 10 15 | 54 | 53 | |
| 0400 | | 13 | 0 | 139.6 | 060 | | E | 0 | 29½W | SW | 3 | M-5 | 3 | 10 14.5 | 54 | 53 | |
| 0500 | | 13 | 0 | 140.0 | 060 | | E | 0 | 29½ | SE | 3 | C 5 | 3 | 10.14 | 54 | 53 | |
| 0600 | | 13 | 1 | 143.3 | 060 | | E | 0 | 29½ | SE | 3 | C5 | 2 | 10 13.5 | 55 | 53 | |
| 0700 | | 13 | 1 | 142.7 | 060 | | E | 0 | 29½ | SE | 2 | M4 | 2 | 10 13.5 | 57 | 55 | |
| 0800 | | 13 | 1 | 143.1 | 060 | | E | 0 | 29½ | SE | 2 | C5 | 2 | 10 13.5 | 58 | 56 | 52 |
| 0900 | | 13 | 1 | 141.8 | 060 | | E | 0 | 29½ | SE | 2 | C6 | 2 | 1012.5 | 54 | 53 | |
| 1000 | | 13 | 7 | 152.9 | 060 | | E | 0 | 29½ | SW | 2 | C6 | 2 | 1012 | 55 | 54 | |
| 1100 | | 13 | 5 | 145.0 | 060 | | E | 0 | 29½ | SW | 2 | C7 | 2 | 1012 | 57 | 55 | |
| 1200 | | 13 | 5 | 144.7 | 060 | | E | 0 | 29½ | SW | 2 | C7 | 2 | 1012 | 56 | 55 | |
| 1300 | | 13 | 3 | 142.0 | 060 | | E | 0 | 29½W | SW | 3 | C6 | 3 | 10 11 | 56 | 54 | 52 |
| 1400 | | 13 | 0 | 142.8 | 060 | | E | 0 | 29½W | SW | 3 | C5 | 3 | 10 09.5 | 55 | 53 | 51 |
| 1500 | | 13 | 0 | 143.6 | 060 | | E | 0 | 29½W | SxW | 3 | M5 | 3 | 10 08.5 | 53 | 53 | 51 |
| 1600 | | 12 | 9 | 137.6 | 060 | | E | 0 | 29½W | SxW | 3 | C-6 | 3 | 10 07.5 | 54 | 53 | 51 |
| 1700 | | 13 | 0 | 141.8 | 060 | | E | 0 | 29½W | SW | 3 | M4 | 3 | 10 07 | 50 | 48 | |
| 1800 | | 13 | 3 | 144.6 | 060 | | E | 0 | 29½W | SW | 3 | M4 | 3 | 1005 | 54 | 53 | |
| 1900 | | 13 | 0 | 141.4 | 060 | | E | 0 | 29½W | SW | 3 | M4 | 3 | 1005 | 56 | 55 | |
| 2000 | | 13 | 0 | 142.1 | 060 | | E | 0 | 29½W | SW | 3 | M4 | 3 | 1005 | 56 | 56 | 58 |
| 2100 | | 13 | 0 | 141.0 | 060 | | E | 0 | 29½W | SW | 3 | M4 | 3 | 1005.5 | | | |
| 2200 | | 13 | 0 | 138.8 | 066 | | S 85 E | 0 | 29½W | SW | 2 | Me4 | 3 | 1005.5 | | | |
| 2300 | | 13 | 3 | 147.4 | 066 | | S 85 E | 0 | 29½W | W | 2 | C5 | 3 | 1005 | | | |
| 2400 | | 13 | 0 | 139.3 | Var. | | Var. | 0 | 29½W | W | 2 | C5 | 3 | 1005 | | | 57 |
| | | 156 | 8 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | Revs 261.3 (280) obs. | +2 | | |

REMARKS

0035 Rounds correct ack
0150 - soundings 97 f.
0205 - 100 fm. 0215 - 102 fm. 0245 - 108 fm.
0320 Rounds correct 132 - 0300 mist. 0326 - soundings 122 fm.
0330 - A/c 060(T) = E (p.s.c.) = N87E on steering compass
0400 Course 060 T. 140 Revs. 0415 Rounds correct
0500 Course 060 T. 140 Revs.
0530 A/S breakdown 0535 Rounds correct.
0600 Course 060T - 140 Revs
0625 A/S repaired and working. 0645 A/S breakdown.
0700 Course 060 T. 140 Revs
0800 Course 060°T 140 Revs Relieved by Lt Brandt.
0900 Course 060°(T) 140 Revs
0907 fog closing in 0930 Visibility increasing
1000 Course 060°(T) 140 Revs 1043 A/S repaired & operating 1056 A/S breakdown
1100 A/S operating on recorder. 1100 Course 060°(T) 140 Revs
1150 4" gun correct ack 1200 Course 060°(T) 140 Revs. Relieved by Lt Inman

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | | | | |
| 1200 | 48 56 N | 46 03 W | obs. | |
| 2000 | | | | |

1230 - A/S A.T.U. Blown out - running on recorder.
1410 - fog closed in Radar operating
1510 - Radar closed down
1610 A/S set break down for 5 mins 1615 Visibility clearing in - Radar switched on.
1640 Exercised Action Stations Guns & AA 1700 Course 060T Speed 140 revs.
1800 Course 060°T Speed 140 Revs
1900 Course 060°T Speed 140 Revs
2000 Course 060T Speed 140 Revs. Relieved by Lt Brandt.
2015 Ship darkened.
2030 Rounds correct ack 2100 % to S85°E 140 revs.
2130 Rounds correct ack
2200 Course S85E 140 revs.
2300 Course S85E 140 revs.
2300 % to N80E 2315 % to N85E 2330 % to N80E 2345 % to S85E Relieved by Lieut Inman

H.M.S. C Morden — THURSday 26th of August — 1943 — From St. John's to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 156 | 8 | | | | | | | | | | | | | | | | |
| 0100 | | 13 | 3 | 144.6 | 065° | | | 0 | 29½W | W | 2 | C5 | 3 | 1004 | | | | Zig-Zag - | |
| 0200 | | 13 | 2 | 143.4 | 065° | | | 0 | 29½W | WSW | 2 | m-5 | 3 | 1004.5 | | | | Zig Zag. | |
| 0300 | | 13 | 0 | 140.9 | 065° | | | 0 | 29½W | WSW | 2 | m-5 | 3 | 1004 | | | | Zig Zag | |
| 0400 | | 13 | 0 | 140.5 | 065° | | | 0 | 29½W | WSW | 2 | m-5 | 3 | 1004 | | | | Zig Zag. | W.R.D. |
| 0500 | | 13 | 0 | 141.9 | 065° | | | 0 | 29½W | WSW | 2 | m4 | 3 | 1004 | | | | Zig Zag. Rounds correct. | |
| 0600 | | 13 | 0 | 141.4 | 065° | | S85E | 0 | 29½W | WSW | 2 | m4 | 3 | 1004 | | | | Completion of Zig Zag. Course S85E 065T Speed 140 revs. | |
| 0700 | | 13 | 0 | 141.7 | 065° | | S85E | 0 | 29½W | WSW | 2 | m4 | 3 | 1004 | | | | Course 065 T 140 Revs | |
| 0800 | | 13 | 1 | 142.4 | 065° | | S85E | 0 | 29½W | WSW | 2 | m4 | 3 | 1004.5 | 55 | 53 | | Course 065 T 140 Revs. Watch relieved by Lt Brandt. | |
| 0900 | | 13 | 0 | 139.8 | 065° | | S85E | 0 | 29½W | SW | 2 | f3 | 3 | 1005. | 57 | 56 | | Course 065°(T) 140 Revs. A/s breakdown | |
| | | | | | | | | | | | | | | | | | | 0915 A/s operating | |
| 1000 | | 13 | 0 | 142.2 | 065° | | S85E | 0 | 29½W | W | 2 | 06 | 3 | 1005. | 57 | 56 | | Course 065°(T) 140 Revs. | |
| 1100 | | 13 | 0 | 140.2 | 065° | | S85E | 0 | 29½W | NW | 2 | 06 | 3 | 1005 | 63 | 60 | | Course 065°(T) 140 Revs. | |
| 1200 | | 13 | 6 | 141.4 | 065° | | S85E | 0 | 29½W | W | 2 | 04 | 3 | 1005. | 61 | 58 | | 1130 4" Sun Corrects Pos 1200 Course 065°(T) 140 Revs. fog closing in Msgms correct | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 313.4 | + 2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | 51 04N | 38 52W | Obs: W.R.D. | |
| 1200 | 51 21N | 39 45W | D.R. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 13 | 0 | 142.0 | 065° | | S85E | 0 | 29½W | W | 2 | f3 | 3 | 1005.3 | 61 | 58 | | | |
| 1400 | | 13 | 5 | 150.3 | 065° | | S85E | 0 | 29½W | W | 2 | 05 | 3 | 1004.5 | 62 | 58 | | | |
| 1500 | | 13 | 0 | 139.9 | 065 | | S85E | 0 | 29½ | W | 2 | 06 | 2 | 1005. | 62 | 59 | | Radar received transmissions from another A/C. bearing 035°(T) | |
| 1600 | | 13 | 0 | 139.0 | 034 | | N63E | ½E | 29½ | W | 2 | 06 | 2 | 1004 | 60 | 58 | | A/c 034°(T): N63E. 1600. | W.R.D. |
| 1700 | | 13 | 0 | 140.7 | 034 | | N63E | ½E | 29½ | W | 2 | 05 | 2 | 1003.5 | 60 | 58 | | Exercised General and H.A. Action Stations. | |
| 1800 | | 13 | 0 | 139.0 | 034 | | N63E | ½E | 29½ | W | 2 | W5 | 2 | 1003.5 | 59 | 57 | | Course 034 T Speed 140. | |
| 1900 | | 13 | 0 | 139.4 | 070° | | S81E | | 29 | W | 2 | f1 | 2 | 1002 | 58 | 55 | | Course 034 T Speed 140. 1935 Dense fog. | |
| 2000 | | 13 | 0 | 141.7 | 070° | | S81E | | 29 | E | 2 | m5 | 2 | 1001.5 | 53 | 53 | | A/c S81°E | |
| 2100 | | 13 | 0 | 142.9 | 070° | | S81E | | 29 | E | 2 | m5 | 2 | 1002.2 | | | | Course S81°E Speed 140 Revs. Relieved by Lt Brandt 2006 Radio Bearings | |
| 2200 | | 13 | 0 | 139.5 | Var. | | Var. | | 29 | E | 2 | m6 | 2 | 1002.1 | | | | Rounds correct 2010 Visibility decreasing 2045 visibility improving | |
| 2300 | | 13 | 0 | 139.9 | 070° | | S81E | | 29 | E | 2 | m5 | 2 | 1001. | | | | Course S81E Speed 140 Revs. | |
| 2400 | | 13 | 0 | 140.0 | 070° | | S81E | | 29 | ESE | 2 | m5 | 2 | 1000. | | | 56 | 2100 Zig Zag commenced 2115 A/c operating 2110 N69E 2120 N69E 2124 Zig setting w. 2120 S71E 2140 N74E 2143 Visibility improving 2145 S86E 2200 Co S81E Zig Zag discontinued. 2145 Rounds Correct | |
| | | 156 | 5 | | | | | | | | | | | | | | | | |

2300 Co 070°(T)(S81E) Speed 140 Revs.

2400 Co 070°(T) Speed 140 Revs — Relieved by Lt Brandt

H.M.C.S. Morden FRI day 27th of August 1943 From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 1560 134 | 5 0 | 139.6 | 071 | | S81E | ½E | 29W | SE | 3 | H-5 | 3 | 998.5 | | | 54 | 0050 Rounds correct PK - 0020 - rain. | |
| 0200 | | 13 | 0 | 140.7 | 071 | | S81E | ½E | 29W | SE | 3 | (R) H-4 | 3 | 997.5 | | | 54 | 0145 Rounds correct PK - 0230 - lightning | |
| 0300 | | 13 | 0 | 139.5 | 071 | | S81E | ½E | 29W | SSE | 4 | HHT-4 | 3 | 995.5 | | | 54 | | |
| 0400 | | 13 | 0 | 139.8 | 071 | | S81E | ½E | 29W | SSE | 4 | HHT-5 | 3 | 993.5 | | | 54 | | W.R.I. |
| 0500 | | 13 | 0 | 140.6 | 071 | | S81E | ½E | 29W | SSE | 4 | rr4 | 3 | 992 | | | | 0500 Course 071° Speed 140 Revs | |
| 0600 | | 13 | 0 | 140.1 | 071 | | S81E | ½E | 29W | SE | 6 | rr4 | 5 | 990 | | | | 0600 Course 071° Speed 140 Revs | |
| 0700 | | 13 | 0 | 137.6 | 071 | | S81E | ½E | 29W | SE | 6 | rr4 | 5 | 987.5 | 54 | 54 | | 0700 Course 071° T Speed 140 Revs | |
| 0800 | | 13 | 0 | 139.1 | 071 | | S81E | ½E | 29W | SE | 6 | rr4 | 5 | 986 | 54 | 54 | 53 | 0800 Course 071° T Speed 140 Revs Relieved by Lt Brault. | |
| 0900 | | 13 | 0 | 138.3 | 071 | | S81E | ½E | 29W | SE | 5 or 6 | 4 | 4 | 984. | 55 | 55 | | 0845 Asdic Broken Down 0857 asdic repaired<br>0900 Course 071°(T) Speed 140 revs | |
| 1000 | | 12 | 6 | 136.4 | 071 | | S81E | ½E | 29W | SE | 6 or 5 | 5 | 5 | 981 | 55 | 55 | | 0934 ASDIC BROKEN DOWN - 0943 asdic working 0945 - Reduced to 125 Revs.<br>1000 CO 071°(T) Speed 125 revs | |
| 1100 | | 12 | 0 | 130.3 | 071 | | S81E | ½E | 29W | SE | 6 | or 4 | 5 | 979. | 56 | 56 | | 1002 ASDIC breakdown 1100 ASDIC operating<br>1100 CO 071°(T) Speed 125 revs | |
| 1200 | | 12 | 0 | 131.9 | 071 | | S81E | ½E | 29W | S | 6 | or 4 | 5 | 976.5 | 55 | 55 | 53 | 1200 CO 071°(T) Speed 125 revs. relieved by Lt Inman. | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 310.1 | +2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ' | ° ' | | |
| 0800 | | | | |
| 1200 | 53 15N | 31 25W | D.R. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 12 | 0 | 125.6 | 071 | | S81E | ½E | 28W | S | ½7 | r-4 | 5 | 974.0 | 55 | 55 | | | |
| 1400 | | 12 | 0 | 124.2 | 071 | | S81E | ½E | 28W | S | 7 | r-4 | 5 | 973.0 | 55 | 55 | | | |
| 1500 | | 12 | 0 | 123.9 | 071 | | S81E | ½E | 28W | S | 7 | ⅞-4 | 6 | 971.5 | 55 | 55 | | | |
| 1600 | | 12 | 0 | 126.2 | | | | | | | | | | | | | | clocks advanced 1 hr. | W.R.I. |
| 1700 | | 12 | 0 | 130.0 | 071 | | S81E | ½E | 28W | S | 7 | r4 | 6 | 97.15 | | | 53 | 1701 alt N79E (071°T) speed 125 revs 1715 alt N81E 051°T | |
| 1800 | | 12 | 0 | 127.3 | 051 | | N81E | ½E | 28W | S | 7 | r4 | 6 | 9700 | | | | 1800 Course 051°T Speed 125 Revs | |
| 1900 | | 12 | 0 | 127.5 | 051 | | N81E | ½E | 28W | S | 7 | r4 | 6 | 9700 | | | | 1900 Course 051°T Speed 125 Revs | |
| 2000 | | 12 | 0 | 125.6 | 051 | | N81E | ½E | 28W | SW | 7 | r4 | 6 | 9700 | | | 55 | 2000 Course 051° speed 125 revs Relieved by Lt Brault. | |
| 2100 | | 12 | 0 | 123.8 | 051 | | N81E | ½E | 28W | NWbyW | 5 | c5 | 5 | 972.5 | | | | 2025 Rounds correct PK 2100 Course 051°(T) speed 125 revs. | |
| 2200 | | 12 | 0 | 125.2 | 051 | | N81E | ½E | 28W | NW | 4 | c5 | 4 | 974 | | | | 2140 Chain Doctor duty<br>2200 CO 051°(T) speed 125 revs | |
| 2300 | | 12 | 0 | 125.7 | 051 | | N81E | ½E | 28W | NW | 4 | c6 | 4 | 976 | | | | 2230 Rounds correct PK.<br>2300 CO 051°(T) Speed 125 revs | |
| 2400 | | 12 | 0 | 124.8 | 051 | | N81E | ½E | 28W | NW | 3 | c6 | 4 | 977 | | | | 2400 CO 051°(T) speed 125 revs. Relieved by Lt Inman | |
| | | 144 | 0 | | | | | | | | | | | | | | | | |

H.M.C.S. MORDEN
E.G. Smith
COMMANDING OFFICER.

H.M.S. Murder Saturday 28th of August 1943 From St. John's NFLD to Londonderry, NI and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 144 | 0 | | | | | | | | | | | | | | |
| 0100 | | 12 | 0 | 125.9 | 080 | | S75E | ½E | 26W | W | 3 | 0-6 | 4 | 979.5 | | | 54 |
| 0200 | | 12 | 7 | 136.5 | 080 | | S75E | ½E | 26W | W | 3 | 0-5 | 4 | 981.0 | | | 54 |
| 0300 | | 13 | 0 | 141.0 | 080 | | S75E | ½E | 26W | WxS | 3 | 0-5 | 4 | 982.0 | | | 54 |
| 0400 | | 13 | 0 | 141.4 | 080 | | S75E | ½E | 26W | WxS | 2 | 0-5 | 3 | 983.0 | | | 54 |
| 0500 | | 13 | 0 | 141.4 | 080 | | S75E | ½E | 26W | WxS | 2 | 0-5 | 3 | 988.0 | | | |
| 0600 | | 13 | 0 | 141.7 | 080 | | S75E | ½E | 26W | WxS | 2 | 0-5 | 3 | 986.0 | | | |
| 0700 | | 13 | 0 | 139.6 | 080 | | S75E | ½E | 26W | WxS | 2 | C5 | 3 | 987 | | | |
| 0800 | | 13 | 0 | 140.2 | 080 | | S75E | ½E | 26W | WxS | 2 | C5 | 3 | 988 | 56 | 55 | 56 |
| 0900 | | 13 | 0 | 139.5 | 080 | | S75E | ½E | 25W | SW | 2 | C6 | 3 | 989 | 57 | 55 | |
| 1000 | | 13 | 0 | 140.0 | 080 | | S75E | ½E | 26W | W | 2 | C6 | 4 | 991 | 59 | 56 | |
| 1100 | | 13 | 0 | 136.8 | 080 | | S75E | ½E | 25W | SW | 2 | C6 | 5 | 991.5 | 58 | 56 | |
| 1200 | | 13 | 0 | 140.3 | 080 | | S75E | ½E | 25W | SW | 2 | C6 | 5 | 992.5 | 60 | 56 | 56 |
| 1300 | | 13 | 0 | 141.4 | 080 | | S75E | ½E | 25W | SW | 2 | C-6 | 5 | 994- | 60 | 57 | 56 |
| 1400 | | 13 | 0 | 140.9 | 080 | | S75E | ½E | 25W | SW | 4 | C-6 | 5 | 994.5 | 59 | 57 | 57 |
| 1500 | | 13 | 0 | 142.2 | 080 | | S75E | ½E | 25W | WSW | 4 | C-6 | 6 | 995 | 60 | 57 | 56 |
| 1600 | | 13 | 0 | 140.6 | 080 | | S75E | ½E | 25W | WSW | 4 | C-6 | 6 | 995 | 58 | 55 | |
| 1700 | | 13 | 0 | 138.5 | 080 | | S75E | ½E | 25W | WSW | 4 | C6 | 5 | 996 | 58 | 55 | |
| 1800 | | 13 | 0 | 141.6 | | | | | | | | | | | | | |
| 1900 | | 13 | 5 | 152.5 | 080 | | S75E | ½E | 25W | WSW | 4 | C6 | 5 | 997 | 55 | 54 | |
| 2000 | | 13 | 5 | 151.9 | 080 | | S75E | ½E | 25W | WSW | 4 | C6 | 5 | 997 | 55 | 54 | |
| 2100 | | 13 | 5 | 147.4 | 080 | | S75E | ½E | 23½W | SW | 2 | C6 | 4 | 998 | | | |
| 2200 | | 13 | 5 | 149.5 | 080 | | S75E | ½E | 23W | SW | 2 | C6 | 4 | 998.8 | | | |
| 2300 | | 13 | 5 | 152.6 | 080 | | S75E | ½E | 23W | SW | 2 | C6 | 4 | 999. | | | |
| 2400 | | 13 | 5 | 152.6 | 080 | | S75E | ½E | 23W | WSW | 2 | C6 | 3 | 999. | | | |
| | | 159 | 0 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 300.7 | +2 | | |

REMARKS

0026 A/C 080 (T) - S75E
0100 increased to 140 revolutions p.m. 0130 Rounds Correct 18K.
0200 - some fog- 0230 - Chain locker reported dry.
0245 Rounds Correct 0K

Course 080 (T) S75E on standard compass - S80E on Steering Compass.

W.R.J.

0500 Course 080(T) speed 140 Revs.
0600 Course 080(T) speed 140 Revs.
0700 Course 080°(T) speed 140 Revs.
0800 Course 080(T) speed 140 Revs Relieved by Lt Brandt.
0900 Cō 080°(T) speed 140 Revs.
1000 Cō 080°(T) speed 140 Revs.
1100 Cō 080°(T) speed 140 Revs.
1200 Cō 080°(T) speed 140 Revs.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 54.46N | 23.36W | obs. | |
| 2000 | | | | |

1350 - mist and fog
1445 - light showers - mist
1505 - 54°53'N 22°23W - (D.R.)

W.R.J.

1625 Investigated RADAR contact - K35 resumed course 375°E
1730 Advanced clocks 1 hour. Course 080°(T)
1905 Speed advanced to 150 revs. RAH
2000 Course 080°(T) Speed 150 revs. Relieved by Lt Brandt.
2100 Cō 080°(T) Speed 150 revs.
2115 Rounds correct to 2200 Cō 080°(T) Speed 150 revs.
2300 Cō 080°(T) Speed 150 revs.
2320 Rounds correct 2400 Cō 080°(T) Speed 150 revs Relieved by Lt Inman

H.M.S. C Morden — Sunday 29th of August — 1943 — From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 159 Tot | 0 | | | | | | | | | | | | | | | Intermittent drizzle | |
| 0100 | | 11 | 0 | 134.4 | 080 | | S78E | ½E | 22W | SSW | 2 | c-m-5 | 3 | 999.5 | | | 57 | 0140 Rounders correct Alt. | |
| 0200 | | 13 | 5′ | 150.0 | 080 | | S78E | ½E | 22W | S | 2 | c-6 | 3 | 999.5 | | | 57 | 0220 Records (AIS) brought down. Operated by hand key light showers | |
| 0300 | | 13 | 5′ | 149.4 | 080 | | S78E | ½E | 22W | S | 2 | c-6 | 3 | 998.5 | | | 57 | 0325 Rounders correct Alt. | W.R.J. |
| 0400 | | 13 | 5′ | 149.1 | 080 | | S79E | ½E | 21W | S | 2 | c-6 | 3 | 998.5 | | | | | |
| 0500 | | 13 | 5′ | 150.6 | 080 | | S79E | ½E | 21W | S | 2 | c 6 | 3 | 999 | | | | 0500 Course 080°(T) Speed 150 Revs. | |
| 0600 | | 13 | 5′ | 150.1 | 080 | | S79E | ½E | 21W | S | 2 | c6 | 3 | 999.5 | | | | 0601 A/c S69E Speed 150 Revs. | |
| 0700 | | 13 | 5′ | 149.3 | 090 | | S69E | ½E | 21W | S | 2 | c6 | 3 | 999.5 | | | | 0700 Course 090°(T) Speed 150 Revs. | |
| 0800 | | 13 | 5′ | 150.3 | 090 | | S69E | ½E | 21W | S | 2 | c6 | 3 | 999.5 | 57 | 55 | 57° | 0800 Course 090°(T) Speed 150 Revs ⊙ Relieved by G Brandt<br>0850 watch out of Commission (pass timed - 0855 as the working) | |
| 0900 | | 13 | 5′ | 149.8 | 090 | | S69E | ½E | 21W | S.W. | 2 | c7 | 3 | 999.5 | 57 | 55 | | 0900 Co 090°(T) Speed 150 Revs. | |
| 1000 | | 13 | 5′ | 149.5 | 090 | | S69E | ½E | 20½W | S.W. | 2 | c7 | 3 | 999.6 | 58 | 55 | | 1000 Co 090°(T) Speed 150 Revs.<br>1030 Divisions + Prayers. | |
| 1100 | | 13 | 5′ | 150.5 | 090 | | S69E | ½E | 20 Co. | W. | 2 | Dc7 | 2 | 1000. | 59 | 55 | | 1100 Co 090°(T) Speed 150 Revs. | |
| 1200 | | 13 | 5 | 150.5 | 089 | | ~~S70E~~ S72E | ½E | 19W | S.W. | 2 | bc7 | 2 | 1001. | 59 | 55 | | 1200 Co S72E Speed 150 Revs. Relieved by Lt Inman | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 321.5 | GMT | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 55 11 N | 14 32 W | obs. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | 1230 - rain | |
| 1300 | | 13 | 5′ | 151.0 | 085 | | S78E | ½E | 18W | SW | 2 | c-7 | 2 | 1001 | 58 | 55 | | 1305 A/c 085°(T) S78E (C) | |
| 1400 | | 13 | 5′ | 149.0 | 085 | | S78E | ½E | 18W | SW | 2 | c-7 | 2 | 1000 | 58 | 55 | | | |
| 1500 | | 13 | 5′ | 150.0 | 085 | | S78E | ½E | 18W | SW | 3 | c-7 | 3 | 999 | 57 | 54 | | 1530 - heavy rain shower | |
| 1600 | | 13 | 5′ | 148.2 | 085 | | S78E | ½E | 18W | SSW | 3 | c-7 | 3 | 999 | 57 | 55 | | | W.R.J. |
| 1700 | | 13 | 5′ | 149.6 | 085 | | 278E | ½E | 18W | SSW | 3 | D6 | 3 | 998.5 | | | | 1700 Course 085°(T) Speed 150 revs | |
| 1800 | | 13 | 5′ | 150.1 | 085 | | S78E | ½E | 18W | SSW | 3 | D6 | 3 | 998 | | | | 1800 Course 085°(T) Speed 150 revs | |
| 1900 | | 13 | 5′ | 150.1 | 085 | | S78E | ½E | 18W | SSW | 3 | D6 | 3 | 998 | | | | 1900 Course 085°(T) Speed 150 Revs | |
| 2000 | | 13 | 5′ | 150.8 | 085 | | S78E | ½E | 18W | SSW | 3 | c6 | 3 | 997.5 | | | 58° | 2000 Co 085°(T) Speed 150 revs ⊙ Relieved by G Brandt<br>2040 Rounds correct for drizzle intermittently | |
| 2100 | | | | | 085 | | S78E | ½E | 17W | SSW | 2 | c6 | 2 | 997.1 | | | | 2100 Co 085°(T) Speed 150 revs.<br>fine rain at times | |
| 2200 | | | | | 085 | | S78E | ½E | 16½W | SSW | 2 | c6 | 2 | 998 | | | | 2200 Co 085°(T) Speed 150 revs | |
| 2300 | | | | | 085 | | S80E | ½E | 16½W | SSW | 2 | c6 | 2 | 998.9 | | | | 2300 Co 085°(T) Speed 150 revs<br>2305 a/c to S82E - 2350 - 250 fathoms | |
| 2400 | | | | | 085 | | S82E | ½E | 16W | SSW | 2 | c6 | 2 | 999. | | | | 2400 Co 085°(T) Speed 150 revs. Relieved by Lt Inman | |

H.M.S. C Malden — Monday 30th of August — 1943 — From St. John's to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | ~~13~~ 12 | 5 | 150.7 | 085° | | S 80 E | ½E | 16W | SSW | 2 | P-6 | 2 | 999.0 | | | 58 |
| 0200 | | 13 | 5 | 151.5 | 085° | | S 80 E | ½E | 15½W | SSW | 2 | C-6 | 2 | 999.5 | | | 58 |
| 0300 | | 13 | 5 | 147.9 | 085° | | S 80 E | ½E | 15W | NE | 2 | bc-7 | 2 | 1000 | | | 58 |
| 0400 | | 12 | 0 | 123.6 | 085° | | S 80 E | ½E | 15W | NE | 2 | bc-7 | 2 | 1000.5 | | | 58 |
| 0500 | | | | | 085° | | S 76 E | ½E | 15°W | NE | 2 | bc-7 | 2 | 1000.2 | 56 | 54 | |
| 0600 | | | | | 099 | | S 20 E | ½E | 15W | NE | 2 | bc-7 | 2 | 1000.4 | 57 | 55 | |
| 0700 | | | | | | | | | 15W | NE | 2 | bc-7 | 2 | 1000.4 | 59 | 56 | |
| 0800 | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | NE | 2 | rc-6 | 3 | 1008. | 59 | 59 | - |
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | WXN | 2 | C-6 | 2 | 1011 | 61 | 56 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | E | 2 | C-6 | - | 1012 | 62 | 60 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | NE | 2 | C-6 | | 1014 | 57 | 55 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | —1 | Hands 0700 - ch. PBR. 0730. | |

REMARKS

0005 - started echo sounder
0025 - 150 fathoms 0035 - 120 fathoms 0045 100 fathoms 0050 93 fathoms - Turn off E.S.
0125 - soundings 52 fm. 0150 45 fm.
0200 - 47 fms - 0215 - 50 fathoms. 0240 - 45 fathom - Troy D. light sighted
0255 - Troy D. ht bore 158(T) reduced speed to 12½ revs.
0345 - Troy D. ht. bore 188
0445 - Sighted Ironsbottomsides Light. Increased speed to 14½ revs.
0520 Pristowhall Light 193° (T) 0550 Inishtoskill Lt. 274° (T)
0730 Continuous Soundings 17½ Length Empire Abeam
0830 abeam Magilligan Pt Light
0837 abeam McKinney's Buoy
0849 Berthed alongside tanker Empire Dolphin Off Moville 2 W.E.
0955 clocks advanced one hour
Fuelling 1145 Pilot aboard
1150 cleared tanker 115 full ahead 1200 Salt rains light abeam

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

1211 Red castle light abeam 1225 Quigley Pt abeam 1230 Greenbank Lt abeam
1243 Kilderry Pt abeam 1252 Culmore Pt abeam
1310 Hadamis Bank abeam 1322 Berthed on K116 2 W.E.

Initials of the Officer of the Watch: GWRJ; R; R

H.M.S. Malden Tuesday 31st of August 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | NE | 2 | C | | 1015 | 58 | 55 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | NE | 2 | C | | 1016 | 58 | 56 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | S | 1 | C | | 1015 | 60 | 58 | |
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 2 | C | | 1015 | 63 | 60 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 2 | R | | 1017 | 60 | 60 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | SW | 2 | R | | 1016 | 60 | 60 | |
| 2400 | | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | Heads 0700<br>Ch PO's 0730. | |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

Lieut Saunders and Lieut Wilkinson proceed on leave - A

H.M.S. C Morden Wednesday 1st of September 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | R | | 1014 | 57 | 57 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | C | | 1016 | 61 | 58 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 1 | C | | 1017 | 60 | 58 | | | |
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 1 | C | | 1017 | 65 | 63 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | C | | 1016 | 68 | 60 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | bc | | 1016 | 55 | 53 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | Chief's & P.O's 0730.<br>Hands. 0700 | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.C.S. Morden Thurs day 2nd of September 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | SW | 1 | C | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | C | | - | 55 | 52 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | C | | | 55 | 52 | | | |
| 0900 | | | | | | | | | | | | | | 1008 | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | WSW | 1 | bc | | 1009 | 60 | 58 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | Chiefs + P'O's 0930. Hands 0700 | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | WXS | 1 | C-7 | | 1011 | 65 | 63 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | C-7 | | - | 52 | 51 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | C-6 | | - | 53 | 50 | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.C.S. MORDEN
E.C. Smith
COMMANDING OFFICER.

H.M.S. Morden Friday 3rd of September 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | c-6 | | | 54 | 50 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | c-6 | | | 50 | 47 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 1 | c-6 | | — | 60 | 57 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | Chiefs + P.O's 0730<br>Hands 0700 | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 1 | c-6 | | | 60 | 55 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | c-6 | | | 61 | 56 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | RC | | | 61 | 57 | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden Saturday 4th of September 1943 From to , and at

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | | CL | | 60 | 57 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | | R | | 60 | 57 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 1 | | R | | 61 | 61 | | | |
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 1 | | R | 1006 | 62 | 60 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | | C- | 1011 | 63 | 61 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | S | 3 | | R | 998 | 59 | 58 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | Chiefs + PO's 0830<br>Hands 0800. | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

Make + Mend granted in P.M.

H.M.S. Morden SUNday 5th of September 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | S | 3 | C | | 996 | 58 | 56 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | S | 3 | bc | | 997 | 57 | 55 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | S | 2 | bc-1 | | 999 | 74 | 70 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | Chiefs + PO's 0730<br>Hands 0700 | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | S | 2 | C | | 999 | 64 | 60 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | S | 2 | bc | | 998 | 59 | 57 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | S | 4 | bc | | 998 | 60 | 57 | |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 0945 - Lieut Lake and church party away | |
| 1215 - Lieut Lake + church party returns | |

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

H.M.S. E Morden Monday 6th of September 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | S | 3 | nc | | 997 | 60 | 58 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | S | 2 | R | | 997 | 57 | 57 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | S | 2 | R | | 997 | 58 | 58 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | | Mowille Light N 52E (psc)<br>Salt pans light S 84W (psc)<br>McKinneys point lt. N 82E (psc) |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | 15 30 - Degaussing. trimmed on | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | 1800 Pilot aboard. | |
| 1900 | | | | Var | | Var | | | | | | cb | 2 | | | | | 1809 Slipped from #17 berth - 1930 - Stop engines - 1935 - anchored - port anchor - 3 shackles of chain<br>1833 Culzean Light abeam in the water. | |
| 2000 | | | | - | | - | | | | | | bcb | 2 | | | | | 2000 at anchor | |
| 2100 | | | | - | | - | | | | W | 4 | bcb | 3 | 1007 | | | | 2100 at anchor | |
| 2200 | | | | | | | | | | SW | 3 | bcb | 2 | 1007.2 | | | | 2200 at anchor | |
| 2300 | | | | | | | | | | SW | 2 | bcb | 2 | 1007.4 | | | | 2300 at anchor | |
| 2400 | | | | | | | | | | SW | 2 | bcb | 2 | 1009.2 | | | | 2400 at anchor Relieved by Lt. Inman | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. C Morden — Tues day 7th of September 1943 — From — to — , and at Moville

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | Var | | Var | | | SW | 1 | P-6 | 1 | 1009 | 53 | 52 | |
| 0900 | | | | | Var | | Var | | 14½W | SW | 1 | P-6 | 1 | 1008 | 53 | 52 | |
| 1000 | | | | | Var | | Var | | 14½W | SW | 1 | C-6 | 1 | 1008 | 54 | 53 | |
| 1100 | | | | | Var | | Var | | 14½W | SW | 1 | C-6 | 1 | 1008 | 55 | 54 | |
| 1200 | | | | | Var | | Var | | 14½W | SW by W | 1 | C-6 | 1 | 1007.9 | 55 | 54 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | | HUNTER'S RK South Buoy (2 Flashes) N88E<br>Flashing Red Buoy S30W<br>Maidens N45E |

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | SW by W | 1 | C-6 | 1 | 1008 | 58 | 54 | |
| 1400 | | | | | | | | | | SW | 1 | P-6 | 1 | 1008 | 58 | 55 | |
| 1500 | | | | | | | | | | SW | 1 | bc-7 | 1 | 1008 | 58 | 55 | |
| 1600 | | | | | | | | | 14½W | SW | 1 | C-7 | 1 | 1008.5 | 58 | 55 | |
| 1700 | | | | | | | | | | SW | 1 | C-7 | 1 | 1009 | 58 | 55 | |
| 1800 | | 5 | 0 | 53.6 | | | Variation | | | SW | 1 | C-7 | 1 | 1010 | 57 | 54 | |
| 1900 | | 10 | 6 | 110.0 | 68° | | 57°E | | | SW | 1 | C-7 | 1 | 1010 | 57 | 54 | 58 |
| 2000 | | 10 | 5 | 105.1 | 120 S60E | | S60E | | | SW | 1 | bc-6 | 1 | 1010 | 58 | 59 | 58 |
| 2100 | | 13 | 5 | 153.6 | Var | | Var | | 13½W | SW | 1 | C-6 | 1 | 1011.5 | | | |
| 2200 | | 12 | 5 | 139.6 | Var | | Var | | 13½W | SW | 1 | C-6 | 1 | 1012.5 | | | |
| 2300 | | 10 | 0 | 109.0 | Var | | Var | | 13½W | SW | 1 | C-6 | 1 | 1013 | | | 58 |
| 2400 | | | | | | | | | | | | | | | | | |
| | | 61 | 5 | | | | | | | | | | | | | | |

REMARKS

0815 - up anchor - proceed to off Portrush for compass adjusting
0842 abeam PWSS

Swinging compasses

Swinging compasses

1115 Swinging completed CO due E P/C 114° due W 148° P/C 285° E Retrieved by Lt Inman

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

1300 - Swinging officer leaves in Chantlys boat

1435 - anchored - in 8 fathoms - 2 shackles in the water - D/F officer on board.

1550 - D/F officer leaves.

1600 anchored in 8 fathoms 1630 Exercised AA & General Action stations

1700 anchored 1715 weighed & commenced passage to Lough Foyle

1800 Course various in assistance of C Rescue Party

1815 Course W - 1830 various rejoined C/H Family - Retrieved by Lt Saunders - P/C 277E 10 yds

1900 Course 277E Sped 175 Revs Following Tug Chantlys

1920 Passed Station and 2 ships - 2015: Rec'd pt. alb. to port.

1922 125 Revs. 1925 Sped 1 Stbd 2000 Relieved by Lt Brandt

2115 170 Revs CO 54E 2140 CO 512E

2200 CO 165°(T) 2249 dropped anchor in 18 fm of water - 3 shackles of cable in water.

2300 at anchor.

H.M.S. C Morden Wednesday 8th of September 1943 From to , and at Larne (Sea)

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | | | | | | | | | | At anchor | |
| 1000 | | | | | | | | | | | | | | | | | | At anchor | |
| 1100 | | | | | | | | | | | | | | | | | | At anchor. | |
| 1200 | | | | | — | — | — | | 13°W | SSW | 1 | bc 7 | 1 | 1017. | 58 | 51 | | 1200 Standing by to weigh anchor. Relieved by Lt Sumerscales Duke | |
| 1300 | | | | | | | | | 14W | S | 1 | bc-6 | 1 | 1018 | 60 | 54 | | 1206 Training Officers aboard weighing anchor. 1207 Finished anchor. 165 revs. Let station astern of Eric 1215 170 revs. 1220 Muck S. 1 stbd mile. A/A. shoot. 1330 - Co. 338 | |
| 1400 | | | | | | | | | 14W | S | 1 | c-6 | 1 | 1018 | 60 | 55 | | 1415 - A/c 300(T) NW (comp) | |
| 1500 | | | | | | | | | 14W | S | 1 | c-6 | 1 | 1018 | 59 | 53 | | 1525 - P/L 18 - Co - 150°(T) S1SE(Co). - 2nd run of C.A. A/S shoot. | |
| 1600 | | | | | | | | | 14W | S | 1 | C-6 | 1 | 1017.5 | 60 | 54 | | 1600 Close range A/S shoot - 1620 Closing darkwells to 1.5 cables. 150 revs. | W.K.J. |
| 1700 | | 14 | 0 | 157.8 | | | | | 14W | S | 1 | C-6 | 1 | 1017.5 | | | 57 | | |
| 1800 | | 12 | 0 | 124.8 | | | | | 14W | S | 1 | C-6 | 1 | 1017.5 | | | 57 | | |
| 1900 | | 9 | 5 | 94.2 | | | | | 14W | S | 1 | C-6 | 1 | 1017.5 | | | 57 | | |
| 2000 | | 13 | 0 | 142.8 | | | | | 14W | S | 1 | C-6 | 1 | 1017.5 | 57 | 55 | 57 | 1935 Masquerade Observed. | |
| 2100 | | 9 | 0 | 91.1 | Var | | Var | | 14W | S | 1 | C6 | 1 | 1018. | | | | 2020 Co 320W Revs 60 2030 Started engines exercise completed. 2100 Torpedo stopped. | |
| 2200 | | 6 | 5 | 66.6 | | | | | NW | S | 1 | C6 | 1 | 1019 | | | | | |
| 2300 | | 12 | 0 | 126 | | | | | | | | | | | | | | | |
| 2400 | | 9 | 0 | 91.8 | Var | | Var | | 14W | S | 1 | C6 | 1 | 1019 | | | | 2310 Exercise completed. 2400 Co. N5°W. Relieved by Lt Surman | |
| | | 85 | 0 | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 61.5 | — 1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. MORDEN — THURSday 9th of SEPTEMBER — 1943 — From Lame to Hebrides, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 85 | 0 | | 314 | | 329 | - | 15W 14W | SE | 1 | c5 | 1 | 1018.5 | ~ | | |
| 0200 | | | | | 314 | | 330 | - | 16W | SE | 1 | c6 | 1 | 1018.5 | | | |
| 0300 | | | | | 314 | | 330 | | 16W | SSE | 1 | c6 | 1 | 1017.0 | | | |
| 0400 | | | | | 314 | | 330 | | 16W | SSE | 2 | c6 | 2 | 1016.5 | | | |
| 0500 | | 11 | 5 | 114.2 | 314 | | 330 | | 16W | SSE | 2 | c6 | 2 | 1016 | | | |
| 0600 | | 11 | 5 | 114.8 | 314 | | 330 | | 16W | SSE | 2 | c6 | 2 | 1016 | | | |
| 0700 | | 11 | 5 | 113.3 | 314 | | 330 | | 16W | SSE | 2 | c6 | 2 | 1016.5 | | | |
| 0800 | | 10 | 0 | 98.4 | 314 | | 330 | | 16W | SSE | 2 | c6 | 2 | 1016.5 | | | |
| 0900 | | 13 | 5 | 152.1 | 314 | | 330 | ½E | 15W | SSE | 2 | c7 | 2 | 1016.3 | 57 | 55 | 58 |
| 1000 | | 12 | 0 | 121.2 | 314 | | 330 | ½E | 15W | SSE | 2 | c7 | 3 | 1016.5 | 59 | 56 | |
| 1100 | | 11 | 0 | 103.4 | 3rd 045 | | 330 060 | 0 | 15W | SSE | 2 | c7 | 3 | 1016.7 | 57 | 55 | |
| 1200 | | 12 | 0 | 123.9 | 045 | | 060 | 0 | 15W | SSE | 2 | c7 | 3 | 1016.7 | 57 | 55 | 58 |

REMARKS

0019 B10 executive. 0032 A/C 314T 0040 Ardacanny Hd 1 port.
0145 - Overshay Lt. bore 341°(T)
0215 Rounds correct B.T. 0235 Overshay Lt bore 014°(T) -
0303 - Overshay Lt bore 050°(T) - 0346 Inishtrahull Lt a/h port
0325 Rounds correct B.T.
In order 1- astern of S.O. 700 yds by R.D.F. Relieved by Lieut Saunders — W.R.D.
0500 astern of S.O. 800 yds by R.D.F.
0600 Astern of S.O. 800 yds by R.D.F. Speed 15 Revs
0700 Astern of S.O. 800 yds by R.D.F. Speed 15 Revs
0800 Astern of S.O. 800 yds by R.D.F. Speed 15 Revs Relieved by Lt Bond
0837 A/C to N60E
0850 A/C to N30W Speed 8 Kts Line abreast
1000 Line abreast Co N30W. Speed 8 Kts. Rev. on Stand Comp = 0 by Az ⊙
1037 E.S. manoeuvre A/C to N60E speed 10 Kts.
1100 Co N60E Speed 10 Kts
1125 passed U.S. warship "22"
1200 Co N60E speed 10 Kts 1 cable from stbd beam Johnson Relieved by Lt Inman

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 56 44 N | 7 55W | Fix - off Barra Hd | |
| 2000 | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | 225 | | 242 | 1W | 16W | SSE | 3 | bc-7 | 3 | 1017 | 58 | 55 | |
| 1400 | | | | | 225 | | 242 | 1W | 16W | SSE | 3 | bc-7 | 3 | 1017 | 59 | 56 | |
| 1500 | | | | | 225 | | 242 | 1W | 16W | SE | 3 | bc-7 | 3 | 1016.5 | 59 | 56 | |
| 1600 | | | | | 000 | | 016 | 1E | 16W | SE | 2 | bc-7 | 3 | 1016 | 59 | 56 | 58 |
| 1700 | | 12 | 7 | 137.7 | 315 | | 330 | 1E | 16W | SE | 2 | b-7 | 2 | 1016.5 | 59 | 56 | 58 |
| 1800 | | 12 | 5 | 133.5 | 325 | | 340 | 1E | 16W | SE | 2 | b7 | 2 | 1016.5 | 59 | 56 | 58 |
| 1900 | | 13 | 5 | 147.6 | 325 | | 340 | 1E | 16W | SE | 2 | b7 | 2 | 1016.5 | 58 | 55 | 58 |
| 2000 | | 13 | 0 | 141.8 | 325 | | 340 | 1E | 16W | SSE | 2 | bc7 | 2 | 1016 | 58 | 55 | 58 |
| 2100 | | 13 | 0 | 141.2 | 146 | | 161 | | 16W | SE | 2 | bc6 | 2 | 1017 | | | |
| 2200 | | 12 | 0 | 126.8 | 146 | | 161 | | 16W | SE | 2 | bc6 | 2 | 1017.3 | | | |
| 2300 | | 11 | 5 | 115.6 | 146 | | 161 | | 16W | SE | 2 | bc6 | 2 | 1017.3 | | | |
| 2400 | | 12 | 0 | 126.1 | 146 | | 161 | | 16W | SE | 2 | bc6 | 2 | 1018 | | | 55 |

1225 - Barra Hd. Lt bore 066°(T) - 1235 - Barra Hd bore 081°(T) - Dist 5.2 mi. by R.D.F.
1250 - RBL 18 - Co S80W - soundings 36 fms & 25 fms on turn - 1330 - Lat 56 42 N. (obs)

1540 RBL 9. 1550 RD 090° 1600 - 9 RBL 1609 3 RBL

1607 Co 330T speed 125 Revs 1648 A/C 315°(T) speed 130 revs
1700 Co 315°(T) bearing 325°T from Station D
1725 A/C 325°(T) Speed 130 Revs
1800 Co 325°(T) Speed 130 Revs

1900 Co 325°(T) Speed 130 Revs

2000 Co 325°(T) Speed 130 Revs. Relieved by Lt Brassell
1950 DC Charlie went off on exercise alone 2025 Beckville detached to Cupex returning 2030 Sunderland docked
2027 Champley detached 2055 E.I Stbd Co N20E Speed 150 Revs
2115 A/C to S19E Speed 150 Revs
2140 Speed 130 revs
2230 forming single line ahead 3 miles apart on S19E. Speed 10 kts
2302 RBL 090 Speed (12 Kts) 125 revs. Co S75E
2400 Co S75E Speed 125 revs. Relieved by Lt Inman

Initials of the Officer of the Watch: W.R.D. — D — D — W.R.D. — D

H.M.S. C Marden — Fri day 10th of Sept. — 1943 — From HEBRIDES to Larne, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | 180 | | S16½W | 1½W | 16W | SSE | 2 | bc-6 | 2 | 1017 | | | |
| 0200 | | | | | 150 | | S13E | 1W | 16W | SSE | 2 | b-6 | 2 | 1018 | | | |
| 0300 | | | | | 135 | | S28E | 1W | 16W | SSE | 3 | b-6 | 3 | 1017 | | | |
| 0400 | | | | | 135 | | S28E | 1W | 16W | SSE | 4 | b-7 | 4 | 1017 | | | |
| 0500 | | 13 | 6 | 145.1 | 135 | | S28E | 1W | 16W | SSE | 3 | b7 | 4 | 1017 | | | |
| 0600 | | 14 | 5 | 158.0 | 135 | | S28E | 1W | 16W | SSE | 3 | b7 | 4 | 1017 | | | |
| 0700 | | 13 | 6 | 147.2 | 138 | | S36E | 1W | 16W | SSE | 3 | bc7 | 4 | 1017 | | | |
| 0800 | | 14 | 5 | 157.6 | 138 | | S36E | 1W | 16W | SSE | 3 | b7 | 4 | 1016 | | | 57 |
| 0900 | | 14 | 0 | 155.6 | 133 | | S30E | 1W | 16W | SE | 4 | bc7 | 3 | 1016 | 57 | 54 | 57 |
| 1000 | | 13 | 6 | 148.8 | 133 | | S30E | 1W | 16W | SE | 4 | bc7 | 3 | 1015.2 | 57 | 54 | 57 |
| 1100 | | 13 | 5 | 152.3 | 133 | | S30E | 1W | 16W | E | 4 | bc6 | 3 | 1015 | 58 | 55 | 57 |
| 1200 | | 13 | 5 | 148.8 | 133 | | S30E | 1W | 16W | E | 4 | bc6 | 3 | 1014.5 | 60 | 55 | 57 |
| 1300 | | | | | 155 | | S10E | ½W | 15W | | | b-5 | 3 | 1014 | 59 | 58 | |
| 1400 | | | | | 155 | | S10E | ½W | 15W | ENE | 3 | bc-5 | 3 | 1014 | 58 | 58 | |
| 1500 | | | | | — | | — | | | ENE | 2 | c-6 | 2 | 1014 | 59 | 56 | |
| 1600 | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | |

REMARKS

0002 BL 9 Speed 145 revs (13 knots) ~~TOTS~~ 0115 BL 090° 0120 - IRD 120°.
0220 - 160 revs. Nearest ship ahead 3500yds
0250 - FR 1 Co - 135°(T) S28E -
0315 - Ship ahead - dist 1000yds by Radar - reduced to 140 revs
0325 - Ship ahead dropped out of line - increased to 160 revs
0410 Lights reported ahead - Convoy sighted.
0430 Admiral Convoy in sight. Dropped astern of Chumbly 0500 Co 328°. Astern Chumbly.
0540 S.O. sights ahead
0600 In Company with S.O. and St Croix Co 135°(T) Speed 12½ knots.
0620 S.O. ordered A/C 138°(T) Co 138 @ 0700 Co 138°(T)
0800 Astern of S.O. Co 138°(T) Speed 12½ knots @ Relieved by Lt Brault.
0840 Speed reduced to 160 revs 0857 Speed reduced to 150 revs
0900 On S30E speed 150 revs 3½ Cables astern Chumbly
0910 Speed 155 revs 0917 Speed 165 revs. 0921 Running fine of convoy light bearing 093°½. 095½ Convoy light
0945 Speed 150 revs Speed 0514
1000 On S.30E Speed 150 revs Convoy light 032°T The Ho 095 - 10.40 T The Ho
1100 Co S30E Speed 160 revs 1110 Cross bearing on Bull Pt and Altacarry Head 1135 Middle of Islay SE Point bearing 108°T Altacarry Hd bears 153°T. Bull Pt 198°T
1200 Co S30E Speed 170 revs Altacarry Hd bearing Green 45 distance 1 mile Relieved by Lt Inman

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 55 17½N | 06 09½W | Fix (off Altacarry Hd) | |
| 2000 | | | | |

1205 ⊥ Altacarry Hd - 1252 A/C 155° (IRD 155)
1355 - Speed 11 Knots
1450 - Dropped Port Anchor - 3 shackles of cable - in 10 fms water - 1455 F.W.F.

| Number on Sick List | Distance run through the Water | Zone Time kept at noon |
|---|---|---|
| | | −1 |

Leave Granted to Ship's Company

Anchor Bearings

S. Hunter RK buoy - 070° Rathlin 155.
Maidens light 030°
Ferris Pt. light 180°

Initials of the Officer of the Watch: W.R.D.

H.M.S. MORDEN SATUR day 11th of SEPTEMBER 1943 From Larne to Belfast, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | 106/110 | | S.S.E./S.6W. | | 16 | ESE | 2 | eb | 1 | 1014 | 52 | SD | | 0627 Weighing anchor. Standby engines. 0629 anchor aweigh. half ahead obtg. Shortening Cable. 0634 Ahead Power 0636 ahead 140 revs. 0636 Hardens Lt. abeam 0646 Hunk Ds. abeam 0647 A/C to S.E. 0705 Blacklands Lt. abeam | D |
| 0800 | | | | | Var | | Var | | | ESE | 2 | eb | | 1014 | 56 | 55 | | 0812 Engines stopped 0816 abeam Pilot. 0820 Pilot aboard. 120 revs. 0825 Pile Lighthouse abeam 1 point E. | |
| 0900 | | | | | Var | | Var | | | ESE | 2 | eb | | 1014·2 | 60 | 57 | | 0902 alongside Dolphin Herdsman Wharf 0906 Secured S.W.E. | |
| 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 |
|---|---|---|---|---|
| | | — 1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | |

H.M.S. C Morden SUN day 12th of September 19 43 From Belfast. to Plymouth, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | |
| 0900 | | 13 | 5/ | 148.3 | Var | Var | Var | | 14°30W | NE | 4 | 4oms | 1 | 1011. | 58 | 56 | |
| 1000 | 8 8 0930-1000 | 14 | 0 | 159.8 | 153 | | N88E / S12E | 1W | 14°30W | NE | 1 | 06 | 1 | 1011.3 | 58 | 56 | |
| 1100 | 23.5 | 14 | 0 | 159.6 | 153/154 | | S12E / S9W | 1W. / 1°30W | 14°30W | NE | 1 | c6 | 1 | 1011.2 | 59 | 57 | |
| 1200 | 388 | 14 | 0 | 160.0. | 154 | | S9W | 1°30W | N°30W. | NE | 2 | bc6. | 1 | 1010.9 | 60 | 58 | |

0750 Pilot aboard. Sunliners. Anch.
0805 slipped from Pollock's Wharf. 0813 125 revs 0833 Pile Lighthouse abeam 0837 slow ahead
0838 stop engines 0841 Pilot vessel abeam dropped pilot 0841½ 165 revs 265°T E
0900 88. S12E steed 165 revs
0913 4½ Vs N88E 0922 New Inf light abeam to stbd distance ½ mile 0930 log streamed 0937½ to S12E.
1010 ⊥ Skulmartin light ship - 1032 Alc. 174°(T) 59 1/2 W. ⊥ South Loch 11600 yards of 1050
1100 Co S9W. Steed 165 revs
1200 Co S9W steed 165 revs. Relieved by Lt Inman.

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 55.5 | -1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05 1300 | 513.6 | 14 | 5/ | 164.4 | 174 | | S8W | 1°W | 14°W | ESE | 2 | c-6 | 1 | 1010.0 | 60 | 58 | |
| 10 1400 | 685/ | 14 | 5/ | 162.2 | 179 | | S13W | ½W | 14W | ESE | 2 | bc-6 | 1 | 1009.5/ | 61 | 58 | |
| 1500 | 81.2 | 14 | 5/ | 166.7 | 179 | | S13W | ½W | 14W | ESE | 1 | bc-5/ | 1 | 1009 | 61 | 58 | |
| 1600 | 95.7 | 14 | 5/ | 166.7 | 179 | | S21W | ½ | 14W | E | 1 | bc-6 | 1 | 1009 | 64 | 60 | |
| 1700 | | 14 | 5/ | 167.9 | 201 | | S21W | ½W | 12W | E | 1 | bc-5 | 1 | 1008 | 66 | 62 | 60 |
| 1800 | | 14 | 5/ | 164.6 | 218 | | S33W | ½W | 14W | E | 1 | bc5/ | 1 | 1007 | 65 | 62 | 60 |
| 1900 | | 14 | 5/ | 162.3 | 209 | | S24W | ½W | 14W | E | 1 | bc5/ | 1 | 1006 | 63 | 62 | 60 |
| 2000 | 153.8 | 14 | 5/ | 162.6 | 209 | | S24W | ½W | 14W | E | 1 | bc5/ | 1 | 1005/ | 60 | 60 | 60 |
| 2100 | | 14 | 0 | 160.6 | 190 | | S24W | 1°W | NW | SE | 1 | rc5 | 1 | 1002.5 | | | |
| 2200 | | 14 | 5/ | 165. | 190 | | S24W | ½W | 14W | SE | 1 | rc5 | 1 | 1002. | | | |
| 2300 | 2227 201.0 | 14 | 5/ | 164.6 | Var | | Var | ½W | NW | SE | 1 | rc5 | 1 | 1001. | | | |
| 2400 | | 14 | 5/ | 163.3 | 099 | | S65E / S65E | | 14W | SE | 1 | c6 | 1 | 1001. | | | |
| | | 173 | 5/ | | | | | | | | | | | | | | |

5/

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 1310 - Co S8E. 1340 Alc - 179°(T) - S13E | |
| 1400 - Sighted and passed small ships to port. 1 mi - 1415 - Sighted A/C. 1440 - Sighted 1 A/C. 1445 - 5 A/C. 1455 - 1 A/C. | |
| 1503 - 1 A/C. 1515 - 2 dc - 15-30 acks to 187°(T) S21W - log reading 89.4 - 1534 - a/c | |
| 1615 - 2 A/c. 1630 Sighted buoy flying F sup to sq. red flag. 105'5 Evervood action stations | W/T |
| 1700 - 42 fm soundings 1735 Unidentified A/C, action stations 1752 Echo bg. 095 A/C to investigate | |
| 1815 Echo bg. 140. 67,000 yds. ~~1400~~ | |
| 1920 Radar echo 7,800 yds A/C S21W 1935 Ship sighted "Kuk" 1932 A/C 556W | |
| 2045 ⊥ Ku buoy a/c. Thunderstorms & heavy rain. 2030 Rounds Corvette (Cook) | |
| 2100 Co S24W Steed 165 revs. 2145 ⊥ S Rubha RDF range 26000 - 2155 RDF Bearing Small 90° | |
| 2200 - Co S24W Speed 165 revs. Log 185 - 2210 Log 188 ms. | |
| 2220 ⊥ Shalls distance 5 miles by Radar. 2220 a/c N66W Thunder & heavy rain, low visibility | |
| 2239 a/c to S45E. 2257 - log 200.2 Smalls Lt. 203.3 bore Red 45 correct Lt. Rd-3 | |
| 2316. a/c 099°(T) - S65°E 7400 Co S65°E Steed 165 revs Relieved by Lt Inman | |

H.M.S. Morden (C) Mon day 13th of September 1943 From Belfast to Plymouth, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 173 | 5 | | | | | | | | | | | | | | | | |
| 0100 | 233.0 | 14 | 5 | 168.1 | 131 | | S33E | 1W | 15W | E | 1 | bc-7 | 1 | 1003 | | | | 0023 A/C - 131°(T) - S33E - Log. 221. 0104 - Ex. Rowen L.V. bore 009°(T) - 2 mi Log 232.6 A/c 101°(T) S63E. - | |
| 0200 | | 14 | 5 | 167.9 | 101 | | S63E | 1W | 15W | ENE | 1 | bc7 | 1 | 1003 | | | | 0215 - L.V. ⊥ - Ac 180(T) S15W - Log 250.9 - 02HS' A/c 190(T) = S26W. | |
| 0300 | | 14 | 5 | 168.8 | 190 | | S26E | 1W | 15W | ESE | 1 | c-6 | 1 | 1002.5 | | | | 0318 A/c 215(T) S50W. Log 265.2. - 0345 - Hartlend Pt Lt ⊥. Dist 6/ft 3½M. by Radn. Log. 272.1. | |
| 0400 | | 14 | 5 | 168.3 | 215 | | S50W | 1W | 15W | ESE | 1 | bc-6 | 1 | 1002.5 | | | 63. | Relieved by Lieut Saunders | WKD |
| 0500 | | 14 | 5 | 167.7 | 215 | | S50W | 1W | 15W | ESE | 1 | bc6 | 1 | 1002 | | | | 0500 Co S50W Speed 165 Revs ⊙ 0512 Log 292.2 | |
| 0600 | | 14 | 5 | 167.0 | 215 | | S50W | 1W | 15W | ESE | 1 | bc6 | 1 | 1001.5 | | | | 0600 Co S50W Speed 165 Revs ⊙ 0612 A/c S70W Log 306.8 Speed 165 Revs | |
| 0700 | | 14 | 5 | 166.7 | 233 | | S70W | 1W | 15W | ESE | 1 | bc6 | 1 | 1001 | | | | 0700 Co S70W Speed 165 Revs ⊙ 0716 A/c S28W | |
| 0800 | | 14 | 5 | 165.6 | 202 | | S38W | 1W | 15W | ESE | 1 | bc6 | 1 | 1000.5 | | | 62 | 0800 Co S38W Speed 165 Revs ⊙ Relieved by Lt Scoulte | SS |
| 0900 | | 14 | 5 | 166.8 | 127 | | S39E | 1W | 15W | ESE | 1 | bc6 | 1 | 1000.3 | | | 61 | 0911 A/c to S39E Log 342½ - 0935 A/c to S65E | |
| 1000 | 35'5 | 14 | 5 | 166.7 | 099 127 | | S39E S65E | 1W | 15W | ESE | 1 | rc5 | 1 | 1003. | 60 | 59 | 61 | 1000 Co S65E Speed 165 revs Heavy rain 1055½ V. N64E 1057 A/c V. S60E | |
| 1100 | 369 | 14 | 5 | 164.1 | 099 Var | | S65E Var | 1W | 15W | ESE | 1 | rc5 | 1 | 1002.5 | 59 | 59 | 61 | 1100 C.S. S60E Speed 165 revs light rain | |
| 1200 | 380 | 14 | 5 | 164.1 | 049 | | N64E | | 15W | NNE | 1 | c6 | 1 | 1002. | 61 | 60 | 61 | 1110 A/c N64E 1137 Abeam Buoy D3 1200 abeam Buoy D1 Relieved by Lt Lawson | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 347.5 | -1 | Chief & P.Os. 0730 Hands - 0700 ½ 50% of Ship's company | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | 064 | | N79E | 1W | 14W | NNE | 1 | bc-7 | 1 | 100.3 | 61 | 60 | | 1200 A/c to N79E abeam Buoy D1 - 1350 - Identified to P.W.S.S. - Eddystone Lt. Dist 4 mi bearing 108°(T). Soundings 27. | |
| 1400 | | | | | 054 | | N.69E | 1W | 14W | NE | 1 | c-7 | 1 | 1004 | 63 | 60 | | In Plymouth approaches: | |
| 1500 | | | | | VAR | | | | | ENE | 1 | b-7 | 1 | 1004 | 66 | 64 | | 1545 - Degaussing Officer on board | |
| 1600 | | | | | VAR | | | | | ENE | 1 | b-7 | 1 | 1004 | 67 | 63 | | 1 | WKD |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | 1720 D/G completed. Pilot aboard proceeding in 1721 Ships warning 120° 1726 Passed Gate Vessels. | |
| 1900 | | | | | | | | | | SSE | 1 | bc 7 | | 1003.8 | 65 | 60 | | 1727 abeam Gate Vessels best Vane - Buoy 120° secured alongside tanker oiling F.W.E | |
| 2000 | | | | | | | | | | SSE | 1 | bc 7 | | 1003.7 | 65 | 60 | | 1932 Finished fuelling 1934 Standby engines 1935 Slipped from tanker Stbd ahead. 1953 Secured alongside #3 Wharf F.W.E | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | S | 2 | c | | 1008. | 55 | 50 | | | |

H.M.S. Morden Tues day 14th of September 1943 From — to —, and at Plymouth.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | | | |
| 0900 | | | | 134.1 | | | | | | | | | | | | | | | |
| 1000 | | | | 142.7 | | | | | | | | | | | | | | | |
| 1100 | | | | 120.8 | | | | | | | | | | | | | | | |
| 1200 | | | | 110.9 | | | | | | SW | 1 | C | | 983 +020 | 64 | 60 | 53 | | |
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | −1 | Chiefs + P.O's. 0730<br>Hands 0700<br>50% of Ships Company. | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. C Morden Wednesday 15th of September 1943 From Plymouth to — , and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SE | 1 | | | 1008 | 60 | 56 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SE | 1 | b-c | | 1014 | 57 | 55 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | Sat | SW | 1 | b-c | | 1021 | 64 | 60 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | — 1 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | 11 | 0 | | 190 | | S24W | 14W | | SW-W | 3 | bc b | 3 | 1020 | | | | | |
| 1900 | | 11 | 0 | | 256 | | W | 14W | | SW-W | 3 | bc b | 3 | 1020 | | | | | |
| 2000 | | 11 | 0 | | 256 | | W | 14W | | SW-W | 3 | bc b | 3 | 1021 | | | | | |
| 2100 | | 11 | 5 | 115.6 | 256 | | W | 1W | 13W | SWbyW | 2 | bc b | 2 | 1022 | | | | | |
| 2200 | | 12 | 0 | 137.7 | 256 | | W | 1W | 13W | SWbyW | 2 | bc b | 2 | 1022 | | | | | |
| 2300 | | 11 | 0 | 111.9 | 256 | | W | 1W | 13W | SW- | 2 | bc b | 2 | 1022 | | | | | |
| 2400 | | 10 | 5 | 102.4 | 256 | | W | 1W | 13W | SW | 2 | bc b | 2 | 1022 | | | | | |
| | | 79 | 0 | | | | | | | | | | | | | | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

1823 Singling up 1642 Slipped from Jetty 3 slow astern 1644 ½ ahead 100 Revs 1647 slow ahead 0 revs.
1650 engines stopped 1657 half ahead
1705 abeam inner boom 1719 abeam outer boom 1720 ½ ahead 105 revs (to 190°(T))
1800 Co 190°(T) Speed 11 Knots 1856 p/c 256°(T) Speed 11 Knots
1900 Co 256°(T) Speed 11 Knots
2000 Co 256°(T) Speed 11 Knots Relieved by Lt Brandt
2010 H/s operating
2100 Co 256°(T) Speed 11 Knots (100 Revs)
2130 Rounds corrected
2200 Co 256°(T) Speed 11 Knots 2250 Lizard Head abeam R.D.F range 41000 yards
2300 Co 256°(T) Speed 11 Knots
2330 Speed reduced to 60 revs 2325 Rounds corrected
2400 Co 256°(T) Speed 60 revs - opening range to 1 mile Relieved by Lt Seaman

H.M.S. C Morden THURS day 16th of September 1943 From Plymouth to Patrol, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 78 | 0 | | | | | | | | | | | | | | | | |
| 0100 | | 9 | 0 | 89.9 | 256 | | 279 W | 1W | 13W | W | 2 | c-7 | 2 | 1022 | | | | 0120 - Wolf Rk Lt. obs. Dist. 7 Mi by Radar - | |
| 0200 | | 12 | 0 | 123.8 | 256 | | 270 W | 1W | 13W | W | 2 | c-7 | 2 | 1022.3 | | | | 0235 Bishop Lt + sig Tho 0 Br. 40 - | |
| 0300 | | 11 | 5 | 113.5 | 256 | | W | 1W | 13W | W | 2 | c-7 | 2 | 1022.0 | | | | 0330 - Bishop Lt. obs & RTTd. Dist 8.5 mi by Radar. 0335 A/c 291° (T) N55W - 0 | |
| 0400 | | 11 | 0 | 110.2 | 291 | | N55W | 1W | 13W | W | 2 | c-7 | 2 | 1021.5 | | | 60 | | W/R.O. |
| 0500 | | 11 | 0 | 111.5 | 291 | | N55W | 1W | 13W | W | 2 | c7 | 2 | 1021 | | | | 0500 Co N55W Speed 110 Revs O | |
| 0600 | | 11 | 5 | 117.2 | 291 | | N55W | 1W | 13W | W | 2 | c7 | 2 | 1021 | | | | 0600 Co N55W Speed 110 Revs O 0635 A/c 000(T) Speed 110 Revs | |
| 0700 | | 11 | 5 | 117.4 | 290 | | N56W | 1W | 13W | W | 2 | bc7 | 2 | 1020 | | | | 0700 A/c 290°(T) Speed 110 Revs O | |
| 0800 | | 12 | 0 | 124.2 | 290 | | N56W | 1W | 13W | W | 2 | bc7 | 2 | 1020 | | | 60 | 0800 Co 290°(T) Speed 110 Revs O Relieved by Lt. Boult. 0830 A/c to 270 | |
| 0900 | | 10 | 5 | 108.1 | Var | | Var | 1W | 13W | SW | 2 | bc7 | 4 | 1019 | 61 | 59 | - | 0840 change from order X to order Z 0830 A/c to N75W. 0900 Co: Speed various while attaining to order Z. | |
| 1000 | | 11 | 5 | 123.8 | 270 | | N75W | 1W | 14W | SW | 2 | bc6 | 3 | 1019 | 62 | 60 | | 0915 Zig Zag No 11 commenced mean course N75W 1000 Mean Course N75W Speed 110 revs. 1045 Exercising small arms 1057 Sexton overhead | |
| 1100 | | 10 | 5 | 112.6 | 270 | | N75W | 1W | 14W | SW | 2 | bc6 | 3 | 1019 | 63 | 60 | | 1100 Mean course N75W Speed 110 revs Zig Zag continuing | |
| 1200 | | 10 | 5 | 111.1 | 270 | | N75W | 1W | 14W | SW | 2 | bc6 | 3 | 1018.5 | 63 | 60 | | 1200 Mean course N75W Speed 110 revs continuing Zig-Zag 11 Relieved by Lt Inderwick | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 210.5 | — 1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ' | ° ' | | |
| 1200 | 50 05N | 08 29W | obs. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 11 | 0 | 110.2 | 270 | | N75W | 1W | 14W | SW | 2 | c-6 | 3 | 1017 | 64 | 61 | | 1310 - Lancaster crossed astern from Stbd to port - dist approx 5000 yds. | |
| 1400 | | 11 | 0 | 113.3 | 270 | | N75W | 1W | 14W | SW | 2 | bc-7 | 3 | 1016.5 | 65 | 62 | | 1445 - Heavy rain squalls | |
| 1500 | | 11 | 0 | 112.2 | 270 | | N75W | 1W | 14W | SWXS | 3 | R-5 | 4 | 1015 | 62 | 62 | | 1530 - aircraft - unidentified (due to cloud) passed down port side dist app. 3000 yds | |
| 1600 | | 11 | 0 | 114.7 | 270 | | N75W | 1W | 14W | SWXS | 3 | R-5 | 4 | 1015 | 61 | 61 | | | W/R.O. |
| 1700 | | 11 | 0 | 117.5 | 270 | | N75W | 1W | 14W | SW-S | 3 | bc6 | 3 | 1015 | 61 | 61 | | 1700 Co 270°(T) Speed 11 Knots No 11 Zig Zag in progress | |
| 1800 | | 11 | 0 | 106.8 | 270 | | N75W | 1W | 14W | SW-S | 3 | bc7 | 3 | 1016 | 61 | 61 | | 1845 - Long 10° 16' W | |
| 1900 | | 11 | 0 | 109. | 270 | | N75W | 1W | 14W | NNW | 3 | 64 | 3 | 1016 | 60 | 60 | | 1930 - Rec. on WXN = 0. 003 1931 increased speed 12 Knots | |
| 2000 | | 12 | 0 | 125.1 | 270 | | N75W | 1W | 14W | NNW | 2 | bc7 | 2 | 1017 | 57 | 53 | 61 | 2000 Co 270°(T) Speed 12 Knots Zig Zag No 11 in progress Relieved by Lt Boult | |
| 2100 | | 12 | 0 | 121.6 | 270 | | N75W | 1W | 14W | WNW | 2 | bc7 | 2 | 1018.2 | | | | 2100 Opened Fo 7000 yds distance Co 270°(T) 12 Knots light rain 2101 Recommenced Zig Zag No 11 2140 Rounds Correct | |
| 2200 | | 12 | 0 | 119.7 | 270 | | N75W | 1W | 14W | WNW | 2 | bc7 | 2 | 1019. | | | | 2200 Co 270°(T) Speed 120 revs (12 Kts) | |
| 2300 | | 12 | 5 | 124.9 | 270 | | N75W | 1W | 15W | WNW | 2 | bc7 | 2 | 1019 | | | | 2300 Co 270°(T) Speed 120 revs (12 Kts) Bright moonlight | |
| 2400 | | 13 | 5 | 134.1 | 290 | | N55W | | 15W | W.NW | 2 | bc7 | 2 | 1019 | | | 60 | 2320 Rounds Correct 2335 A/c to N55W Speed increased to 145 revs 2355 speed 140 revs 2400 Co N55W speed 140 revs Relieved by Lt Inderwick | |
| | | 138 | 0 | | | | | | | | | | | | | | | | |

H.M.S. C Morden Fri day 17th of September 19 43 From Plymouth to Convoy, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 133 | 0 | | | | | | | | | | | | | | | | |
| 0100 | | 12 | 0 | 124.8 | 290 | | NSSW | 1W | 14W | WNW | 2 | bc-6 | 2 | 1020 | | | | | |
| 0200 | | 13 | 5 | 150.2 | 290 | | N5SW | 1W | 14W | WNW | 2 | bc-6 | 2 | 1021 | | | | | |
| 0300 | | 13 | 0 | 142.9 | 290 | | N54W | 1W | 15W | WNW | 2 | bc-7 | 2 | 1021 | | | | | |
| 0400 | | 13 | 5 | 148.7 | 290 | | N54W | 1W | 15W | WNW | 2 | bc-7 | 2 | 1022 | | | 60 | Relieved by Lieut Saunders. | WRD |
| 0500 | | 12 | 5 | 133.3 | 290 | | N54W | 1W | 15W | NW | 2 | bc7 | 2 | 1022.5 | | | | 0500 Co 290°(T) Speed 12knots ⊙ | |
| 0600 | | 12 | 5 | 132.1 | 290 | | N54W | 1W | 15W | NW | 2 | bc7 | 2 | 1022.5 | | | | 0600 Co 290°(T) Speed 12knots ⊙ | |
| 0700 | | 13 | 0 | 142.4 | 290 | | N54W | 1W | 15W | NW | 2 | bc7 | 2 | 1025 | | | | 0700 Co 290°(T) Speed 12knots ⊙ | |
| 0800 | | 13 | 5 | 152. | 290 | | N54W | 1W | 15W | NW | 2 | bc7 | 2 | 1025.5 | | | | 0800 Co 290°(T) Speed 12knots ⊙ Relieved by Lt Saunders | |
| 0900 | | 13 | 0 | 141.3 | 290 | | N56W | 0 | 15W | NNW | 2 | bc7 | 3 | 1025.2 | 51 | 49 | | 0900 Co 290°(T) speed 13 Knots | |
| 1000 | | 13 | 0 | 139.0 | 290 | | N55W | 0 | 15W | NNW | 2 | bc7 | 2 | | 55 | 50 | | 1000 Co 290°(T) Speed 13 Knots | |
| 1100 | | 12 | 5 | 136.7 | 290 | | N55W | 0 | 15W | NNW | 2 | bc7 | 2 | 1027.1 | 57 | 50 | | 1100 Co 290°(T) speed 140-145 revs (13 knots) | |
| 1200 | | 13 | 0 | 139.8 | 290 | | N54W | | 16W | N.W. | 2 | bc7 | 2 | 1028. | 55 | 50 | | 1105 a/s alter down to ship revs recorder 1145 a/s operating without recorder. 1200 Co 290°(T) speed 145 revs (13 knots) Relieved by Lt Inman | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 293.0 | −1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 50 48N | 15 09W | Obs. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 12 | 9 | 139.3 | 290 | | N53W | 0 | 17W | NW | 2 | bc7 | 2 | 1029 | 56 | 53 | | 1300 - Group began Zig-Zag No.10. 1355 Lat by Mer. Alt ⊙ 50°58'N | |
| 1400 | | 12 | 5 | 136.2 | 290 | | N53W | 0 | 17W | NW | 2 | c-7 | 2 | 1029 | 55 | 52 | | | |
| 1500 | | 13 | 0 | 145.9 | 290 | | N53W | 0 | 17W | NNW | 2 | bc-7 | 2 | 1029 | 55 | 52 | | | |
| 1600 | | 12 | 7 | 138.6 | 290 | | N52W | 0 | 18W | NW | 2 | bc-7 | 2 | 1029 | 56 | 52 | | | WRD |
| 1700 | | 12 | 0 | 136.1 | 290 | | N52W | 0 | 18W | NW | 2 | bc7 | 2 | 1028.5 | | | | 1700 Course 290°(T) Speed 14½ Knots | |
| 1800 | | 12 | 5 | 137.1 | 290 | | N52W | 0 | 18W | NW | 2 | bc7 | 2 | 1028.5 | | | | 1820 Increased Speed to 13½ knots ⊙ | |
| 1900 | | 13 | 0 | 145.5 | 290 | | N52W | 0 | 18W | NW | 2 | bc7 | 2 | 1028 | | | | 1900 Small arms and AA Armament exercised ⊙ | |
| 2000 | | 13 | 5 | 154.6 | 290 | | N52W | 0 | 18W | NW | 2 | bc7 | 2 | 1028 | | | 55 | 2000 Co 290°(T) Speed 14½ revs ⊙ Relieved by Lt Brandt ⊙ | |
| 2100 | | 13 | 0 | 139.8 | 290 | | N52W | 0 | 19W | NW | 2 | 07 | 2 | 1028 | | | | 2100 Co 290°(T) speed 145 Revs 2130 Zig Zag discontinued | |
| 2200 | | 12 | 8 | 138.9 | 290 | | N51W | 0 | 19W | NW | 2 | c6 | 2 | 1029 | | | | 2120 Rounds Correct 2200 Co 290°(T) Speed 145 revs | |
| 2300 | | 12 | 9 | 140.9 | 290 | | N51W | 0 | 19W | NW | 2 | c6 | 2 | 1029 | | | | 2245 Rounds Correct 2300 Co 290°(T) Speed 145 revs | |
| 2400 | | 12 | 8 | 139.8 | 290 | | N51W | 0 | 19W | NW | 2 | c6 | 2 | 1028.8 | | | | 2400 Co 290°(T) Speed 145 revs Relieved by Lt Inman | |
| | | 153 | 4 | | | | | | | | | | | | | | | | |

H.M.S. C Morden Sator day 18th of September 1943 From Plymouth to Convoy, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 153 | 4 | | | | | | | | | | | | | | | | |
| 0100 | | 13 | 3 | 148.5 | 290 | | N51W | 0 | 19W | WNW | 2 | bc-6 | 2 | 1029 | | | | 0150 - Asdic reported no transmissions | |
| 0200 | | 13 | 3 | 149.9 | 290 | | N50W | 0 | 20W | WNW | 2 | c-6 | 3 | 1029 | | | | | |
| 0300 | | 13 | 4 | 150.6 | 290 | | N50W | 0 | 20W | WNW | 2 | c-6 | 2 | 1028.5 | | | | 0300 - Asdic still broken down. - 0326 - passed message ♑ SO by R.T. | |
| 0400 | | 13 | 4 | 150.2 | 290 | | N50W | 0 | 20W | WxN | 2 | bc-7 | 3 | 1028 | | | | | W.R.J. |
| 0500 | | 11 | 8 | 119 | 290 | | N50W | 0 | 20W | NNW | 2 | bc-7 | 3 | 1028 | | | | 0500 Asdic still broken down - Request from ty boats to C Co 290° (T) Kansas | |
| 0600 | | 13 | 0 | 143.7 | 290 | | N50W | 0 | 20W | WNW | 2 | bc-7 | 3 | 1028 | | | | 0600 SO advised of state of Asdic D | |
| 0700 | | 13 | 0 | 143.7 | 290 | | N50W | 0 | 20W | NNW | 2 | bc-7 | 3 | 1027.5 | | | | 0700 Co 290°(T) Speed 155 revs D | |
| 0800 | | 13 | 4 | 149.6 | 290 | | N50W | 0 | 20W | NNW | 2 | bc 7 | 3 | 1027 | | | 57 | 0800 Asdic still breakdown - Co 290°(T) Speed 155 revs D Relieved by Lt Barnett | D |
| 0900 | | 13 | 1 | 146.8 | 290 | | N49W | 0 | 21°W | NW | 2 | c 6 | 3 | 1027 | 55 | 54 | 57 | 0900 Co 290°(T) Speed 140 revs | |
| 1000 | | 12 | 7 | 137.9 | 290 | | N49W | 0 | 21°W | NW | 2 | bc 6 | 3 | 1027 | 55 | 54 | 57 | 0900 Zig Zag No 10 Commenced<br>1000 Co 290°(T) Speed 140 revs Zig Zag #10 in progress | |
| 1100 | | 12 | 8 | 139.2 | 290 | | N49W | 0 | 21°W | N.W. | 2 | bc 6 | 3 | 1027 | 55 | 54 | 57 | 1100 Co 290°(T) Speed 140 revs Zig Zag #10 in progress | |
| 1200 | | 13 | 0 | 143.5 | 290 | | N49W | 0 | 21°W | N.W. | 2 | bc 7 | 3 | 1026.9 | 55 | 55 | 57 | 1200 Co 290°(T) Speed 150 revs Zig Zag #10 in progress Relieved by Lt Inman | |
| 1300 | | 11 | 8 | 118.9 | 290 | | N49W | 0 | 21W | W | 3 | 0-6 | 3 | 1026 | 56 | 55 | | 1220 - Speed 9 knots. | |
| 1400 | | 12 | 7 | 137.6 | 290 | | N49W | 0 | 21W | W | 3 | 0-6 | 3 | 1025.7 | 56 | 55 | | 1300 Speed 13 Knots - 1355 reduced to 100 revs | |
| 1500 | | 12 | 6 | 134.7 | 290 | | N47W | 0 | 23W | W | 3 | 0-6 | 3 | 1026 | 56 | 55 | | 1415 - increased to 150 revs - 1440 - reduced to 140 revs. | |
| 1600 | | 12 | 3 | 131.7 | 290 | | N47W | 0 | 23W | W | 3 | 0-5 | 3 | 1025.5 | 55 | 55 | 56 | 1500 - regained station. 1557 - Ceased Zig-Zag. | |
| 1700 | | 12 | 0 | 124.7 | 330 | | N7W | 0 | 23W | W | 3 | as | 3 | 1025.5 | | | | 1608 A/C 330°(T) Speed 11 Knots 1640 Commenced Zig Zag No 10 | W.R.J. |
| 1800 | | 11 | 0 | 106.4 | 330 | | N7W | 0 | 23W | NW-W | 3 | fs | 3 | 1025 | | | | 1700 Co 330°(T) Speed 11 Knots D | |
| 1900 | | 11 | 5 | 115.9 | 330 | | N7W | 0 | 23W | NW-W | 3 | fs | 3 | 1025 | | | | 1800 Co 330°(T) Speed 11 Knots D | |
| 2000 | | 13 | 0 | 140.9 | 330 | | N7W | 0 | 23W | NW-W | 3 | fs | 3 | 1024.5 | | | 56 | 1900 Co 330°(T) Speed 11 Knots D | |
| 2100 | | 13 | 0 | 145.3 | 310 | | N26W | ½E | 24W | W | 2 | f s | 3 | 1024.5 | 55 | 55 | | 2000 Co 330°(T) Speed 11 Knots D<br>2000 Jochen + SX Code detached proceeding to HX 256 2015 A/C to 310°(T) Speed 150 revs | |
| 2200 | | 13 | 7 | 156.5 | 313 | | N23W | ½E | 24W | W | 2 | f s | 3 | 1024 | | | | 2100 Co 310°(T) Speed 150 revs 2135 A/C to 313<br>2145 ASDIC commenced Operating. 2157 Rounds Correct ♑<br>2200 Co 313°(T) Speed 165 revs | |
| 2300 | | 14 | 0 | 166.1 | 313 | | N23W | ½E | 24W | W | 2 | f s | 3 | 1023 | | | | 2300 Co 313°(T) Speed 155 revs | |
| 2400 | | 13 | 3 | 148.7 | 313 | | N22W | ½E | 25W | W | 3 | f s | 3 | 1022.1 | | | | 2330 Rounds Correct ♑<br>2400 Co 313°(T) Speed 155 revs Relieved by Lt Inman | |
| | | 150 | 9 | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 3096 | -1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ' | ° ' | | |
| 0800 | | | | |
| 1200 | 52 35N | 22 30W | D.R. | |
| 2000 | | | | |

H.M.S. Morden SUN day 19th of September 1943 From Plymouth to Convoys, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 150 13 | .9 5 | 152.5 | 313 | | N22½W | ½E | 25W | W | 3 | f-5 | 3 | 1021 | | | | | |
| 0200 | | 13 | 7 | 154.6 | 313 | | N22½W | ½E | 25W | W | 3 | f-5 | 3 | 1021.5 | | | | | |
| 0300 | | 13 | 7 | 153.6 | 313 | | N22½W | ½E | 25W | W | 3 | e-6 | 3 | 1020 | | | | | |
| 0400 | | 12 | 0 | 129.4 | 258 | | N76W | 1W | 25W | W | 3 | e-5 | 3 | 1019 | | | 55 | | |
| 0500 | | 12 | 0 | 126.5 | 069 | | S86E | 0 | 25W | W | 3 | c5 | 3 | 1018.5 | | | | | |
| 0600 | | 12 | 7 | 136.7 | 069 | | S86E | 0 | 25W | W | 3 | c5 | 3 | 1018 | | | | | |
| 0700 | | 12 | | 129.3 | 069 | | S86E | 0 | 25W | W | 3 | c5 | 3 | 1017.5 | | | | | |
| 0800 | | 12 | 0 | 119.9 | 069 | | S86E | 0 | 25W | W | 3 | c5 | 3 | 1017 | | | 55 | | |
| 0900 | | 12 | 0 | 129.8 | 312 | | N22W | 1½E | 26W | W | 3 | c5 | 4 | 1017.3 | 55 | 54 | | | |
| 1000 | | 10 | 5 | 107.3 | 312 | | N22W | 1½E | 26W | W | 3 | e06 | 3 | 1016.5 | 55 | 54 | | | |
| 1100 | | 12 | 9 | 140.2 | 312 310 | | N24W N22W | 1½E | 26W | W | 3 | 06 | 3 | 1017 | 54 | 53 | | | |
| 1200 | | 13 | 3 | 148.6 | 310 | | N24W | 1½E | 26W | W | 3 | 06 | 3 | 1017 | 54 | 53 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 301.2 | -1 | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 13 | 0 | 140.7 | 310 | | N24W | ½E | 26W | W | 3 | 0-5 | 3 | 1017.5 | 55 | 54 | | | |
| 1400 | | 12 | 8 | 137.- | 310 | | N24W | ½E | 26W | W | 3 | c-7 | 3 | 1017.5 | 54 | 54 | | | |
| 1500 | | 13 | 4 | 149.1 | 310 | | N24W | ½E | 26W | W | 3 | c-7 | 3 | 1020. | 55 | 53 | | | |
| 1600 | | 13 | 0 | 140.9 | 310 | | N23W | ½E | 27W | W | 3 | bc-7 | 3 | 1021 | | | 53 | | |
| 1700 | | 12 | 0 | 130.4 | 310 | | N23W | ½E | 27W | W | 3 | bc-7 | 3 | 1022 | | | | | |
| 1800 | | 13 | 5 | 154.8 | 310 | | N23W | ½E | 27W | W | 3 | bc-7 | 3 | 1022.5 | | | | | |
| 1900 | | 13 | 3 | 146.1 | 280° | | N53W | ½E | 27W | NW-W | 3 | bc-7 | 3 | 1024 | | | | | |
| 2000 | | 13 | 0 | 143.4 | 290 | | N43°W | ½E | 27W | NW-W | 3 | bc-7 | 3 | 1024.5 | | | 53 | | |
| 2100 | | 12 | 5 | 132.9 | 290 | | N43W | 0 | 27W | NW | 2 | bc7 | 2 | 1024.2 | 49 | 45 | 53 | | |
| 2200 | | 13 | 0 | 140.3 | 290 | | N43W | 0 | 27W | NW | 2 | bc7 | 2 | 1025.3 | | | | | |
| 2300 | | 12 | 0 | 122.4 | 040° | | N67E | | 27W | NW | 2 | bc7 | 2 | 1026. | | | | | |
| 2400 | | 12 | 0 | 126.6 | 040 | | N67E | | 27W | NW | 2 | bc7 | 2 | 1026.5 | | | 53 | | |
| | | 143 | 5 | | | | | | | | | | | | | | | | |

25 55 900 M

0323 A/c - 258 (T) - Speed 9 Knots - 0342 - Increased to 12 Knots
0403 A/c - 283°(T)
0425 A/c 313°(T) 0428 A/c 033°(T) 0445 A/c 088°(T) Convoy bearing Red 30 @ 2000 yds 0450 A/c 335°(T)
0500 A/c 069°(T) 0610 A/c 080°(T) (S75°E) 0630 A/c 069°T
0700 Co 069°T Convoy astern bearing Red 160 Green 160° 12000 yds
0750 A/c 080°T
0800 Co 069°T Convoy Course S75E 080°(T)
0809 a/c to N65°W speed 140 revs. 0830 a/c to N5°E 0835 a/c to N15°E 0840 Speed decreased to 140 revs
0900 forming Div 2 Speed 8 kts distance apart 2 mls Co 312°(T) 0958 a/c broken down
0913 a/c to starting 0924 PBI 18 a/c to S22E 0944½ PBI 18 a/c to N22W
0958 Speed 13 Knots 1000 Co 312°(T) Speed 145 revs.
1045 a/c to 310°(T)
1100 Co 310°(T) Speed 145 revs.
1100 Zig Zag #10 commenced
1200 Co 310°(T) Speed 145-150 revs Zig Zag #10 in progress Relieved by Lt Surman

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 55 18N | 26 20W | D.R. | |
| 2000 | | | | |

1446 - Lat by ☉ 55°21'N
1700 Co 310°(T) Speed 145 revs Zig Zag #10 in progress @ 1800 A/c 280 (N80W)
1901 A/c 290°(T) Speed 145 revs
2000 Co 290°(T) Speed 145 revs ☉ Relieved by Lieut Brault RCN
2100 Co 290°(T) Speed 130 revs Zig Zag #10 in progress
2200 Co 290°(T) Speed 130 revs Zig Zag discontinued
2200 Speed reduced to 125 revs (12 Knots) Zig Zag No 11 - A/c to 040°T 2205 Rounds correct
2300 Co 040°(T) Speed 125 Revs - 2335 Rounds Correct
2400 Co 040°(T) Speed 130 Revs - Relieved by Lt Surman

H.M.S. S/Morden Mow day 20th of September 19 43 From Plymouth to Patrol , and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 143 | 5 | | | | | | | | | | | | | | |
| 0100 | | 12 | 6 | 135.8 | 010 | | N68E | 1W | 27W | W | 1 | bc-7 | 2 | 1027 | | | |
| 0200 | | 13 | 4 | 148.1 | 008 | | N 35 E | 1W | 27W | W | 1 | C-7 | 2 | 10 25 | | | |
| 0300 | | 12 | 6 | 135.1 | 008 | | N 36 E | 1W | 27W | W | 1 | C-7 | 2 | 10 25 | | | |
| 0400 | | 14 | 1 | 161.2 | 008 | | N 36 E | 1W | 27W | W | 1 | C-7 | 2 | 10 25 | | | 53 |
| 0500 | | 14 | 1 | 160.6 | 278 | | N56W | 1W | 27W | W | 1 | bc7 | 2 | 1025 | | | |
| 0600 | | 14 | 0 | 158.5 | 280 | | N54W | 1W | 27W | W | 1 | bc7 | 2 | 1025 | | | |
| 0700 | | 14 | 0 | 158.3 | 280 | | N54W | 1W | 27W | W | 1 | bc7 | 2 | 1025 | | | |
| 0800 | | 14 | 0 | 159.5 | 280 | | N54W | 1W | 27W | W | 1 | bc7 | 2 | 1025 | | | |
| 0900 | | 13 | 0 | 143.9 | 270 | | N60W | 1W | 29W | NW | 1 | bc7 | 2 | 1025 | | | |
| 1000 | | 13 | 0 | 141.6 | 270/315 | | N60W / N15W N50W N60W | 1W | 29W | NW | 1 | bc7 | 2 | 1025 | 48 | 46 | |
| 1100 | | 13 | 0 | 138.8 | 315/250/270 | | N60W N60W | 1W | 29W | NW | 1 | bc7 | 2 | 1025 | 48 | 46 | |
| 1200 | | 11 | 0 | 103.4 | 270/285 | | N45W | 1W | 29W | NW | 1 | bc7 | 2 | 1025.1 | 49 | 46 | 53 |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 302.3 | -1 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 9 | 5 | 96.4 | 265 | | N65W | 1W | 29W | NW | 1 | bc 7 | 2 | 1027.5 | 50 | 46 | |
| 1400 | | 9 | 0 | 88.8 | 265 | | N65W | 1W | 29W | NW | 1 | bc7 | 2 | 1026 | 50 | 46 | |
| 1500 | | 8 | 0 | 82.8 | 010 | | N40W | 1W | 29W | NW | 1 | bc7 | 2 | 1026 | 51 | 47 | |
| 1600 | | 7 | 5 | 74.5 | 055 | | N85W | 1W | 29W | NW | 1 | bc7 | 2 | 1026 | 51 | 46 | |
| 1700 | | 7 | 0 | 68.4 | 067 | | N88E | 1W | 29W | N.W | 1 | bc 7 | 2 | 1026 | 51 | 46 | |
| 1800 | | 7 | 0 | 70.2 | 067 | | N88E | 1W | 29W | NW | 1 | bc7 | 2 | 1026 | 51 | 46 | |
| 1900 | | 6 | 0 | 61.1 | 067 / 113 | | N88E S45E | 1W | 29W | NW | 1 | bc7 | 2 | 1026.5 | 50 | 45 | |
| 2000 | | 7 | 0 | 67.2 | various | | N | 1W | 29W | NW | 1 | b7 | 2 | 1027 | 50 | 45 | 52 |
| 2100 | | 12 | 3 | 129.3 | various | | Various | SW | 29W | NW | 1 | b7 | 2 | 1027 | | | |
| 2200 | | 13 | 5 | 151.1 | 248 | | N78W | 1W | 29W | NW | 1 | bc7 | 2 | 1027.5 | | | |
| 2300 | | 9 | 0 | 92.7 | 248 | | N78W | 1W | 29W | NW | 1 | bc7 | 2 | 1027.5 | | | |
| 2400 | | 11 | 0 | 102.5 | 248 | | N78W | 1W | 29W | NW | 1 | bc7 | 2 | 1027.5 | | | |
| | | 106 | 8 | | | | | | | | | | | | | | |

REMARKS

0025 - Chambly firing star shell on RDO contact - 0032 Chambly attacking with D/c's.
0105 A/c 008°(T) speed 14 Knots - Ithchen and Chambly detach for Observant
0250 - St Croix detaches to go on ahead -
Relieved by Lieut Saunders. WRJ.
0450 A/c 278°T. Speed 160 revs. 0515 A/c 280° speed 14 knots.
0600 Co 280°T. Speed 14 Knots.
0700 Co 280°T. speed 14 knots.
0800 Co 280°T. Speed 14 Knots.
0835 regained station 0830 Speed reduced to 125 revs (14 knots). 0845 A/c to 270°(T) Speed 145 revs.
0900 Co 270°(T) Speed 145 revs in company with St Croix & Jackville.
0919 A/s telephone jack taken down operating on loudspeaker. 0920 DNS18 in sight bearing Green 20
0937 A/s operating on telephone jack. A/c sighted ASSEALTOR 0942 - 0945 A/c to N15W
1000 Co 315°(T) Speed 145 revs.
1030 A/c to N50W 1035 A/c to N60W.
1100 Co 270°(T) speed 130 revs.
1200 Co N45°W. speed 90 revs. Relieved by Lt Inman

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | 57 12N | 29 33W | Obs. | |
| 1200 | 57 16N | 30 43W | Obs. | |
| 2000 | | | | |

1203 A/c to N60W - 1215 - Course 265°(T) Speed 7 knots. - 1310 - Closed H/Pt 84 - to take oiling connection - 1345 - closed tanker PT 32 to oil. -
1410 - A/c 290 1425 A/c 310(T) 1440 A/c 325(T)
1455 - A/c - 010 - 1445 - passed tow line
1515 - A/c 055°(T) - 1540 - started pumping fuel.
Oiling
1700 A/c. 067°(T)
1857 After course to 260°(T)
1920 A/c 250 1936 A/c 248
1955 Finished fuelling
2000 Co N60W 2030 Co 56W 2045-58W speed 140 revs
2105 Course Various - Sighting n/f Position B - 4000 Yards ahead Port Column -
2130 Periscope on Stab bow - acting Station - 2155 Secure - Asdic trolley down - A/c - 15000 yds
2200 Co - 248° Zigzaging in Position "B" 2210 Rounds Correct 2" 88 Rounds Corrected
2300 Co 248°(T) Zigzaging in Position B.
2400 Co 248°(T) Zigzaging in Position B. Relieved by Lt Inman

H.M.S. C MORDEN — TUESday 21st of September — 1943 — From PLYMOUTH to PATROL, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 106 | 8 | | | | | | | | | | | | | | |
| 0100 | | 11 | 0 | 101.9 | 248 | | N82W | 1W | 29W | NW | 1 | b-7 | 2 | 1029.5 | | | |
| 0200 | | 11 | 0 | 102.8 | 248 | | N82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1029.5 | | | |
| 0300 | | 12 | 4 | 131.8 | 248 | | N82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1030 | | | |
| 0400 | | 12 | 5 | 133.6 | 248 | | N 82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1030 | | | |
| 0500 | | 12 | 3 | 130.6 | 248 | | N82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1030 | | | |
| 0600 | | 13 | 0 | 139.1 | 248 | | N82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1030 | | | |
| 0700 | | 12 | 3 | 131.8 | 248 | | N82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1030 | | | |
| 0800 | | 13 | 6 | 154.4 | 248 | | N82W | 1W | 29W | NW | 1 | bc-7 | 1 | 1030 | | | 52 |
| 0900 | | 12 | 3 | 130.0 | 248 | | N80W | 1W | 31W | SW | 1 | f4 | 1 | 1030 | | | |
| 1000 | | 11 | 0 | 102.7 | 248 | | N80W | 1W | 31W | S.W. | 1 | f4 | 1 | 1030 | 53 | 52 | |
| 1100 | | 11 | 0 | 104.6 | 248 | | N80W | 1W | 31W | S.W | 1 | f4 | 1 | 1030 | 53 | 52 | |
| 1200 | | 11 | 5 | 113.2 | 230 | | S82W | 1W | 31W | S.W | 1 | f5 | 1 | 1029.8 | 53 | 52 | 52 |
| 1300 | | 12 | 0 | 127.9 | 230 | | S 82W | 1W | 31W | SxW | 1 | f-2 | 1 | 1030 | 53 | 53 | |
| 1400 | | 12 | 0 | 125.4 | 230 | | S 82W | 1W | 31W | SxW | 1 | f-3 | 1 | 1030.5 | 54 | 53 | |
| 1500 | | 9 | 0 | 92.2 | 230 | | S 82W | 1W | 31W | SxW | 1 | f-3 | 1 | 1030 | 54 | 53 | |
| 1600 | | 9 | 7 | 97.0 | 230 | | S 82W | 1W | 31W | SxW | 1 | f2 | 1 | 1031 | 53 | 52 | |
| 1700 | | 11 | 0 | 105.1 | 350 | | N20E | 1E | 31W | SxW | 1 | f2 | 1 | 1030 | 53 | 52 | |
| 1800 | | 12 | 3 | 135.8 | 260 | | S80W | 0 | 31W | SxW | 1 | f2 | 1 | 1029.5 | 53 | 52 | |
| 1900 | | 13 | 4 | 151.1 | 215 | | S35W | 1W | 31W | SxW | 1 | f2 | 1 | 1028.5 | 52 | 51 | |
| 2000 | | 14 | 2 | 162.6 | 215 | | S35W | 1W | 31W | SxW | 1 | f2 | 1 | 1028 | | | 51 |
| 2100 | | 14 | 2 | 162.5 | 233 | | S85W | 1W | 31W | S.W. | 1 | f3 | 1 | 1028.5 | 53 | 53 | |
| 2200 | | 14 | 2 | 160.7 | 233 | | S85W | 1W | 31W | S.W | 1 | f3 | 1 | 1028.5 | | | |
| 2300 | | 13 | 1 | 146.5 | 233 | | S85W Varies | 1W | 31W | S.W | 1 | f2 | 1 | 1028.5 | | | |
| 2400 | | 12 | 8 | 137.4 | 233 | | S85W | 1W | 31W | S.W | 1 | f2 | 1 | 1028.5 | | | 52 |
| | | 137 | 9 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 250.7 | −1 | | |

REMARKS

0117 - D/c fired by Escort
0140 - D/c fired by Escort.

Zig-Zag being carried out in position B.

Zig-Zag being carried out in position B. 0210 - S.S. fired by Escort

Zig-Zag carried out in position B. 0301 - S.S. fired by Escort.

Relieved by Lieut Saunders W.W.S.

0500 Co 248°T - Zig Zagging in position B. 0501 Contact bearing 270° 4500 yds
Submarine - Guntub attacked Carried out 3 only charges - Communications to rails
failed - setting bag not heard ⊙ Asdic broke down on completion of attack ⊙ 0525 Resumed
Course 248°T. 0600 Co 248°T 130 revs speed ⊙

0700 Co 248 Speed 130 revs Zig Zagging in B position ⊙ 0710 Fog closed in

0750 Fog Clearing — 0800 Co 248°T speed 130 revs - Zig Zagging in B position - Visibility

0900 Visibility closed down Co 248°(T) speed 120 revs Zig Zagging in B position

1000 Fog still closed down Co 248°(T) speed 120 revs Zig Zagging in BB position

1010 Taking up position 'AA' Zig Zagging

1100 Taking up position AA Zig Zagging — Visibility Nil
Convoy speed 7½ knots

1145 fog lifting

1200 Zig Zagging in 'AA' position Co 230°(T) speed 130 revs Relieved by Lt Saunders

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | 56 07N | 34 00 W | D.R. | |
| 2000 | | | | |

1420 - closed KIPT 116 to receive S.R Key for A/S. 1445 assumed station AA.

Zig-Zag in Path AA. Relieved by Lieut Saunders W.W.S.

1632 A/c 050°T with Destroyer Escorts formed through Convoy ⊙ 1650 A/c 350°T. to pass 3½ miles

1707 A/c 050°T at 3½ miles distance from Convoy ⊙ 1730 Commenced Zig Zag 20° to port
and 20° to Starboard ⊙ 1755 A/c 180° to 290°T. ⊙
1800 A/c to 260°T. 1835 A/c 235°T. 1900 A/c 215°T. Speed 160 revs.

2000 Co 215°(T) Speed 160 revs ⊙ Relieved by G Brault ⊙

2100 Co 233°(T) speed 160 revs Rejoining Convoy to take up Station "AA"
2115 Visibility Nil 2150 Rounds correct

2200 Taking up Position AA 2205 Investigating D.S.C. Contact 2225 Not - Resuming Station AA.

2300 Resuming station "AA" Speed 140 Revs

0100 Resuming Station "AA" Speed 140 Revs Relieved by Lt Simpson

H.M.S. C Morden Wednesday 22nd of September 1943 From Plymouth to Convoy, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 137 | 9 | | | | | | | | | | | | | | | 0030- Arrived in Station A.A. | |
| 0100 | | 11 | 3 | 111.9 | 230 | | S82W | 1W | 31W | SSW | 2 | f-3 | 1 | 1027 | | | | 0155- Kunfire heard off Starboard bow of convoy | |
| 0200 | | 9 | 0 | 92.2 | 230 | | S82W | 1W | 31W | SSW | 2 | f-3 | 1 | 1026 | | | | 0200 = Mole Kunfire. | |
| 0300 | | 9 | 5 | 96.9 | 230 | | S82W | 1W | 31W | SSW | 2 | f.3 | 1 | 1026 | | | | | |
| 0400 | | 9 | 5 | 96.3 | 230 | | S82W | 1W | 31W | SSW | 2 | f.3 | 2 | 1025.5 | | | 51 | | |
| 0500 | | 9 | 5 | 94.9 | 230 | | S82W | 1W | 31W | SSW | 2 | f3 | 2 | 1025 | | | | 0500 Stationed in AA position and Zig Zagging | |
| 0600 | | 9 | 5 | 97.6 | 230 | | S82W | 1W | 31W | SSW | 3 | f2 | 3 | 1025 | | | | 0600 Co 230°T Speed 110 revs | |
| 0700 | | 10 | 0 | 99.9 | 230 | | S82W | 1W | 31W | SSW | 3 | f2 | 3 | 1024.5 | | | | 0700 Co 230°T Speed 110 revs | |
| 0800 | | 10 | 0 | 100.7 | 230 | | S82W | 1W | 31W | SSW | 3 | f2 | 3 | 1024 | | | 52 | 0800 Co 230°T Speed 100 revs Stationed AA position Sea visibility nil | |
| 0900 | | 9 | 5 | 96.8 | 230 | | S82W | 1W | 31W | W | 3 | f2 | 3 | 1023 | 53 | 53 | | 0900 Co 230°(T) Speed 100 Revs Zigzagging in 'AA' position | |
| 1000 | | 9 | 5 | 97.1 | 230 | | S82W | 1W | 31W | W | 3 | f2 | 3 | 1022 | 53 | 53 | | 1000 Visibility nil Co 230°(T) Speed 100 revs Zigzagging in "AA" position | |
| 1100 | | 9 | 5 | 96.7 | 230 | | S82W | 1W | 31W | W | 3 | f2 | 3 | 1021.5 | 53 | 53 | | 1100 rain & dense fog Co 230°(T) Speed 100 revs Zigzagging in "AA" position. | |
| 1200 | | 12 | 0 | 122.2 | 230 230 | | S82W | 1W | 31W | W | 3 | f6 | 3 | 1021. | 54 | 53½ | | 1145 A/C to 311°(T) pitching K116 for SED fog lifting Speed 130 - Clocks set back ½ hour 1200 (GMT) Speed 130 revs - 1130 A/C 224°(T) Released by Lt Inman | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 256.7 | -½ | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 12 | 6 | 135.9 | 224 | | S76W | 1W | 31W | SXW | 3 | 0-4 | 3 | 1021 | 54 | 53 | | In Company with KITE 116 - to sweep astern of Convoy - 1210 - passed stbd. wing of Convoy - 1151/BL 1214/BL 9 - 1244/BL 185 - 1415/BL 290 - 1350 - Investigated R.O.F. contact. | |
| 1400 | | 12 | 9 | 141.5 | 224 | | S76W | 1W | 31W | SXW | 3 | 0-5 | 3 | 1020 | 54 | 53 | | 1415/BL 290 - 1350 - A/S. operating 1410 - A/S broken down. | |
| 1500 | | 13 | 0 | 142.4 | 224 | | S76W | 1W | 31W | SXW | 3 | c-5 | 3 | 1019 | 54 | 53 | | 1501 - Course 250° | |
| 1600 | | 13 | 7 | 155.2 | 250 | | N78W | 1W | 31W | SXW | 3 | f-2 | 3 | 1019 | 54 | 54 | 52 | Rejoining convoy Released by Lieut Saunders. | W.R.D. |
| 1700 | | 12 | 8 | 137.9 | 250° | | N78W | 1W | 31W | SXW | 3 | f2 | 3 | 1019 | | | | 1600 Clocks retarded ½ hours. | |
| 1800 | | 13 | 0 | 144.1 | 205° | | S55W | 1W | 31W | SXW | 2 | bc7 | 2 | 1019.5 | | | | 1745 A/C 205°T 1815 A/C 250°T. | |
| 1900 | | 11 | 8 | 118.3 | 205 | | S55W | 1W | 31W | SXW | 2 | bc7 | 2 | 1019.5 | | | | 1900 A/C 205°T Stationed position R Speed 120 revs | |
| 2000 | | 12 | 2 | 128.5 | 220 | | S70W | 1W | 31W | SXW | 2 | bc7 | 2 | 1019.5 | | | | 1940 A/C to 220 — " — Released by Lt Grant | |
| 2100 | | | | | 220 | | S72W | 1W | 31W | W | 2 | bc7 | 2 | 1019.5 | 52 | 51 | | 2000 Clocks retarded ½ hours Co 220(T) Speed 120 revs. | |
| 2200 | | | | | 220 | | S72W | 1W | 31W | W | 2 | bc7 | 2 | 1021. | | | | 2055 Rounds correct 2100 Assuming N.E.D. position "EE" Speed 140 revs Convoy Co 220(T) | |
| 2300 | | | | | 220 | | S72W | 1W | 31W | W | 2 | bc7 | 2 | 1022 | | | | 2200 Co 220(T) Speed 120 revs 2230 A/C to 260°(T) 2230 A/S resumed operating. | |
| 2400 | | | | | 260 | | S72W | 1W | 31W | W | 2 | c7 | 2 | 1022.5 | | | | 2300 Co 260°(T) Speed 100 revs - 2327 - attacked Contact with D/C.'s (Time +1/4 hr on G.M.T.) 2330 Escorted vessel exploded 200yds astern - Torpedo exploded 75 yds off starboard quarter - A/S broken down 2337 - Depth 2000 fm. | 2230 |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | 54 09 N | 37 53 W | D.R. | |
| 2000 | | | | |

H.M.S. Morden THURS day 23rd of September 1943 From Plymouth to Convoy, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 10 | 5 | 106·1 | 260 | | N68W | 1W | 31W | SW | 1 | bc-6 | 2 | 1023 | | | | Clocks retarded ½ hr. at 0001. Z time = +1. | |
| 0200 | | 11 | 8 | 120·6 | 260 | | N68W | 1W | 31W | W | 1 | C-6 | 2 | 1024 | | | | 0202 - PT 102 torpedoed. 0255 - Illuminated by S. Shell by escort vessel. | |
| 0300 | | 12 | 3 | 129·5 | 260 | | N62W | 1W | 31W | W | 1 | C-6 | 2. | 1024 | | | | Carrying out Zig-Zag in position C.C. | |
| 0400 | | 12 | 0 | 124·2 | 260 | | N62W | 1W | 31W | WSW | 1 | c-6 | 1 | 1025 | | | 52 | Carrying out Zig-Zig in position C.C. Relieved by Lieut Saunders | W.R.D. |
| 0500 | | 11 | 8 | 120. | 260 | | N62W | 1W | 31W | WSW | 1 | c-6 | 1 | 1026 | | | | Carrying out Zig Zag as C.C. position ⊙ Clocks retarded ½ hr | |
| 0600 | | 12 | 0 | 126. | 260 | | N62W | 1W | 31W | WSW | 1 | c-6 | 1 | 1026 | | | | C° 260° T Speed 14 ⊙ | |
| 0700 | | 12 | 0 | 125·8 | 260 | | N62W | 1W | 31W | WSW | 1 | bc-6 | 1 | 1026 | | | | 0715 Taken over Chamby's Orders & Stuck 6 miles astern of Convoy 52°57N 21°40W | |
| 0800 | | 13 | 4 | 151.3 | 260 | | N62W | 1W | 31W | WSW | 1 | bc6 | 1 | 1026·5 | | | 53 | 0730 C° 098°(T) Mean Convoy 110 Zigzag. 0750 Closed Tele Chamberlain Stuck Voyager with and Re-anchored. | |
| 0900 | | 10 | 5 | 107·9 | Var | | Var | 1W | 31W | NW | 1 | bc7 | 1 | 1026·9 | 50 | 50 | | 0830 Circling Merchant ship in company with K117. 0830 Northern Pram joined. 0840 Crawler left to rejoin convoy. 0900 Circling Merchant vessel C° various Speed 100 revs. | |
| 1000 | | 9 | 0 | 90·6 | Var | | Var | 1W | 31W | W | 1 | C7 | 1 | 1022 | 51 | 49 | | 1000 circling Merchant vessel to take off survivors speed 100 revs. K181 joined. | |
| 1100 | | 12 | 0 | 126·0 | Var | | Var | 1W | 31W | W | 1 | C7 | 1 | 1022 | 50 | 51 | | 1140 completed picking up two boats loads (29 persons) from Merchant vessel sunk escorted round Warship K117 1246 proceeded in company with K181 + K117 C° 260(T) speed 145 revs. | |
| 1200 | | 7 | 5 | 74·8 | mean 260° | | Mean N68W | 1W | 31W | W | 1 | bc6 | 1 | 1027 | | | | 1200 Course 260°T Speed 14 kts - Zig Zagging N.C.I. - Relieved by Lieut Gunner | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | - | +2. | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| (convoy) 1200 | 53·00N | 41·50W | D.R. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 14 | 0 | | 260 | | N68W | 1W | 31W | NW | 1 | c-7 | 1 | 1027 | 53 | 52 | | In Company with K PT 181 and K PT 117 - Proceeding Convoy C° 260°(T) Zig-Zag #10 - 1330 Convoy A/C 240(T) | |
| 1400 | | 14 | 0 | | 260 | | N68W | 1W | 31W | NW | 1 | C-7 | 1 | 1026 | 53 | 51 | | 1430 Convoy A/c to 220(T) | |
| 1500 | | 14 | 0 | | 260 | | N68W | 1W | 31W | NW | 1 | C7 | 1 | 1026 | 51 | 50 | | | |
| 1600 | | 14 | 0 | | 232 | | S84W | 1W | 31W | NW | 1 | C7 | 1 | 1025 | 52 | 50 | | Ships in Company A/C 232°(T). | W.R.D. |
| 1700 | | 14 | 0 | 159·5 | 232 | | S84W | 1W | 31W | NW | 1 | C7 | 1 | 1021 | 52 | 50 | | 1700 In Company with Sackville C° 230°T Speed 14 Knots ⊙ | |
| 1800 | | 14 | 3 | 163·0 | 232 | | S84W | 1W | 31W | NW | 1 | C7 | 1 | 1021 | | | | 1800 " " | |
| 1900 | | 14 | 0 | 159·8 | 232 | | S84W | 1W | 31W | NW | 1 | C7 | 1 | 1021 | | | | 1900 " " | |
| 2000 | | 14 | 3 | 163·7 | 232 | | S84W | 1W | 31W | NW | 1 | C7 | 1 | 1021 | | | | 2000 " " Relieved by Lt Boult | |
| 2100 | | 14 | 0 | 159·7 | 232 | | S84W | 1W | 31W | NW | 1 | C7 | 1 | 1021 | | | | 2010 Rounds correct 2100 In Company with Sackville taking up NED "L.L." C° 232°(T) Speed 160 revs. | |
| 2200 | | 14 | 2 | 163·4 | 232 | | S84W | 1W | 31W | NW | 1 | bc7 | 1 | 1021 | | | | 2200 Assuming NED position "L.L." C° Var Speed 160 revs | |
| 2300 | | 10 | 5 | 106·9 | 220 | | S72W | 1W | 31W | NW | 1 | bc7 | 1 | 1025 | | | | 2215 Rounds correct - 22.35 in Position "L.L." - Zig Zagging 2300 C° 220°(T) 100 Revs. Zig Zagging 2340 Rounds Correct | |
| 2400 | | 9 | 0 | 87·9 | 220 | | S72W | 1W | 31W | NW | 1 | bc7 | 1 | 1024·5 | | | 54 | 2400 C° 220°(T) 100 Revs. Zig zagging in "LL" position Relieved by Lt Newman | |
| | | 160 | 3 | | | | | | | | | | | | | | | | |

H.M.S. Morden Friday 24th of September 1943 From Plymouth to Convoy, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 160 | 3 | | | | | | | | | | | | | | |
| 0100 | | 11 | 4 | 111.3 | 220 | | S72W | 1W | 31W | W | 7 | bc-6 | 1 | 1024 | | | |
| 0200 | | 11 | 5 | 115.9 | 220 | | S72W | 1W | 31W | SW | 1 | c-5 | 1 | 1024 | | | |
| 0300 | | 11 | 3 | 110.9 | 220 | | S72W | 1W | 31W | SW | 1 | r-5 | 1 | 1024 | | | |
| 0400 | | 11 | 0 | 105.1 | 220 | | S72W | 1W | 31W | SW | 1 | r-5 | 1 | 1023 | | | 55 |
| 0500 | | 12 | 0 | 122.3 | 220 | | S72W | 1W | 31W | SW | 1 | r4 | 1 | 1022 | | | |
| 0600 | | 12 | 0 | 122.3 | 220 | | S72W | 1W | 31W | SW | 1 | r4 | 1 | 1021.5 | | | |
| 0700 | | 13 | 0 | 143.0 | 220 | | S72W | 1W | 31W | SW | 1 | r4 | 1 | 1022 | | | |
| 0800 | | 12 | 8 | 137.6 | 220 | | S72W | 1W | 31W | SW | 1 | r4 | 1 | 1021.5 | | | |
| 0900 | | 12 | 0 | 125.8 | 243 | | N85W | 1W | 31W | SW | 1 | f6 | 2 | 1022.2 | 55 | 55 | |
| 1000 | | 13 | 1 | 145.1 | 220 | | S72W | 1W | 31W | SW | 1 | f5 | 2 | 1022.8 | 55 | 55 | |
| 1100 | | 11 | 8 | 120.1 | 220 | | S72W | 1W | 31W | SW | 1 | f3 | 2 | 1023 | 56 | 55 | |
| 1200 | | 11 | 5 | 109.0 | 220 | | S72W | 1W | 31W | SW | 1 | f2 | 2 | | 56 | 55 | |
| 1300 | | 9 | 0 | 90.8 | 220 | | S72W | 1W | 31W | SW | 2 | f-3 | 2 | 1023.5 | 56 | 55 | |
| 1400 | | 10 | 5 | 101.9 | 220 | | S72W | 1W | 31W | SW | 2 | f-3 | 2 | 1024 | 55 | 54 | |
| 1500 | | 11 | 0 | 104.4 | 220 | | S72W | 1W | 31W | SW | 2 | f-4 | 2 | 1024 | 56 | 56 | |
| 1600 | | 11 | 0 | 107.5 | 220 | | S72W | 1W | 31W | SW | 3 | f-3 | 3 | 1025 | 56 | 56 | 54 |
| 1700 | | 11 | 8 | 121.3 | 220 | | S72W | 1W | 31W | SW | 3 | f2 | 3 | 1025.5 | | | |
| 1800 | | 11 | 8 | 119.5 | 220 | | S72W | 1W | 31W | SW | 3 | f2 | 3 | 1025.5 | | | |
| 1900 | | 11 | 8 | 121.6 | 220 | | S72W | 1W | 31W | SW | 3 | f2 | 3 | 1025 | | | |
| 2000 | | 11 | 8 | 122.4 | 220 | | S72W | 1W | 31W | SW | 3 | f2 | 3 | 1025 | | | |
| 2100 | | 10 | 5 | 101.4 | 220 | | S72W | 1W | 31W | SW | 2 | f2 | 2 | 1027.2 | | | |
| 2200 | | 10 | 5 | 102.9 | 220 | | S72W | 1W | 31W | SW | 2 | f5 | 2 | 1028 | | | |
| 2300 | | 10 | 5 | 101.1 | 220 | | S72W | 1W | 31W | SW | 2 | f2 | 2 | 1029 | | | |
| 2400 | | 10 | 0 | 97.0 | 220 | | S72W | 1W | 31W | SW | 2 | f2 | 2 | 1028.1 | | | 54 |
| | | 130 | 2 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 293.7 | +2 | | |

REMARKS

N.E. posh. Wh. 0135 - Rounds reported correct by 2nd OOW.
0210 - light rain
0305 - Explosion heard.
0400 Stationed in position 'A' carrying out Zig Zag ⊙
0500 Co 220°T Speed 120 revs
0600 Co 220°T
0723 Explosion heard on Starboard Quarter
0620 [illegible] 4 miles astern of Convoy
0800 Course 110°T. Starboard side Sackville 2 miles. No 1 Zig in force. Ship's Co.
0801 A/C 243°T 0900 Sweeping ahead of convoy No 10 Zig Zag as Convoy Co 243°(T) Speed 14 Knots
0937 ordered to proceed to position "P.P." with dispatch speed 180 revs. No Zig Zag. Fog closing down
1000 Proceeding to position "P.P." Co 220°(T) speed 180 revs. Fog lifting somewhat
0957 Convoy made emergency turn 45° to Stbd. 1030 Convoy resumed Co 220°(T)
1100 In position "P.P" Speed 130 revs Co 220°(T)
1115 Passing ship acting as target to K117 - Manoeuvre completed 1140 - Taking up position N ahead of Commodore
1200 Taking up position "N" Co 220°(T). Speed 100 revs Relieved by Lt Jensen

| Position | Latitude | Longitude | Depending on |
|---|---|---|---|
| 0800 | | | |
| 1200 | 50 40N | 4 60 W | D.R. |
| 2000 | | | |

Currents experienced

1250 Assumed position "O" (Another escort vessel in "N")
1430 - visibility opened to 3000 yds. 1450 fog closing in.
1600 Relieved by Lieut Saunders. Wkg.
1700 Co 220°T Speed 120 revs Zig Zagging in position 'N'
1800 Co 220°T Speed 120 revs
1900 Co 220°T Speed 120 revs
2000 Co 220°T Speed 120 revs Zigzagging in position 'N' Relieved by Lt Brault
2010 Rounds correct
2100 Co 220°(T) Speed 100 revs Zigzagging in position "N"
2200 Co 220°(T) Speed 120 Revs. Zigzagging in position "N" Fog lifting somewhat
2240 Rounds correct
2300 Co 220°(T) Speed 100 Revs Zigzagging in Position "N" Fog closing down
2350 - Action Station 2354 Secure -
2400 Co 220°(T) Speed 120 Revs. Zigzagging in Position "N"

H.M.S. C 1 Morden — Saturday 25th of September — 1943 — From Plymouth to Convoy, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 130 | 2 | | | | | | | | | | | | | | | | |
| 0100 | | 9 | 5 | 95.7 | 220 | | S72W | 1W | 31W | SW | 2 | f-3 | 2 | 1029 | | | | | |
| 0200 | | 9 | 5 | 95.4 | 220 | | S72W | 1W | 31W | SW | 2 | f-3 | 2 | 1029 | | | | | |
| 0300 | | 9 | 8 | 98.2 | 220 | | S71W | 1W | 30W | SW | 2 | f-3 | 2 | 1029 | | | | | |
| 0400 | | 9 | 7 | 91.3 | 220 | | S71W | 1W | 30W | SW | 3 | b-7 | 3 | 1029 | | | | Fog clears - 0400 - Nice quiet watch for a change. | W.R.S. |
| 0500 | | 11 | 4 | 113.6 | 220 | | S71W | 1W | 30W | SW | 3 | b-7 | 3 | 1029 | | | 53 | 0500 Stations as Position 'N' Zigzag at 120 revs | |
| 0600 | | 12 | 8 | 137.1 | 220 | | S71W | 1W | 30W | SW | 3 | b-7 | 3 | 1029 | | | 53 | 0600 Co 220°T. 0629 A/c 280 Speed 16 revs. 0720 A/c 220 | |
| 0700 | | 13 | 1 | 145.5 | 220 | | S71W | 1W | 30W | SW | 3 | f4 | 3 | 1029 | | | 53 | 0730 A/c 235° T 0739 A/c 230 0757 A/c 272°M | |
| 0800 | | 14 | 5 | 165.8 | 245 | | N84W | 1W | 30W | SW | 3 | f4 | 3 | 1029 | | | 53 | 0800 Co 245° T. Relieved by Lt Brandt | |
| 0900 | | 14 | 9 | 169.8 | 245 | | N84W | 1W | 30W | SW | 2 | f3 | 2 | 1028.6 | 54 | 53 | | 0812 overtook Kitty IK 121 Formation K speed 15 knots Co 245°(T) 0900 Co 245°(T) 175 revs. | |
| 1000 | | 14 | 1 | 161.1 | 245 / 235 | | N86W / S86W | 1W | 30W | SW | 2 | f3 | 2 | 1028.1 | 54 | 53 | | 0912 A/C to 235°(T) 1000 Co 235°(T) 170 revs. | |
| 1100 | | 14 | 0 | 158.8 | 235 | | S86W | 1W | 30W | SW | 2 | F3 | 2 | 1028.3 | 54 | 52 | | 1100 Co 235°(T) 168 Revs - | |
| 1200 | | 14 | 1 | 162.9 | 235 | | S86W | 1W | 30W | SW | 2 | F3 | 2 | 1028.5 | 54 | 54 | | 1200 Co 235°(T) 165° Revs Relieved by Lt Lawson | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 277.6 | +2 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 14 | 2 | 163.2 | 235 | | S86.5W | 1W | 30W | SxW | 2 | F3 | 2 | 1029 | 55 | 55 | | | |
| 1400 | | 14 | 2 | 162.2 | 235 | | S86W | 1W | 30W | SxW | 2 | f-3 | 2 | 1028 | 54 | 54 | | | |
| 1500 | | 14 | 3 | 163.7 | 235 | | S86W | 1W | 30W | SxW | 2 | f-3 | 2 | 1026.5 | 55 | 55 | | | |
| 1600 | | 14 | 5 | 168.1 | 235 | | S86W | 1W | 30W | SxW | 2 | f2 | 2 | 1025.5 | 55 | 55 | 52 | | W.R.S. |
| 1700 | | 14 | 1 | 161.0 | 235 | | S86W | 1W | 30W | SxW | 2 | b7 | 2 | 1025 | | | | | |
| 1800 | | 14 | 1 | 162.6 | 235 | | S86W | 1W | 30W | SxW | 2 | b7 | 2 | 1025 | | | | 1800 Co 235°T abeam Chambly Saville Speed 165 revs | |
| 1900 | | 14 | 5 | 167.0 | 235 | | S86W | 1W | 30W | SxW | 2 | m5 | 2 | 1022 | | | | 1900 Co 235°T abeam Chambly Saville Speed 165 revs | |
| 2000 | | 14 | 5 | 167.6 | 235 | | S86W | 1W | 30W | SxW | 2 | m3 | 2 | 1022 | | | | 2000 Co 235°T abeam ——" —— Speed 150 revs order entering Chambly, Maden Sackville | |
| 2100 | | | | | Var | | Var. | 1W | 30W | SW | 2 | f2 | 2 | 1021 | | | | 2010 to R1 Reed 12 knots dimmed navigation lights 2030 Echo Sounder started 2045 Speed reduced lights 2018 altered course in succession to 190°(T) | |
| 2200 | | | | | Var | | Var | 1W | 30W | SW | 2 | f4 | 2 | 1021 | | | | 2048 altered course together to 145°(T) Speed 11 kts 2101 speed 12 knots 2114 altered course together 145°Stbd 190°(T) 2122 altered course together 145°Stbd Co 235°(T) 2132 altered course together 180°Stb 120°(T). 2224 altered course together 45°Stb Co 280°(T) 2229 altered course together 90°Stb Co 370°(T) 2148 altered course together 60°Stb 010°(T) | |
| 2300 | | | | | Var | | Var | 1W | 30W | SW | 2 | f2 | 2 | 1021 | | | | 2211 altered course to 300°(T) to R1. 2230 stop engines 2255 slow ahead entering harbour. | |
| 2400 | | | | | | | | | | | | | | | | | | 2300 slow ahead entering harbour. 2325 Stbd 30 half ahead going backwards to await fog clearing 2400 entering harbour. | W.R.S. |

| Position | Latitude | Longitude | Depending on |
|---|---|---|---|
| 0800 | ° ′ | ° ′ | |
| 1200 | 48 32N | 49 36W | DR |
| 2000 | | | |

H.M.S. Morden SoN day 26th of SepTember 1943 From Plymouth. to — , and at St. John's

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 3 | M | | | 60 | 59 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 3 | m | | | 62 | 60 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 2 | b- | | | 62 | 60. | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | +2½ | Chiefs + PO's 0730<br>Hands 0700 | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | 1020 | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 1 | C | | 1015 | 78 | 70 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | C | | 1015 | 65 | 64 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | C | | 1020 | 66 | 65 | |

REMARKS

1220 passed mine baffle picked up pilot 1259 tied up at Harveys Wharf:

0920 - slipped from Harveys wharf
0960 - came alongside H.M.S. Ship at Bowrings wharf
1045 - clear lower decks for task from C.O.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

Sunday Routine - Extended notice to 2359 - 27th

H.M.S. Norden Mon day 27th of September 1943 From to , and at ST. JOHN'S

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SSW | 1 | C- | | 1017 | 66 | 64 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | C-r | | | 65 | 65 | | | |
| 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 |
|---|---|---|---|---|
| | | +2½ | Chiefs + PO's. 0730<br>Hands. 0700 | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | |

Make and mend in P.M.

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

Rcvd 7 Hsss. rations.

H.M.S. Morden Tues day 28th of September 1943 From to , and at St John's.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | H.M.C.S slipped from inside | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | | | | | | | | | | 0910 - Captain ashore | |
| 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 |
|---|---|---|---|---|
| | | +2½ | Chiefs and P.O's. 0730. Hands 0700. | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | SW | 2 | b- | | 1025 | 68 | 61 | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 2 | b- | - | 1024 | 68 | 61. | | 1655. HM. Trawler alongside | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | 1847 Colors. | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | b- | | 1026 | 57 | 55 | | | |
| 2100 | | | | | | | | | | | | | | | | | | Rounds correct. | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | b | | 1028 | 56 | 54 | | | |

H.M.S. Morden Wednesday 29th of September 1943 From — to —, and at St. John's

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | b | | 1028 | 57 | 54 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | b | | 1028 | 50 | 47 | | Lieut D.E. Howard aboard - vice Lieut Saunders as X.O. | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | W | 1 | b- | | 1029 | 50 | 45 | | 12.15 - Capt. Ashes. | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | +2½ | Chiefs + P'O's - 0730<br>Hands - 0700. | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | W | 1 | b- | | 1031 | 58 | 55 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | W | 1 | b | | 1038 | 52 | 47 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | 22 30 HMC. Ships K116 slipped from inside | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | G | | — | 50 | 45 | | | |

H.M.C.S. Morden Thurs day 30th of September 1943 From to , and at St. John's

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | b. | | — | 44 | 42 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | bc-7. | | 1038 | 39 | 35 | | | |
| 0900 | | | | | | | | | | | | | | 1039 | | | | | |
| 1000 | | | | | | | | | | | | | | 1040 | | | | | |
| 1100 | | | | | | | | | | | | | | 1039 | | | | | |
| 1200 | | | | | | | | | | W | 1 | bc- | | 1038 | 52 | 47 | | | |
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | +2½ | Chiefs and PO's. 0730<br>Hands - 0700. | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

Lieut L D Saunders - proceeded on long leave.

H.M.S. Morden FR1 day 1st of October 1943 From St. John's to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 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 |
|---|---|---|---|---|
| | | +2½ | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | 7 | 0 | 69.1 | 097 | | 12.8 | 1W | 30W | SE | 1 | bc 7 | 1 | 1028 | | | | 1730- Switched on D/G. | |
| 2000 | | 11 | 5 | 116.4 | Various | | Various | 1E | 30W | SE | NE3 | bc 7 | 1 | 1027½ | | | 52°F | 1815- Singling up 1816 Standby engines 1817 Slipped from Bowering's 1835 abeam mine boom 1838 140 revs 1838 abeam outer boom 1840 co S53E 1842 Breakwater bowend. 1950 ⊥ C. S/prod. 2023 Signal group - received order to take up formation 075 Order 1 Course 105 Speed 8 Dists Allied sighted | |
| 2100 | | 11 | 4 | 114.1 | 105 | | S45E | 1W | 29W | SE | 2 | bc 7 | 1 | 1027½ | | | | 2000 Various Courses Sweeping ahead of Harbour Entrance - Relieved by HMC Loch Ness 2120 in station - Pos 5 | |
| 2200 | | 12 | 0 | 126.1 | 105 | | S45E | 1W | 29W | SE | 2 | bc 7 | 1 | 1027½ | | | 51 | 2132 commenced zig-zag diagram 10 - speed increased to 11 knts | |
| 2300 | | 11 | 6 | 117.5 | 100 | | S50E | 1W | 29W | SE | 2 | bc 7 | 1 | 1027 | | | | 2230 A/C 100° T. | |
| 2400 | | 11 65 | 7 2 | 119.5 | 100 | | S50E | 1W | 29W | SSE | 3 | bc 7 | 2 | 1027 | | | 51 | 2330 Rounds Correct 2400 Relieved by Lt. Iverson | |

H.M.S. Morden Saturday 2nd of October 1943 From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 65 | 2 | | | | | | | | | | | | | | | | |
| 0100 | | 11 | 3 | 109.3 | 100 | | 130 | 1W | 29W | SxW | 1 | b-7 | 1 | 1028 | | | | Zig Zag #10. speed 11 Knots | |
| 0200 | | 13 | 0 | 141.7 | 100 | | 130 | 1W | 29W | SxW | 1 | b-7 | 1 | 1028 | | | | | |
| 0300 | | 12 | 6 | 130.8 | 100 | | 130 | 1W | 29W | SxW | 1 | b-7 | 2 | 1027 | | | | 0303 - 6 Starshell + Aurika - 10 fired X-by ship to Starboard | |
| 0400 | | 12 | 5 | 129. | 100 | | 130 | 1W | 29W | SWxW | 1 | bc-7 | 2 | 1027.5 | | | 56 | 0400 Course 100°(T) Speed 130 revs: Zig Zagging No 10. | W.R.D. |
| 0500 | | 12 | 5 | 130.6 | 100 | | 130 | 1W | 29W | SWxW | 2 | bc-7 | 22 | 1027.5 | | | | 0522 - 5 Starshell + 10 ships S/C pattern fired by Antares. | |
| 0600 | | 12 | 0 | 124.7 | 100 | | 130 | 1W | 29W | SWxW | 2 | bc-7 | 22 | 1027.5 | | | | 0600 Course 100°(T) Speed 130 revs: Zig Zagging No 10: | |
| 0700 | | 11 | 8 | 120.6 | 100° | | 130 | 1W | 29W | SWxW | 2 | bc-7 | 22 | 1027.5 | 55 | 53 | | 0700 Course 100°(T) Speed 120 revs Zig Zagging No 10 0810 A/c 020°T 0828 speed increased to 14 knots 0840 A/c 100°T 0845 A/c 145°T 0857 A/c 235 | |
| 0800 | | 11 | 3 | 109.3 | 100° | | 130 | 1W | 29W | SWxW | 2 | bc-7 | 22 | 1027.5 | 56 | 54 | 52 | 0800 Course 100°(T) Speed 110 revs Zig Zagging No 10 Steering Fleet manoeuvres. Visco. Observed by Lt. Rankin | |
| 0900 | | 13 | 0 | 126.6 | various | (manoeuvres) | | | | SWxW | 2 | 0-6-7 | 22 | 1027 | 56 | 55 | | 0915 A/c 065°T 0925 A/c 105°T | |
| 1000 | | 11 | 7 | 121.0 | | " | " | | | SWxW | 2 | 07 | 22 | 1027 | 56 | 55 | | 1025 A/c 100° speed 12 Knots 1040 Aircraft (Catalina) sighted astern | |
| 1100 | | 12 | 0 | 127.7 | 100° | | 130° | 1W | 29W | SWxW | 2 | c6-7 | 22 | 1027 | 56 | 55 | | 1135 Aircraft (Liberator) sighted abeam | |
| 1200 | | 11 | 7 | 121.0 | 100° | | 130° | 1W | 29W | SWxS | 2 | c6-7 | 22 | 1027 | 56 | 55 | 52 | 1200 Observed position 1200 Relieved by Lt. Inman. | EK |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 209.5 | +2½ | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | 47 10N | 48 30W | obs | |
| 2000 | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 11 | 8 | 122.1 | 100 | | 130 | 1W | 29W | SSW | 1 | c-7 | 1 | 1027 | 56 | 55 | | 1315 - fog closing in - visibility 1.5 mi. 1322 - A/c - 145°T - 1332 A/c 220°(T) Hurt in ITOR 1350 - Joined convoy - assumed D.E. posn - "B" 1st to 042°(T) - Fog cleared | |
| 1400 | | 11 | 8 | 123 | 042 | | 071 | 0 | 29W | SxW | 1 | c-7 | 1 | 1027 | 57 | 55 | | | |
| 1500 | | 11 | 7 | 118.7 | 042 | | 071 | 0 | 29W | SxW | 1 | c-7 | 1 | 1027 | 57 | 56 | | 1530 - Streamed PNM. to X. | |
| 1600 | | 11 | 7 | 118.9 | 042 | | 071 | 0 | 29W | SxW | 1 | c-7 | 1 | 1027 | 57 | 55 | | 1640 Gs action Stations | W.R.D. |
| 1700 | | 11 | 8 | 120.3 | 042 | | 071 | 0 | 29W | SxW | 1 | c5 | 1 | 1026 | 54 | 54 | | Course 041°T Speed 118 revs - Zig Zagging on Station "B" 1825 Gs Action Stations Secure | |
| 1800 | | 11 | 7 | 118.3 | 042 | | 071 | 0 | 29W | SxW | 1 | c5 | 1 | 1026 | 53 | 52 | | 1900 Course 041°T Speed 120 revs - Zig Zagging in Station "B" 1845 Taking up Position "C" NE | |
| 1900 | | 11 | 7 | 117.2 | 042 | | 071 | 0 | 29W | SxW | 1 | c4 | 1 | 1026 | 53 | 52 | | 1900 Course 041°T Taking up NE Position "C" 1925 Zig Zagging on NE Position "C" | DR. |
| 2000 | | 12 | 6 | 122.1 | 042 | | 071 | 0 | 29W | SxW | 1 | c3 | 1 | 1020 | | | 52° | 2000 clocks advanced 30 minutes to Z+2 2000 Course 042°(T) Speed 120 revs Zig Zagging in Position NE "C" Relieved by S/L Rankin | |
| 2100 | | 12 | 0 | 127.4 | 042 | | 071 | 0 | 29W | SxW | 1 | m3 | 1 | 1025 | | | | | |
| 2200 | | 12 | 1 | 128.9 | 042 | | 071 | 0 | 29W | SW | 3 | m3 | 1 | 1025 | | | | 2215 Rounds Convoy Alt. | |
| 2300 | | 12 | 1 | 128.0 | 042 | | 071 | 0 | 29W | SW | 3 | m3 | 2 | 1025 | | | | 2305 Rounds Convoy "A" | |
| 2400 | | 12 | 0 | 125.0 | 042 | | 071 | 0 | 29W | SW | 3 | m3-4 | 2 | 1024.5 | | | 51. | 2400 Relieved by Lt. Inman | EK |
| | | | 4 | | | | | | | | | | | | | | | | |
| | | | 5 | | | | | | | | | | | | | | | | |

65
71
042

H.M.S. C Morden Sunday day 3rd of October 1943 From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1442 | 4 | | | | | | | | | | | | | | | | |
| 0100 | | 12 | 0 | 123.9 | 042 | | 072 | 0 | 30W | SxW | 1 | m-5 | 2 | 1023 | | | | 0050 Rounds correct ✠ | |
| 0200 | | 12 | 0 | 124.4 | 042 | | 072 | 0 | 30W | SSW | 1 | m-5 | 2 | 1023 | | | | | |
| 0300 | | 12 | 0 | 123.8 | 042 | | 072 | 0 | 30W | SxW | 1 | f-3 | 2 | 1022.5 | | | | 0235 Rounds correct ✠ - 0300 reduced to 100 revs. | |
| 0400 | | 11 | 9 | 106.9 | 042 | | 072 | 0 | 30W | SxW | 1 | f-2 | 2 | 1022.5 | | | | 0425 Round Corrected ✠ | W.K.D. |
| 0500 | | 9 | 7 | 97.7 | 042 | | 072 | 0 | 30W | SSW | 3 | fd/3 | 12 | 1021.5 | | | | Course 042°T Sped 110 Revs: Jog Gaging in NE Position "C" 0550 Rounds Corrected ✠ | |
| 0600 | | 9 | 6 | 96.3 | 042 | | 072 | 0 | 30W | SSW | 3 | fa/3 | 12 | 1021.9 | | | | Course 042°T Sped 100 Revs Jog Gaging in NE Position "C" | |
| 0700 | | 10 | 0 | 101.3 | 042 | | 072 | 0 | 30W | SW | 3 | f/2 | 12 | 1021.0 | | | | Course 042°T Sped 100 Revs Jog Gaging in Position NEC - 0710 Taking Position DE "B" | |
| 0800 | | 10 | 0 | 99.8 | 042 | | 072 | 0 | 30W | SW | 3 | md/4 | 14 | 1020.0 | 55 | 55 | 53 | 0800 Course 042°T Sped 100 Revs: Jog Gaging in Position DE "B" Relieved by 4½ Rankin | D.S.B. |
| 0900 | | 11 | 0 | 108.2 | 042 | | 072 | 0 | 30W | SW | 2 | f-4 | 2 | 1020 | 55 | 54 | | 0920 Rounds Corrected | |
| 1000 | | 12 | 0 | 127.4 | 042 | | 072 | 0 | 30W | SW | 2 | f-4 | 2 | 1020.5 | 55 | 54 | | 1030 Ship's Company to Regrs | |
| 1100 | | 11 | 7 | 118.3 | 042 | | 072 | 0 | 30W | SW | 2 | f-3 | 2 | 1020 | 55 | 55 | | | |
| 1200 | | 11 | 7 | 118.7 | 042 | | 072 | 0 | 30W | SW | 2 | f-4-5 | 2 | 1020 | | | | 1200 Relieved by Lt. Commander Drummond. Steered ✠ | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 275.1 | +2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | 49 12N | 45 05W | D.R. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 11 | 0 | 103.6 | 042 | | 072 | 0 | 30W | SW | 2 | f-5 | 2 | 1019.5 | 56 | 55 | | 1220 - R.D.F. broken down - repairs undertaken by R.N.P.I. - 1225 - 19/S operating | |
| 1400 | | 11 | 6 | 114. | 042 | | 072 | 0 | 30W | SW | 2 | f-3 | 2 | 1018.5 | 55 | 54 | | 1310 - R.D.F. operating - 120 revs: 1315 - rain - | |
| 1500 | | 11 | 7 | 119.4 | 042 | | 072 | 0 | 30W | SW | 2 | f-3 | 2 | 1017.5 | 55 | 55 | | | |
| 1600 | | 11 | 7 | 119.5 | 042 | | 072 | 0 | 30W | SW | 2 | f-5 | 2 | 1017 | 56 | 55 | | 1600 - Exercised action Stations 1630 Secure - 1635 HMCS Guinas detached and proceeding to St John NF. Relieved by Lt. Howard - | W.K.D. |
| 1700 | | 11 | 7 | 118.6 | 042 | | 072 | 0 | 30W | SW | 2 | f-5 | 2 | 1016.5 | | | | Course 042°T Sped 120 Revs: Jog Gaging in Position "B" 1730 Rain | |
| 1800 | | 11 | 7 | 119.1 | 042 | | 072 | 0 | 30W | SW | 2 | f-5 | 2 | 1015. | | | | Course 042°T Sped 120 Revs: Jog Gaging in Position "B" | |
| 1900 | | 11 | 6 | 116.2 | 042 | | 072 | 0 | 30W | SW | 2 | f-5 | 2 | 1014 | | | | 1725 in Position C" Course 042°T Sped 120 Revs Jog Gaging in Position "B" Taking up NE Position C | |
| 2000 | | 11 | 7 | 119.8 | 042 | | 072 | 0 | 30W | SW | 3-4 | 07 | 34 | 1014 | | | 54 | 2000 Course 042°T Sped 120 Revs Jog Gaging NE Position C" Relieved by Lt. Rankin | D.S.B. |
| 2100 | | 11 | 9 | 122.8 | 042 | | 072 | 0 | 30W | SW | 4 | 07 | 2 | 1013 | | | 5 | 2010 Rounds Corrected W.K.D. 2130 Light rain | |
| 2200 | | 11 | 5 | 114.6 | 042 | | 072 | 0 | 30W | SW | 4 | 07 | 2 | 1010.5 | | | | 2135 Rounds Corrected ✠ 2145 Reduced to 100 Revs. | |
| 2300 | | 9 | 7 | 97.8 | 042 | | 072 | 0 | 30W | SW×S | 4-5 | or 4 | 3 | 1009 | | | | | |
| 2400 | | 9 | 7 | 96.8 | 042 | | 072 | 0 | 30W | SW×S | 4-5 | or 4 | 3 | 1008 | | | | 2320 Rounds Corrected ✠ 2400 Relieved by Lt. Inman | S.K. |
| | | 135 | 5 | | | | | | | | | | | | | | | | |

H.M.S. C Morden — Monday 4th of October — 1943 — From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 135 | 5 | | | | | | | | | | | | | | | | |
| 0100 | | 9 | 8 | 97.8 | 042 | | 073 | 0 | 31W | SWxS | 3 | C-5 | 4 | 1007 | | | | Wind increasing in force. - 0055 - Radar defective. | |
| 0200 | | 10 | 0 | 101.7 | 042 | | 073 | 0 | 31W | SW | 4 | C-5 | 4 | 1007 | | | | 0120 - Rounds correct ✓ 0220 - Shower - 0240 rain ceased | |
| 0300 | | 9 | 9 | 99.1 | 042 | | 073 | 0 | 31W | SW | 4 | C-5 | 4 | 1006 | | | | 0315 - rounds correct | |
| 0400 | | 9 | 9 | 99.3 | 042 | | 073 | 0 | 31W | SW | 4 | C-5 | 4 | 1005.5 | | | | Relieved by Lieut Howard | W.R.J. |
| 0500 | | 10 | 8 | 108.8 | 042 | | 073 | 0 | 31W | SW | 4 | C-5 | 4 | 1004 | | | 57 | 0480 Rounds Correct ✓ 0530 Rain ceased 0500 - Course 042° (T) Speed 100 Revs - Zigzagging in NE Position "C" 0545 Rounds Correct ✓ | |
| 0600 | | 9 | 9 | 99.9 | 042 | | 073 | 0 | 31W | SW | 4 | C.6 | 4 | 1004 | | | 57 | 0600 - Course 042° (T) ~~Speed 100 Revs~~ Zigzagging in NE Pos - "C" | |
| 0700 | | 9 | 8 | 97.8 | 042 | | 073 | | 31W | SWxW | 4 | C/6 | 34 | 1003.5 | | | 57 | | |
| 0800 | | 10 | 0 | 101.8 | 042 | | 073 | | 31W | SWxW | 3-4 | O/5 | 34 | 1003 | | | 57 | 0800 Posn 'B' Zig Zag @ 100 Revs. Convoy Speed. Best 8 Kns. | D.S.C. |
| 0900 | | 9 | 9 | 99.4 | 042 | | 073 | 0 | 31W | W | 3 | od4 | 33 | 1003 | 55 | 55 | | | |
| 1000 | | 10 | 3 | 103.7 | 042 | | 073 | 0 | 31W | W | 3 | od4 | 33 | 1002.5 | 55 | 55 | | 1015 Increased to 120 Revs 1025 Reduced to 100 Revs. | |
| 1100 | | 10 | 3 | 103.0 | 042 | | 073 | 0 | 31W | W | 2 | 05-6 | 3 | 1002 | 55 | 55 | | 1135 Visibility possessed to 2 miles. 1200 Armament inspected R.O. | |
| 1200 | | 10 | 0 | 100.6 | 042 | | 073 | 0 | 31W | W | 2 | C8-6 R | 02 | 1002 | 54 | 54 | 53 | 1200 Relieved by Lt Inman | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 246.1 | +2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 51.41 N | 41.27 W | obs. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 9 | 8 | 97.6 | 042 | | 073 | 0 | 31W | N | 2 | C-5 | 3 | 1002.5 | 53 | 51 | | 1330 - Vis. Visibility increasing to 4 miles. | |
| 1400 | | 9 | 8 | 97.6 | 042 | | 073 | 0 | 31W | N | 3 | C-6 | 3 | 1003 | 50 | 48 | | | |
| 1500 | | 9 | 9 | 98.7 | 042 | | 073 | 0 | 31W | N | 3 | C-7 | 3 | 1004.5 | 51 | 48 | | | |
| 1600 | | 9 | 5 | 95.3 | 042 | | 073 | 0 | 31W | N | 3 | C-7 | 4 | 1005.5 | 50 | 47 | | 1630 - Action Station Rf. 1643 Secure Relieved by Lieut. Howard | W.R.J. |
| 1700 | | 9 | 2 | 92.2 | 042 | | 073 | 0 | 31W | N | 3 | C-7 | 4 | 1006 | 49 | 47 | | 1700 - Course 042° (T) Speed 100 - Zigzagging in DE Station "B" | |
| 1800 | | 9 | 5 | 95.1 | 042 | | 073 | 0 | 31W | N | 3 | C-6 | 4 | 1007.0 | 49 | 46 | | 1800 Course 042° (T) Speed 100 Zigzagging in DE Station "B" | |
| 1900 | | 9 | 8 | 98.1 | 042 | | 073 | | 31W | N | 4 | O/6 | 44 | 1008.5 | | | | 1900 Course 042° (T) Speed 100 Zigzagging in NE Station "B" 1930 Rounds Correct ✓ | |
| 2000 | | 10 | 0 | 101.2 | 042 | | 073 | | 31W | N | 4 | O/6 | 44 | 1009.5 | | | 56 | 2000 Course 042° (T) Speed 100 Revs - Zigzagging in NE Station "B" Relieved by S/L Rawlins | D.S.C. |
| 2100 | | 9 | 9 | 98.7 | 042 | | 073 | 0 | 31W | N | 4 | 06 | 34 | 1010 | | | | | |
| 2200 | | 9 | 7 | 96.6 | 042 | | 073 | 0 | 31W | N | 4 | 06 | 34 | 1011 | | | | 2130 Rounds Correct. W.R. 2245 Rounds Correct (H) | |
| 2300 | | 9 | 8 | 98.3 | 042 | | 073 | 0 | 31W | N | 4 | 06 | 34 | 1011.5 | | | | | |
| 2400 | | 9 | 8 | 98.3 | 042 | | 073 | 0 | 31W | N | 4 | 06 | 34 | 1011.5 | | | 52 | 2400 Course 042° (T) Speed 100 Revs. Zig Zagging in NE Station "B". Relieved by Lt. Inman | D.S.C. |
| | | 116 | 7 | | | | | | | | | | | | | | | | |

H.M.S. Morden Tues day 5th of October 1943 From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 116 | 7 | | | | | | | | | | | | | | | | |
| 0100 | | 9 | 8 | 97.7 | 042 | | 073 | 0 | 31W | N | 3 | bc-6 | 3 | 1012 | | | | 0115 - Rounds correct - 0130 - Rain showers | |
| 0200 | | 10 | 4 | 104.5 | 042 | | 073 | 0 | 31W | NxW | 3 | bc-6 | 3 | 1012 | | | | | |
| 0300 | | 9 | 5 | 95.1 | 042 | | 073 | 0 | 31W | NW | 3 | bc-6 | 4 | 1013 | | | | | |
| 0400 | | 9 | 9 | 99.0 | 042 | | 073 | 0 | 31W | NW | 3 | b-6 | 4 | 1013 | | | | 0430 Rounds Correct - R Relieved by Lieut Howard | WRJ. |
| 0500 | | 10 | 0 | 100.9 | 042 | | 073 | 0 | 31W | N.W | 3 | b-c6 | 4 | 1013 | | | | 0500 - Course 042° (M) Speed 100 Revs - Zig Zagging in NE-'B' 0545 Rounds Correct - R | |
| 0600 | | 9 | 7 | 97.0 | 042 | | 073 | | 31W | NW | 4 | bc/6 | 33 | 1013.5 | | | | | |
| 0700 | | 10 | 0 | 99.8 | 042 | | 073 | | 31W | NNW | 5 | bc/7 | 44 | 1013.5 | | | | | |
| 0800 | | 10 | 0 | 99.8 | 042 | | 073 | | 31W | NNW | 5 | bc 8 | 5 | 1015 - | 42 | 41 | 52 | 0800 Course 042° (M) Speed 100 Revs - Zig Zagging in DE-'B' 3/c Rankin Relieved by Lt Simon<br>0810 Liberator sighted flying N-S | DBB |
| 0900 | | 10 | 0 | 99.8 | 042 | | 073 | | 31W | NW | 5 | bc 8 | 44 | 1015 | 48 | 45 | | 0940 Increased to 120 Revs. | |
| 1000 | | 11 | 0 | 110.8 | 042 | | 073 | | 31W | NNW | 5 | bc 8 | 44 | 1016 | 49 | 45 | | 1015 decreased to 100 revs. | |
| 1100 | | 10 | 3 | 103.3 | 042 | | 073 | | 31W | NNW | 5 | bc6-7 | 44 | 1016.5 | 47 | 46 | | 1100 Alarm bells & D/C buzzers tested & correct 1100 Left station to join convoy. Empire Pelt | |
| 1200 | | 8 | 6 | 86.4 | 042 | | 073 | | 31W | NNW | 5 | bc 7 | 44 | 1017.5 | 46 | 44 | 51 | 1200 Oiling - positioned - 4½ to rear of station Relieved by Lt. Simon | RL |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 235.9 | +2 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 10 | 0 | 100 | 030 ~~042~~ | | 061 ~~073~~ | 0 | 31W | NW | 4 | bc-7 | 4 | 1018 | 49 | 45 | | 1300 - Resuming Station<br>1300 A/C 030°(T) | |
| 1400 | | 9 | 6 | 96.3 | 030 ~~042~~ | | 061 073 | 0 | 31W | NW | 4 | bc-7 | 4 | 1018.5 | 50 | 45 | | | |
| 1500 | | 9 | 6 | 96.4 | 030 | | 061 | 0 | 31W | NW | 4 | bc-7 | 4 | 1018.5 | 50 | 46 | | | |
| 1600 | | 10 | 0 | 99.9 | 030 | | 061 | 0 | 31W | NW | 4 | bc-7 | 4 | 1018.5 | 51 | 46 | 51 | 1645 A.A. Practice 1655 Secure<br>1630 Cy. Action Station 1640 Secure Relieved by Lieut Howard | WPD. |
| 1700 | | 10 | 0 | 99.6 | 030 | | 061 | 0 | 31W | NW | 4 | bc-7 | 4 | 1018.5 | | | | | |
| 1800 | | 10 | 3 | 103.5 | 030 | | 061 | 0 | 31W | N.W | 3 | bc-7 | 3 | 1018.7 | | | | 1830 Darkening Ship - | |
| 1900 | | 10 | 3 | 103.3 | 030 | | 061 | 0 | 31W | N.W | 3 | c/7 | 3 | 1019 | | | | 1900 Course 030 - Speed 100 Revs Zig Zagging in NE-'B' | |
| 2000 | | 10 | 3 | 103.3 | 030 | | 061 | 0 | 31W | NNW | 3 | c/6 | 34 | 1019.0 | | | 51 | 2000 Posn 'B' 100 Revs Zig Zagging. | DBB |
| 2100 | | 9 | 6 | 96.2 | 030 | | 061 | 0 | 31W | NNW | 3 | c 6 | 3 | 1019 | | | 51 | | |
| 2200 | | 10 | 0 | 100.7 | 030 | | 061 | 0 | 31W | NNW | 3 | c 6 | 3 | 1018 | | | | 2230 Rounds Correct - R<br>2230 Rounds Correct HBC | |
| 2300 | | 10 | 0 | 100.3 | 030 | | 061 | 0 | 31W | NNW | 3 | c6 | 3 | 1017 | | | | | |
| 2400 | | 10 | 0 | 100.3 | 030 | | 061 | 0 | 31W | NNW | 3 | c 6 | 3 | 1017 | | | 51 | 2400 Relieved by Lt. Simon | RL |
| | | 179 | 7 | | | | | | | | | | | | | | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | 53 33N | 38 30W | obs. | |
| 2000 | | | | |

H.M.S. Malden Wednesday 6th of October 1943 From St. John's to Londonderry, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 119 | 7 | | | | | | | | | | | | | | | | |
| 0100 | | 10 | 3 | 103.5 | 030 | | 064 | | 31W | W | 3 | C-6 | 3 | | | | | 0045- Radar broken down | |
| 0200 | | 10 | 0 | 99.4 | 030 | | 061 | | 31W | W | 3 | C-6 | 3 | | | | | | |
| 0300 | | 10 | 0 | 98.9 | 030 | | 061 | | 31W | W | 3 | C-6 | 3 | 1015.4 | | | | | |
| 0400 | | 10 | 0 | 100.1 | 030 | | 061 | | 31W | W | 3 | C-6 | 3 | 1015.0 | | | | Radar still not operating | WRD |
| 0500 | | 10 | 0 | 100.8 | 030 | | 061 | | 31W | W | 2/3 | C-6 | 3 | 1014.5 | | | 51 | | |
| 0600 | | 10 | 3 | 102.7 | 030 | | 061 | | 31W | W | 2-3 | C-6 | 3 | 1013.7 | | | 51 | | |
| 0700 | | 10 | 0 | 101.4 | 030 | | 061 | | 31W | WxS | 3 | C/7 | 3 | 1012.7 | | | 51 | 0700 Support free joining 0715 Unidentified radio hyemphone effect | |
| 0800 | | 10 | 3 | 102.7 | 030 | | 061 | | 31W | WxS | 3 | C/7 | 3 | 1011.5 | | | 51 | 0800 Station 'B' 100 Revs. Jig Jagging Relieved by S/L Rankin | DRR |
| 0900 | | 10 | 3 | 103.4 | 030 | | 061 | | 31W | WxS | 3 | CD6 | 3 | 1011 | 45 | 44 | | | |
| 1000 | | 10 | 0 | 98.7 | 080 | | 118 | 1W | 31W | WxS | 3 | CD6 | 3 | 1010.5 | 45 | 44 | | 1045 Oscillator housed. 1005 left station to fuel on "Lone Wolf" FT 92 | |
| 1100 | | 8 | 5 | 85.5 | 080 | | 112 | 1W | 31W | WxS | 3 | C7 | 3 | 1010 | 50 | 46 | | 1135 Started to take on oil. | |
| 1200 | | 8 | 2 | 81.6 | 080 | | 112 | 1W | 31W | WxS | 3 | C7 | 3 | 1009.5 | 50 | 45 | 51 | 1200 Armament inspected D 1200 Relieved by Lt. Inman 1207- began taking oil. 1252- discontinued taking oil. | W |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 237.6 | +2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 55 36N | 35 43W | obs. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 7 | 5 | 74.9 | 080 | | 111 | 0 | 31W | SW | 2 | C 7 | 3 | 1008 | 50 | 47 | | 1300. Co 080°(T) (111°(M)) Started to close Icarus for Radar Officer. | |
| 1400 | | 10 | 0 | 100.5 | 080 | | 111 | 0 | 31W | SW. | 2 | C 7 | 3 | 1007. | 50 | 47 | | 1358 Radar Officer from Icarus aboard | |
| 1500 | | 12 | 0 | 124.5 | 080 | | 111 | 0 | 31W | WSW | 3 | C-7 | 3 | 1006.5 | 51 | 49 | | Proceeding to take up D.E. Station. | |
| 1600 | | 13 | 8 | 143.8 | 080 | | 111 | 0 | 31W | SW | 3 | C-7 | 3 | 1005.5 | 50 | 48 | | Resumed station B. in D.E. Relieved by Lieut. Howard R.N.V.R. | |
| 1700 | | 11 | 0 | 116.3 | 080 | | 111 | 0 | 31W | SW | 3 | C:7 | 3 | 100 4 | | | 51 | Jig Jagging in D.E. 'B' | |
| 1800 | | 11 | 0 | 112 | 080 | | 111 | 0 | 31W | SW | 3 | CR | 3 | 1003 | | | 51 | | |
| 1900 | | 10 | 0 | 100.2 | 080 | 6 KW | 111 | 0 | 31W | SW | 3 | ok | 3 | 1003 | | | 51 | | |
| 2000 | | 10 | 0 | 101.4 | 086 | | S 63W | 0 | 31W | SW | 4 | or/5 | 34 | 1001.0 | | | 51 | 1915 Lounds Correct. | |
| 2100 | | 10 | 0 | 101.1 | 086 | | S 63W | 0 | 31W | SW | 4 | or 5 | 35 | 1000 | | | 51 | 2000 Posn B 100 Revs Jig Jagging. Radar Still out of action Relieved by S/L Rankin | DRR |
| 2200 | | 10 | 0 | 101.2 | 086 | | S 63W | 0 | 31W | SW | 4 | r 4 | 35 | 999.5 | | | 51 | 2100 Radar still broken down keeping station by sight and plotted 34-309 | |
| 2300 | | 10 | 0 | 99.0 | 086 | | S 63W | 0 | 31W | SW | 4 | r 4 | 3.5 | 996 | | | 51 | | |
| 2400 | | 10 | 0 | 98.9 | 086 | | S 63W | 0 | 31W | SW | 4 | R4 | 35 | 994 | | | 51 | 2400 Relieved by Lt Inman | EH |
| | | 124 | 5 | | | | | | | | | | | | | | | | |

H.M.S. HMS Morden THURS day 7th of October 1943 From St. John's to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 124 | 5 | | | | | | | | | | | | | | | | |
| 0100 | | 10 | 0 | 100. | 086 | | 118 | 1W | 31W | SE | 4 | P-4 | 4 | 990 | | | | | |
| 0200 | | 10 | 0 | 99.5 | 086 | | 118 | 1W | 31W | SE | 4 | P-4 | 4 | 988 | | | | | |
| 0300 | | 10 | 0 | 99.3 | 086 | | 118 | 1W | 31W | SE | 4 | P-4 | 4 | 985 | | | | wind increasing | |
| 0400 | | 10 | 0 | 100.8 | 086 | | 118 | 1W | 31W | SExS | 3 | m-5 | 3 | 985 | | | | | |
| 0500 | | 10 | 0 | 100.1 | 086 | | 118 | 1W | 31W | SExS | 3 | m5 | 3 | 984.5 | | | | weather moderating - stars visible through mist. Phosphorescent Zig Zag to 50° each side Relieved by Lieut Howard | WRD |
| 0600 | | 10 | 0 | 98.6 | 086 | | 118 | 1W | 31W | SExS | 3 | m4 | 3 | 984 | | | | 0555 Sighted Orbe 0605 A/c to 308T convoy bears 290°T 8 miles - 0615 A/c 292°T 0620 A/c 308 - 0625 Ship Sighted bearing 288 - 0626 A/c 130 - 0628 A/c 193 - 0633 A/c 028 - 0635 Various Course Taking up D.E. 8 - | |
| 0700 | | 10 | 0 | 99.6 | Various | | | 1W | 31W | SExS | 3 | MH | 4 | 984 | | | | | |
| 0800 | | 10 | 0 | 101.6 | 086 272M | | S62E | 1W | 31W | SW | 3 | M/5 | 37 | 984 | 52 | 50 | 52 | 0800 - Station 'B' 100 Revs. Zig Zagging Relieved by S/L Rankin | DBR |
| 0900 | | 10 | 3 | 103.2 | 086 | | S62E | 1W | 31W | N | 2 | m/3 | 4 | 984 | | | 52 | | |
| 1000 | | 10 | 3 | 103.6 | 086 | | S62E | 1W | 31W | N | 2 | cm 3 | 4 | 985 | 54 | 54 | 52 | | |
| 1100 | | 10 | 0 | 100.6 | 086 270M | | S62E | 1W | 31W | N | 2 | m3 | 4 | 986 | 52 | 52 | 52 | 1130 fog lifted - good visibility. | |
| 1200 | | 10 | 4 | 104.4 | 086 | | S62E | 1W | 31W | NW | 3 | C5-6 | 4 | 986 | 51 | 50 | 52 | 1200 Relieved by Lt. Inman 1200 Armament corrected | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| 1 | 245.5 | +2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ' | ° ' | | |
| 1200 | 55 41N | 30 39W | obs | |
| 2000 | 55 49N | 29 04W | obs. | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 10 | 4 | 104.3 | 078 | | 110 | 1W | 31W | WNW | 3 | C-7 | 3 | 988 | 52 | 50 | | | |
| 1400 | | 10 | 0 | 100.1 | 078 | | 110 | 1W | 31W | NW | 3 | C-7 | 3 | 989 | 52 | 49 | | wind increasing N squalls | |
| 1500 | | 10 | 0 | 99.7 | 078 | | 110 | 1W | 31W | NW | 3 | C-7 | 3 | 990 | 51 | 48 | | | |
| 1600 | | 10 | 0 | 98.2 | 078 | | 110 | 1W | 31W | NW | 3 | C-7 | 3 | 990 | 51 | 47 | | 1630 Ex-Action Station 1645 Secure Relieved by Lieut Howard | WRD |
| 1700 | | 10 | 0 | 102.7 | 078 | | 110 | 1W | 31W | N.W | 3 | C-7 | 3 | 991.5 | | | | | |
| 1800 | | 10 | 5 | 104.5 | 078 | | 110 | 1W | 31W | NW | 3 | C-7 | 3 | 992.8 | | | | 1815 Darken ship - Taking up NE "B" 1840 in Station N.E. "B" 1850 - 120 Revs - | |
| 1900 | | 10 | 5 | 104.7 | 078 | | 110 | 1W | 31W | NW | 3 | C/7 | 3 | 993.2 | | | | 1900 Zig Zagging in NE "B" | |
| 2000 | | 11 | 0 | 116.7 | 078 | | 110 | 1W | 31W | WxS | 3 | DC/7 | 24 | 993. | | | | 2000 - 77 pos in B 120 Revs. Numerous H/F D/F Bgs since 1830. Relieved by S/L Rankin | DBR |
| 2100 | | 11 | 5 | 114.3 | 078 | | 110 | 1W | 31W | WxS | 3 | hc 7 | 3 | 994 | | | 52 | | |
| 2200 | | 11 | 5 | 116.9 | 078 | | 110 | 1W | 31W | WxS | 3 | c 7 | 3 | 995 | | | 52 | | |
| 2300 | | 11 | 5 | 116.9 | 078 | | 110 | 1W | 31W | WxS | 3 | c 7 | 3 | 995 | | | 52 | 2335 Reduced to 100 Revs | |
| 2400 | | 10 | 5 | 105.2 | 078 | | 110 | 1W | 31W | WxS | 3 | cr 5 | 3 | 995 | | | 52 | 2400 Increased to 120 Revs Relieved by Lt Inman | DR |
| | | 116 | 4 | | | | | | | | | | | | | | | | |

H.M.S. Morden FR1 day 8th of October 1943 From St. Johns to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 176 | 4 | | | | | | | | | | | | | | | | |
| 0100 | | 11 | 5 | 117.6 | 080 | | 111 | 1W | 30W | SWxW | 2 | bc-6 | 2 | | | | | 0125 - Rounds Correct<br>0145 - Investigated Asdic Echo - non-sub. | |
| 0200 | | 11 | 8 | 122.1 | 080 | | 111 | 1W | 30W | SWxW | 2 | bc-6 | 2 | 996 | | | | 0400 | |
| 0300 | | 11 | 8 | 118.8 | 080 | | 111 | 1W | 30W | SWxW | 2 | bc-6 | 2 | 997 | | | | | |
| 0400 | | 11 | 5 | 117.9 | 080 | | 111 | 1W | 30W | SWxW | 2 | c-6 | 2 | 996.5 | | | 52 | 0410 - Large Explosion & red flare in Convoy - Ship torpedoed. Relieved by Lieut Howard. | |
| 0500 | | 11 | 8 | 119.4 | 080 | | 111 | 1W | 30W | SWxW | 2 | c-7 | 2 | 997.2 | | | | 0530 Closing up DE Station | |
| 0600 | | 11 | 8 | 122.3 | 080 | | 111 | 1W | 30W | WSW | 3-4 | c-7 | 2 | 997.5 | | | | 0620 Zig-Zagging in DE Station 'B' - Increase H/E Revs from 0400 to 0600 | |
| 0700 | | 12 | 0 | 125.5 | 080 | | 111 | 1W | 30W | WSW | 3-4 | 0/7 | 34 | 997 | | | | 0700 Support force picking up survivors astern of convoy | |
| 0800 | | 12 | 0 | 129 | 080 | | 111 | 1W | 30W | WSW | 4 | 0/7 | 44 | 997 | | | 53 | 0800 - ZZ 130 Revs Day Station 'B' Relieved by S/L Rankin | 10th |
| 0900 | | 12 | 0 | 130.4 | 080 | | 111 | 1W | 30W | SWxS | 3-4 | 07 | 4 | 997 | 54 | 50 | 52 | 0930 Reduced to 110 Revs 0950 Increased to 120 Revs | |
| 1000 | | 11 | 5 | 118.0 | 080 | | 111 | 1W | 30W | SWxS | 3-4 | 07 | 4 | 997 | 54 | 51 | 52 | | |
| 1100 | | 11 | 3 | 114.7 | 080 | | 111 | 1W | 30W | SWxS | 3-4 | 07 | 4 | 997 | 53 | 50 | 52 | | |
| 1200 | | 11 | 5 | 116.7 | 080 | | 111 | 1W | 30W | SWxS | 4 | 07 | 4 | 996 | 52 | 50 | 52 | 1200 Armament Correct 'A'<br>1200 Relieved by Lt. Inman | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 267.9 6 | + 2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | 55 58N | 26 12W | obs. | |
| 1200 | 56 05N | 25 00W | D.R. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 11 | 6 | 118 | 080 | | 106 | 1W | 25W | SWxS | 4 | c-7 | 4 | 996 | 53 | 51 | | 1309 - Zagging in Station "B" | |
| 1400 | | 11 | 6 | 118.4 | 080 | | 106 | 1W | 25W | SWxS | 4 | c-6 | 4 | 995 | 53 | 51 | | | |
| 1500 | | 11 | 6 | 119.5 | 080 | | 106 | 1W | 25W | SWxS | 5 | c-6 | 4 | 994.5 | 52 | 50 | | | |
| 1600 | | 11 | 6 | 118.5 | 080 | | 106 | 1W | 25W | SWxS | 4 | c-6 | 4 | 995.5 | 51 | 50 | | 1614 - Zag in station "B" 120 revs. Relieved by Lieut Howard | WJ |
| 1700 | | 11 | 4 | 114.7 | 089 | | 105 12 | 1W | 25W | SWxW | 4 | c-6 | 4 | 995 | | | | 1645 A/c to 086(OT) Reduce Speed 100 - 1714 Reduce speed to 90 revs - | |
| 1800 | | 9 | 7 | 96.5 | 089 | | 113 5 | 1W | 25W | | 4 | c-6 | 4 | 995 | | | | Zig Zagging in Station NE "B" Speed 90 Revs - | |
| 1900 | | 9 | 5 | 95.0 | 089 | | 113 5 | 1W | 25W | SWxW | 4 | C-6 | 3-4 | 995 | | | | Zig Zagging in Station NE "B" Speed 90 revs - 1914 Investigating M/S echo - 1935 Rest | |
| 2000 | | 9 | 4 | 93.8 | 089 | | 115 | 1W | 25W | SWxW | 3 | 0/5 | 3-4 | 996 | | | | Zig Zagging in Station NE "B" Speed 90 revs Relieved by S/L Rankin. | DRR |
| 2100 | | | | 99.8 | 089 | | 115 | 1W | 25W | SWxW | 5-6 | R4-5 | 3-4 | 996 | | | | 2115 Ordered to change station with Chantilly 2130 Ordered to increase to 120 Revs 2130 Rounds Correct 'D' | |
| 2200 | | | | 110.0 | 089 | | 115 | 1W | 25W | SWxW | 6-7 | R3-4 | 3-4 | 996 | | | | 2135 Ops to take up station A 2200 Increased to 120 Revs 2205 In station A decreased to 100 revolutions | |
| 2300 | | | | 103.5 | 089 | | 115 | 1W | 25W | SWxW | 6-7 | R3-4 | 4 | 995 | | | | 2300 Rain cleared | |
| 2400 | | | | 96.9 | 089 | | 115 | 1W | 25 | SWxW | 6-7 | 04 | 4 | 995 | | | | 2329 Clocks advanced 1 hour Kept 'A'<br>2400 Relieved by Lt. Inman | DRR |

H.M.S. Morden Saturday 9th of October 1943 From St. Johns to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 8 | 0 | 79.7 | 089 | | 115 | 1W | 25W | SSW | 5 | 0-5 | 5 | 995 | | | | 0130- rain. | |
| 0200 | | 9 | 3 | 93.3 | 089 | | 115 | 1W | 25W | SSW | 5 | 1-5 | 5 | 994 | | | | | |
| 0300 | | 9 | 0 | 89.8 | 089 | | 115 | 1W | 25W | SSW | 5 | 1-4 | 5 | 993 | | | | | |
| 0400 | | 8 | 7 | 86.7 | 089 | | 115 | 1W | 25W | SXW | 5 | R-3 | 5 | 994 | | | 52 | | WRJ |
| 0500 | | 9 | 8 | 97.5 | 089 | | 115 | 1W | 25W | SXW | 4-5 | R-3 | 5 | 994.5 | | | | 0504-2 Red Rocket seen on Port Side - 0510 Alpha Station | |
| 0600 | | 8 | 6 | 85.6 | 089 | | 115 | 1W | 25W | SXW | 4 | R-4 | 4.5 | 995 | | | | 0605 Secure - 0630 in Station "A" | |
| 0700 | | 12 | 5 | 132.7 | 089 | | 115 | 1W | 25W | SXW | 3-4 | C-6 | 4 | 995.7 | | | | Zig Zagging in Position "A" | |
| 0800 | | 11 | 5 | 112.5 | 100 089 | | 126 115 | 1W | 25W | S | 3 | C-6 | 4 | 996 | | | 55 | Zig Zagging in Position "A" 0747- 9/6 100° (7) | |
| 0900 | | | | 129.6 | 100 | | 126 | 1W | 25W | S | 3 | R 4 | 4 | 996 | | | | | |
| 1000 | | | | 147.1 | 100 | | 126 | 1W | 25W | S | 3 | O-4 5 | 4 | 997 | | | | 1020 echo reported bearing N 70° E (Off.) 1028 2/0 charge pattern dropped (Ast. D) classified doubtful Cancelled out attack. forward starboard thrower out of action - empty | |
| 1100 | | | | 123.9 | 100 | | 126 | 1W | 25W | S | 3 | d 5 | 4 | 997 | 53 | 53 | | 1036 dropped 9 charge pattern. cartridge jammed in pistol | |
| 1200 | | | | 112.7 | 100 | | 126 | 1W | 25W | S | 3 | d 5 | 4 | 997.5 | 53 | 53 | | 1041 Richmond Station & cancel 1045 in Station A. 1200 Armament correct to 1200 relieved by Lt. Inman | EDR |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | +1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 56 07 N | 19 47 W | D R | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | 122.1 | 100 | | 124 | 1W | 23W | SXW | 3 | M-5 | 4 | 997.5 | 54 | 54 | | | |
| 1400 | | | | 116.1 | 100 | | 124 | 1W | 23W | S | 3 | M-5 | 4 | 998 | 53 | 52 | | | |
| 1500 | | | | 118.3 | 100 | | 124 | 1W | 23W | SXW | 3 | M-6 | 4 | 998 | 51 | 51 | | | |
| 1600 | | | | 116.9 | 100 | | 124 | 1W | 23W | SXW | 3 | M-5 | 3 | 999 | 52 | 52 | | Relieved by Lieut Howard | WRJ |
| 1700 | | | | 116 | 100 | | 124 | 1W | 23W | SXW | 3 | 0d/6 | 34 | 1000 | | | | | |
| 1800 | | | | 116.4 | 100 | | 124 | 1W | 23W | SXW | 3 | 0/6 | 3 | 1001 | | | 54 | Taking up NE Position 1000 yds "A" - | |
| 1900 | | | | 118 | 100 | | 124 | 1W | 23W | SXW | 3 | 0/6 | 3 | 1002 | | | 54 | Zig Zagging in NE ¼ "A" 1940 Rounds Correct P. | |
| 2000 | | | | 117.9 | 100 | | 124 | 1W | 23W | SXW | 3 | 0d/6 | 24 | 1003.5 | | | 54 | 2000 Zig Zag in A List 1000 yds. 170 revs Relieved by S/L Rankin | DDR |
| 2100 | | | | 108 | 100 | | 124 | 1W | 23W | SXW | 3 | 0d 5-6 | 3 | 1004 | | | 54 | 2115 Rounds correct P | |
| 2200 | | | | 119.2 | 100 | | 124 | 1W | 23W | SXW | 3 | 0d 5-6 | 3 | 1004 | | | | | |
| 2300 | | | | 119 | 100 | | 124 | 1W | 23W | SXW | 3 | 0d 5-6 | 3 | 1004 | | | | 2320 Rounds Correct P | |
| 2400 | | | | 119 | 100 | | 124 | 1W | 23W | SXW | 3 | 0 6 | 3 | 1005 | | | 53 | 2400 Relieved by Lt. Inman | WR |

H.M.S. C Morden S. N day 10th of October 1943 From St. John's to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | 121.9 | 100 | | 124 | 1W | 23W | SW | 2 | C-6 | 2 | 1005.5 | | | |
| 0200 | | | | 124 | 100 | | 124 | 1W | 23W | SW | 2 | C-6 | 2 | 1006 | | | |
| 0300 | | | | 105.4 | 100 | | 123 | 1W | 22W | SW | 2 | C-6 | 2 | 1006.5 | | | |
| 0400 | | | | 119.7 | 100 | | 123 | 1W | 22W | SW | 2 | C-6 | 2 | 1007.5 | | | 54 |
| 0500 | | | | 121.4 | 100 | | 123 | 1W | 23W | SW | 2 | C-6 | 2 | 1008. | | | |
| 0600 | | | | 120.2 | 100 | | 123 | 1W | 23W | NW | 2 | C-7 | 2 | 1008.8 | | | |
| 0700 | | | | 120.3 | 100 | | 123 | 1W | 23W | NW | 2-3 | C-7 | 2 | 1009.2 | 51 | 53 | |
| 0800 | | | | 121.1 | 100 | | 123 | 1W | 22W | NW | 3 | C/7 | 24 | 1011.0 | | | 54 |
| 0900 | | | | | 100 | | 123 | 1W | 22W | NW | 2 | C 7 | 24 | 1012 | 54 | 48 | |
| 1000 | | | | | 100 | | 123 | 1W | 22W | NW | 2 | b C 7 | 24 | 1013 | 55 | 50 | |
| 1100 | | | | | 100 | | 123 | 1W | 22W | NW | 2 | b c 7 | 24 | 1015 | 55 | 50 | |
| 1200 | | | | | 090 100 | | 112 120 | 1W | 21W | NW | 2 | b c 7 | 24 | 1015 | 58 | 53 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | +1 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | 090 | | 111 | 1W | 20W | NW×W | 2 | bc-7 | 2 | 1016 | 59 | 55 | |
| 1400 | | | | | 090 | | 110 | 1W | 19W | NW×W | 2 | bc-7 | 2 | 1017 | 60 | 55 | |
| 1500 | | | | | 090 | | 110 | 1W | 19W | NW×W | 2 | bc-7 | 2 | 1017.5 | 58 | 54 | |
| 1600 | | | | 108.8 | 090 | | 110 | 1W | 19W | NW×W | 2 | bc-7 | 2 | 1018.0 | 58 | 54 | |
| 1700 | | | | 108.8 | 090 | | 110 | 1W | 19W | NW×W | 2 | bc-7 | 2 | 1019 | | | |
| 1800 | | | | 129.3 | 090 | | 110 | 1W | 19W | NW×W | 3 | bc/7 | 22 | 1020. | | | |
| 1900 | | | | 130.3 | 070 | | 090 | 1W | 19W | NW×W | 2 | bc 7 | 22 | 1020.5 | | | |
| 2000 | | | | 126.7 | 070 | | 090 | 1W | 19W | NW×W | 2 | bc 7 | 22 | 1021 | | | |
| 2100 | | | | 127.1 | 070 | | 090 | 1W | 19W | NW×W | 2 | bc 7 | 22 | 1021.5 | | | 54 |
| 2200 | | | | 117.0 | 070 | | 090 | 1W | 19W | NW×W | 2 | bc 7 | 2 | 1021 | | | |
| 2300 | | | | 117.2 | 070 | | 090 | 1W | 19W | NW×W | 2 | bc 7 | 22 | 1021 | | | |
| 2400 | | | | 116.6 | | | | | | | | | | | | | 54 |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 0100 Rounds correct | |
| 0220 light rains | |
| Relieved by Lieut Howard | W.R.S. |
| 0430 Rounds Correct - D | |
| 0540 Course 100 Speed 120 revs NE-¼N | |
| 0630 Sighting D.E. Position "A" | |
| 0700 Course 100 speed 120 revs. Completing on Pos DE "A" | |
| 0800 Relieved by S/L Rankin | D.R. |
| 0840 decreased to 100 revs. 0800 fast section of convoy detached | |
| 0905 increased to 120 revs. | |
| 1050 Passed survivors kits to Kamloops - decreased to 85 revs | |
| 1115 increased to 120 revs & 9/10 to rejoin station | |
| 1130 A/C 090° 11.50 reduced to 100 revs. | |
| 1200 Relieved by Lt. Inman | D.R. |
| 1610 boat from Icarus alongside to pick up Pilot Officer Relieved by Lieut Howard | W.R.S. |
| 1705 Rejoining convoy to take up "A" DE Position | |
| 1800 Rock Dive section breaking off. Taking up station "A" Course 070 Speed 8 | |
| 2120 Rounds Correct D | |
| 2245 Rounds Correct D | |
| 2320 Relieved by Lt. Inman | D.R. |
| Clocks advanced 1 hr. | |

| Position | Latitude | Longitude | Depending on |
|---|---|---|---|
| 0800 | ° ′ | ° ′ | |
| 1200 | 55 24N | 13 49 W | obs. |
| 2000 | | | |

Currents experienced

H.M.S. Morden Monday 11th of October 1943 From St. Johns to Londonderry, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | Trident | | | 118.9 | 070 | | 088 | 0 | 18W | W/y | 1 | bc-7 | 1 | 1021 | | | | 0045 - Rounds correct. | |
| 0200 | | | | 120.9 | 070 | | 088 | 0 | 18W | W/y | 1 | bc-7 | 1 | 1021 | | | | 0215 - Rev. on S.Head NEXE - Ø ↔ 3 | |
| 0300 | | | | 122.3 | 070 | | 087 | 0 | 17W | W/y | 1 | bc-7 | 1 | 1021 | | | | | |
| 0400 | | | | 119.5 | 070 | | 087 | 0 | 17W | W/y | 1 | bc-6 | 1 | 1021 | | | 54 | Relieved by Lieut Howard | W.R.D. |
| 0500 | | | | 120.7 | 070 | | 084 | 0 | 14W | W x N | 2 | bc/7 | 12 | 1020.5 | | | | | |
| 0600 | | | | 117.8 | 070 | | 084 | 0 | 14W | W x N | 3 | bc/7 | 24 | 1020.5 | | | | | |
| 0700 | | | | 120.2 | 070 | | 084 | | 14W | W x N | 3 | bc/7 | 24 | 1020. | | | | 0700 a/c 065° | |
| 0800 | | | | 117.9 | 070 (65) | | 084 (79) | 0 | 14W | W | 2 | b 8 | 1 | 1020 | | | 55 | 0830 increased to 125 revs<br>0845 unidentified aircraft sighted — Relieved by S/L Rankin | W.R.D. |
| 0900 | | | | 124.8 | 070 (65) | | 084 (79) | 0 | 14W | W. | 2 | b 8 | 1 | 1020 | 57 | 54 | | 0920 unidentified aircraft sighted. | |
| 1000 | | | | 124.8 | 070 (65) | | 084 (79) | 0 | 14W | SW. | 2 | b 8 | 1 | 1020 | | | | 1010 closed S.S. Priestlee (FF 22) to pass advice — various revs<br>1030 S.S. Priestlee detached to Oban to land their Captain seriously ill | |
| 1100 | | | | 97.6 | 070 (65) | | 084 (79) | 0 | 14W | SW. | 2 | b 8 | 1 | 1020 | 57 | 55 | | 1030 Aircraft sighted (Sunderland) | |
| 1200 | | | | 121.6 | 065 | | 079 | 0 | 14W | SW | 2-3 | b 8 | 1 | 1019.5 | 55 | 50 | 52 | 1110 in position A 125 revs.<br>1200 Relieved by H. Inman — decreased to 120 revs. | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| 7 | | GMT. | | |

| Position | Latitude ° ′ | Longitude ° ′ | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | | | | |
| 1200 | 56 28 N | 8 23 W | Obs. | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | 000 | | | 065 | | | 079 | 0 | 14W | SW | 1 | bc-7 | 1 | 1020 | 54 | 50 | | 1300 Land sighted on port bow — Est dist 25 m. (Rossa H.d) | |
| 1400 | 15.4 | | | 065 | | | 082 | 0 | 14W | SWxS | 1 | c-7 | 2 | 1020 | 54 | 50 | | 1430 — detached from Loch Ewe portion of Convoy — set course for Dunagree H.d. | |
| 1500 | 000 | | | 160 | | | 174½ | ½W | 14W | SWxS | 2 | c-7 | 2 | 1019 | 53 | 50 | | 1500 — log streamed | |
| 1600 | 15.4 | | | 160 | | | 174½ | ½W | 14W | SWxS | 2 | c-7 | 2 | 1019 | | | | Relieved by Lieut Howard | W.R.D. |
| 1700 | 30.7 | | | 160 | | | 174½ | ½W | 14W | SxW | 3-4 | c-7 | 32 | 1019 | | | | 1715 — Crossed 50 fath. line. 1749 Inishtahull by 165 | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | 2045 abeam Donagree Head.<br>2056 abeam P.W.S.S. | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | 1019. | | | | 2200 secured alongside destroyer outside oiler, ahd side to | |
| 2300 | | | | | | | | | | | | | | | | | | 2203 F.W.E. Clocks advanced 1 hr. | |
| 2400 | | | | | | | | | | | | | | | | | | | |

H.M.S. Moresby Does day 12th of October 1943 From to , and at Moville

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | | | | | | 1010 | 53 | 50 | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | | | | | | | | |

REMARKS

0020 Finished oiling 0030 slipped, going to anchorage
0055 anchored 3 shackles in water. F.W.E.

0740 Anchor aweigh moving to berth in harbour.
0812 abeam Quigley's Pt. 0834 abeam Culmore Buoy abeam 0847 Boom Hall abeam
0852 Madams Bank abeam 0854 Clooney's Buoy abeam
0902 Secured alongside K116 at berth 19 . F.W.E.

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z—1 | Leave to 1800-18. for White watch | Moville light N 15 E (psc)<br>3 Sec w.ht S 53 W (psc)<br>Seat pan ht S 57 W (psc) |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 3 | F | | 1007 | 56 | 56 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | NW | 1 | O | | 1014 | 48 | 46 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | NW | 1 | hc | | 1016 | 47 | 44 | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

Lieut Inman proceeds on course - S/Lt Hardy on 6 days leave

Capt. removed to Hospital

Initials of the Officer of the Watch

H.M.S. Morden Wednesday 13th of October 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | NSW | 1 | C | | 1018 | 42 | 40 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | C | | 1018 | 40 | 38 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 1 | b | 1018 ~~1018~~ | 1018 | 53 | 49 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z—1 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | SW | 1 | bc | | 1020 | 53 | 48 | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | SW | 1 | bc | | 1021 | 52 | 47 | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | bc | - | — | 55 | 46 | | | |

| Position | Latitude ° ′ | Longitude ° ′ | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden THURS day 14th of October 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | b | | | 52 | 48 | |
| 0500 | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | c | | | 52 | 49 | |
| 0900 | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 1 | c | | 1017 | 52 | 50 | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z—1 | | |

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SW | 1 | c | | 1015 | 56 | 51 | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SW | 1 | c | | — | 59 | 52 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SW | 1 | c | | 1016 | 61 | 52 | |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden FR 1 day 15th of October 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SW | 1 | | C | 1016 | 61 | 52 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SW | 1 | C | | 1018 | 52 | 50 | | 0830 - Shifted from Berth 19 to Berth 18. | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SW | 1 | bc | | 1016 | 52 | 50 | | | |
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | S | 1 | bc | | 1018 | 56 | 52 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | S | 1 | C | | 1006 | 50 | — | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SSE | 4 | C | | 1003 | 51 | 47 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z − 1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. C Morden Satur day 16th of October 19 43 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | SSE | 4 | C | | 1004 | 51 | 46 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | SE | 4 | R | ~~944~~ | 994 | 53 | 53 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | SE | 6 | R | | 987 | 53 | 53 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | -1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | SE | 6 | C | 0 | 987 | 52 | 49 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | SE | 1 | C | | 993 | 50 | 48 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | SE | 1 | C | | 993 | 49 | 46 | | | |

H.M.S. C Morden — SUNday 17th of October — 1943 — From — to — , and at Londonderry

| Time | Log (stating type) | Distance Run: Miles | Distance Run: Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind: Direction (true) | Wind: Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F: Dry Bulb | Temperature °F: Wet Bulb | Temperature °F: Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | S.E. | 1 | C | | 987 | 45 | 43 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | S.E. | 1 | C | | 992 | 44 | 43 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | S.E. | 1 | C | | 991 | 44 | 43 | | | |
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | S.E. | 1 | C | | 989 | 42 | 40 | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | S.E. | 1 | C | | 988 | 42 | 41 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z−1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden Mon day 18 of October 1943 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | N | 3 | c | | 991 | 52 | 50 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | E | 1 | c | | 987 | 52 | 52 | | | |
| 0900 | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | | | | | | |
| 1100 | | | | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | E | 1 | c | | 987 | 52 | 53 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z-1 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | E | 4 | c | | 981 | 51 | 51 | | | |
| 1700 | | | | | | | | | | | | | | | | | | S/Lt Hardy returns from leave | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | E | 4 | R | | 976 | 53 | 53 | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | E | 3 | | c | 980 | 47 | 46 | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden Tuesday 19th of October 19 From to , and at Londonderry

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | E | 3 | C | | 981 | 49 | 48 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | | E | 3 | C | | 982 | 50 | 49 | | | |
| 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 |
|---|---|---|---|---|
| | | Z-1 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | | | | | | | | | | |

| Position | Latitude ° ′ | Longitude ° ′ | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

H.M.S. Morden Wednesday 20th of October 1943 From Derry to Larne , and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | | 14W | SEXS | 4 | bc6 | 0. | 982.5 | 51 | 50 | | 0815 Slipped 0829 Madams Bank Lt abeam 0880 Boom Hall Lt abeam 0841 Culmore Pt Lt abeam | |
| 0848 Is Glassy Lt abeam | | | | | | | | | | | | | | | | | | | |
| 0900 | | | | | | | | | 14W | SEXS | 4 | bc6 | 0 | 983 | 51 | 50 | | 0906 Quigley's Pt Lt abeam 0935 Engines stopped at Redoubt to drop pilot 0938 Pilot dropped Under way again. 0958 Dunagore Pt Lt abeam. | |
| 1000 | | | | | 047 | | 060 | 1E | 14W | SEXE | 4 | d bc6? | 1 | 983.5 | 55 | 54 | | 1003 Tuns Buoy abeam Co 065 (ms) 1025 decreased to 65 revs 1030 increased to 80 revs. | |
| 1100 | | | | | 220° | | 235 | 1W | 14W | SEXE | 4 | d 06 | 1 | 983 | | | | 1100 Steamed four gear | |
| 1200 | | | | | 220° | | 235 | 1W | 14W | SEXE | 3 | r 05-6 | 1 | 982.5 | | | | 1110 Increased to 100 revs 1115 increased to 165 1125 A/c 220°T 1130 110 revs. 1200 Relieved by S. Brault 1230 commenced Taking in four gear | K |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z −1 | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | 90.2 | 220° | | 235° | 1W | 14W | SE | 3 | 06 | 1 | 982.5 | | | | |
| 1400 | | | | | 101.7 | Var | | Var | 1W | 14W | SW | 3 | bc6 | 2 | 982.5 | | | | |
| 1500 | | | | | 103.8 | Var | | Var | 1W | 14W | SSW | 3 | bc6 | 1 | 984. | | | | |
| 1600 | | | | | — | / | | / | 1W | 14W | SSW | 3 | bc7 | 1 | 984 | | | | |
| 1700 | | | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | 110 | — | 124 | — | 14W | S | 3 | bc7 | 2 | 985 | | | | |
| 2400 | | | | | | 110 | — | 124 | — | 14W | S | 3 | bc7 | 2 | 985.5 | | | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | | | | |
| 2000 | | | | |

1225 Dead reduced 150 Knots to take in Foxer gear.
1325 Foxer gear inboard speed increased to 150 revs.

Ships anchored 2 shackles in water
D/P calibration

1600 calibration completed Relieved by Lt Howard

1700 Weighed and proceeded to Area F

2000 Night exercise completed Proceeding to base 155 revs 225° A/C 110°T WRG

2315 Rathlin Isld W Light abeam

Relieved by S/Lt R. Blane JK

H.M.S. Morden — Thursday 21 of October — 1918 — From Derry to Larne, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | 162° | — | 176° | | 14 | S | 4 | bc 6 | 3 | 980.5 | | | |
| 0200 | | | | | 162° | | 176° | | 14 | S | 4 | " | " | " | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | — | | — | | 14W | S | 3 | bc 6 | 1 | 984.5 | | | |
| 0500 | | | | | | | | | 14W | S | 4 | bc 6 | 1 | 984.5 | | | |
| 0600 | | | | | | | | | | SSW | 4 | bc 6 | 1 | 985 | | | |
| 0700 | | | | | | | | | | SSW | 4 | bc 6 | 1 | 985 | | | |
| 0800 | | | | | | | | | | | | | | | | | |
| 0900 | | | | | — | | — | | | SSW | 3-4 | bc 6 | 1 | 986 | 54 | 53 | |
| 1000 | | | | | | | | | | SSE | 2-3 | bc 7 | 1 | 986.5 | 55 | 54 | |
| 1100 | | | | | | | | | | SSE | 3-4 | bc 7 | 1 | 987 | 55 | 53 | |
| 1200 | | | | | | | | | | | | | | | | | |
| 1300 | | | | | 72 | Var | Var | | | | 3 | bc 7 | 1 | 987.5 | 57 | 54½ | |
| 1400 | | | | | 99.7 | Var | Var | | | | 3 | bc 7 | 1 | | | | |
| 1500 | | | | | 104 | Var | Var | | | | 3 | bc 7 | 1 | | | | |
| 1600 | | | | | 74.2 | Var | Var | | | | 3 | bc 6 | 1 | 988 | 58 | 53½ | |
| 1700 | | | | | | Var | Var | | | | 3 | bc 6 | 1 | | | | |
| 1800 | | | | | | " | " | | | | 3 | bc 6 | 1 | | | | |
| 1900 | | | | | | " | " | | | | 3 | bc 6 | 1 | | | | |
| 2000 | | | | | | " | " | | | | 2 | bc 7 | 1 | 989 | | | |
| 2100 | | | | | | " | " | | | SSE | 2 | bc 7 | 1 | 990 | | | |
| 2200 | | | | | | " | " | | | SSE | 2 | bc 7 | 1 | 991 | | | |
| 2300 | | | | | | " | " | | | SSE | 2 | bc 7 | 1 | 991 | | | |
| 2400 | | | | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company |
|---|---|---|---|
| | | Z - 1 | |

Anchor Bearings

Flashing Red Buoy off Channel Jc. 225° (M)
Salt Rock Buoy 075° (M)
South end Isle of Haute 140° (M)

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 2125 P/c to 162° | |
| 0250 Dropped port anchor | |
| 0310 Relieved by Lt. Williams | |
| 0400 At anchor | |
| 0500 At anchor. 0530 Relieved by S/Lt. Rankin | |
| 0800 - Anchor Bearings checked. 0835 Boat alongside - 0850 Anchor Bearings checked. | |
| 0900 at Anchor 0930 Bearings checked | |
| 1000 at Anchor 1015 Bearings checked. | |
| 1100 at Anchor - Bearings checked. | |
| 1200 Anchor aweigh. Co's 105° (M) Speed 8 revs. | |
| 1225 Streaming Foxes Gear 1250 Streaming completed. Speed 90 revs. | |
| 1400 Exercising with M.L. | |
| 1500 Completed two runs with M.L. Sackville in company | |
| 1600 Co's 310° M 85 revs Released by S/Lt. Heavens Proceeding to Area B. | |
| 1625 Joined Sackville re S/M. Exercise. S/M dived | |
| 1732 S/M surfaced. 1755 S/M dived again, exercise commenced | |
| 1825 S/M surfaced exercise completed. 1830 Foxes gear taken in. | |
| 1900 Proceeding to exercise area off Tor Pt. 2000 In position 2000. Relieved by S/Lt. Rankin. | |
| 2030 Exercise terminated - proceeding to Larne to anchor | |
| 2250 Anchored off Larne - South Holm Rock 085° M. East Ebrington Pt 138° M Lady Pt Buoy 208° M | |
| Lieut Inman returned from course. | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

Wm Turner
Lt RCNR

H.M.S. Morden Friday 22nd of October 1943 From to , and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | | | | | | | | |
| 0200 | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | | | | | | | | |
| 0500 | | | | | | | | | | | | | | 993 | 51½ | 47 | |
| 0600 | | | | | | | | | | S | 2 | Bc 7 | | 993 | 52 | 47½ | |
| 0700 | | | | | | | | | | S | 2 | Bc 7 | | 994 | 53 | 48 | |
| 0800 | | | | | | | | | | S | 3 | Bc 7 | | 994 | 52 | 48 | |
| 0900 | | | | | various | | | | | S | 2 | C 7 | 1 | 995 | | | |
| 1000 | | | | | " | | | | | SW | 3 | bc 7 | 1 | 995 | | | |
| 1100 | | | | | " | | | | | WSW | 4 | bc 7 | 1 | 995 | | | |
| 1200 | | | | | " | | | | | WSW | 4 | bc 7 | | 995 | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z-1 | Two watches - 0400. | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | | | | | | |
| 1400 | | | | | | | | | | | | | | | | | |
| 1500 | | | | | | | | | | | | | | | | | |
| 1600 | | | | | | | | | | | | | | | | | |
| 1700 | | | | | | | | | | | | | | | | | |
| 1800 | | | | | | | | | | | | | | | | | |
| 1900 | | | | | | | | | | | | | | | | | |
| 2000 | | | | | | | | | | NW | 1 | b | | 998 | 55 | 49 | |
| 2100 | | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | | |
| 2300 | | | | | | | | | | | | | | | | | |
| 2400 | | | | | | | | | | NW | 1 | b | | 997 | 45 | 41 | |

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 0930 Weighed anchor and proceeded on exercises in company with Atlantic & Co. | |
| 1007 Exercises cancelled - proceeding to Wille 165 revs Hdg 335 T | |
| 1125 Hdg 275° T to proceed thro' Pathin Sound | |
| 1200 Relieved by 1st Team | DK |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

1222 a/c 260. Benbane Head abeam

1328 P.W.S.S 1½ cables to port

1331 K.S.S abeam to port 1332 Tuscan buoy abeam to port ½ cable Dyarmuid Lt. H. paddy to port 1401 Wicklow Lt abeam to stbd 5.8 yards

1401 Emp. Delphin abeam to port 1 cable 1405 Wicklow Lt abeam to stbd 5.8 yards

1410 Alongside Emp. Delphin stbd side to. 1431 Secured 1454 Shackled riding

1525 Slipped from Emp. Delphin

1650 Clear of Lt abeam

1701 Limekilnsby abeam 1717 Alongside U46. Port side to. 1745 Secure

H.M.S. Morden — Satur day 23rd of October — 1943 — From Londonderry to St Johns. , and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | | | | | | | NW | 1 | b | — | 997 | 45 | 41 | | | |
| 0200 | | | | | | | | | | | | | | | | | | | |
| 0300 | | | | | | | | | | | | | | | | | | | |
| 0400 | | | | | | | | | | NW | 1 | b | — | 997 | 47 | 45 | | | |
| 0500 | | | | | | | | | | | | | | | | | | | |
| 0600 | | | | | | | | | | | | | | | | | | | |
| 0700 | | | | | | | | | | | | | | | | | | | |
| 0800 | | | | | | | | — | 14W | — | — | m-5 | — | 998 | | | | 0800 Pilot on board. 0805 Slipped from berth 0820 Passed buoy abeam to Stbd. 0830 Colours. H. Always do. Port. 0952 Up steamed sea-boat. | |
| 0900 | | | | | | | | | | | | | | | | | | 0925 Pilot dropped. Hawser let always to Port. 0930 S/M Pinder taken to H61 in sea-boat | |
| 1000 | | | | | | | | | | | | | | | | | | 1003 Port anchor dropped. 2 shackles in water. — 7fm. water. 1100 Engineer Officer on board from H61. | |
| 1100 | | | | | | | | | | | | | | | | | | 1145 Engineer Officer returned to H61. | |
| 1200 | | | | | | | | — | 14W | — | | be-6 | — | 1003. | 63 | 57 | | 1200 Anchored. Carried R | WRD |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon |
|---|---|---|
| | | Z-1 |

Leave Granted to Ship's Company

Anchor Bearings

Perch 275° psc.
DK House - 322 psc.
Church 009 psc

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | | | | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | | | | | | | | | b7 | 0 | 1002 | 55 | 50 | | 1320 Weighed anchor. 1340 Took up position 5, speed 12. 1352 P.W.-SS abeam to Stbd. | |
| 1400 | | 5 | 4 | 53.5 | | | | | | NWxW | 1 | b7 | 0 | 1002 | 55 | 50 | | 1405 Donagrees 2f abeam. 1430 Clocks retarded 1 hour. 1445 D/C accidently discharged in position 55°23N 6°26W | |
| 1500 | | 12 | 6 | 124.1 | 313 | | 327 | 1W | 14W | NWxW | 1 | b7 | 0 | 1002 | 55 | 50 | | Unreplaced in 60 fathoms 1530 In position C. | |
| 1600 | | 13 | 7 | 155.9 | 313 | | 327 | 1W | 14W | NWxW | 1 | b7 | 1 | 1003 | 54 | 50 | | 1640 Oversay Light abeam. Relieved by Lt Rankin | |
| 1700 | | 9 | 0 | 90.4 | 313 | | 328 | 1W | 14W | NW-W | 1 | bc7 | 1 | 1004 | | | | 1744 Convoy W/C 280° Oversay Light bearing 090°T 6 miles | |
| 1800 | | 7 | 5 | 74.2 | 280 | | 295 | 1W | 14W | NW-W | 1 | bc7 | 1 | 1005 | | | | | |
| 1900 | | 8 | 4 | 83.7 | 280 | | 295 | 1W | 14W | NW | 1 | bc7 | 1 | 1005 | | | | | |
| 2000 | | 9 | 6 | 90.3 | 280 | | 295 | 1W | 14W | NW | 1 | bc7 | 1 | 1006 | | | | 2000 Relieved by Lt Howard | |
| 2100 | | 9 | 0 | 90.8 | 280 | | 295 | 1W | 14W | | 1 | bc6 | 1 | | | | | 2100 Showers | |
| 2200 | | 9 | 2 | 92.1 | 280 | | 295 | 1W | 14W | SSW | 1 | bc5 | 1 | 1007 | | | | 2200 Light rain | |
| 2300 | | 9 | 5 | 94.7 | 280 | | 296 | 1W | 15W | SSW | 1 | bc6 | 1 | 1007.5 | | | | | |
| 2400 | | 8 | 9 | 88.7 | 280 | | 296 | 1W | 15W | SSW | 1 | bc6 | 1 | 1007.8 | | | 52 | 2400 Relieved by Lt Inman | |
| | | 102 | 2 | | | | | | | | | | | | | | | | |

C

H.M.S. MORDEN SUNday 24 of OCTOBER 1943 From LONDONDERRY to ST John's (NFld) and at SEA

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 102 | 2 | | | | | | | | | | | | | | | In N.E. station E - zig zag. at 90 revs. | |
| 0100 | | 9 | 0 | 89.4 | 280 | | 296 | 1W | 15W | SW | 1 | b-7 | 0 | 1008 | | | 52 | | |
| 0200 | | 9 | 2 | 92 | 280 | | 296 | 1W | 15W | SSW | 1 | b 7 | 0 | 1008 | | | 52 | | |
| 0300 | | 9 | 2 | 92.2 | 280 | | 296 | 1W | 15W | SW | 1 | bc-7 | 1 | 1008 | | | 52 | | |
| 0400 | | 9 | 3 | 93.2 | 280 | | 297 | 1W | 16W | WSW | 1 | bc-7 | 1 | 1008.5 | | | 52 | zig-zagging in N.E. station "E". Relieved by S/Lieut Hearn | W.K.J. |
| 0500 | | 9 | 0 | 89.9 | 280 | | 297 | 1W | 16W | WSW | 1 | c-7 | 1 | 1008.5 | | | | | |
| 0600 | | 9 | 0 | 90 | 280 | | 297 | 1W | 16W | WSW | 1 | cr 6-7 | 1 | 1009 | | | | | |
| 0700 | | 8 | 8 | 88 | 280 | | 297 | 1W | 16W | WSW | 1 | c 6-7 | 1 | 1009 | 50 | 48 | | | |
| 0800 | | 8 | 8 | 88.4 | 280 | | 297 | 1W | 16W | WSW | 2 | cr 6 | 1 | 1009.5 | 49 | 48 | 54 | 0830 Speed 6½ K Relieved by S/Lt Ranken | R |
| 0900 | | 9 | 2 | 91.5 | 280 | | 297 | 1W | 16W | W | 2 | bc 7 | 1 | 1009 | 53 | 49 | | 0945 Speed 7K | |
| 1000 | | 9 | 2 | 91.8 | 280 | | 297 | 1W | 16W | W | 2 | bc 7 | 1 | 1010 | 52 | 49 | | 1030 - Exercised D/C party in cruising station | |
| 1100 | | 9 | 6 | 96.2 | 280 | | 297 | 1W | 16W | W | 2 | bc 7 | 1 | 1010 | 52 | 49 | | 1130 - Exercised D/C party in cruising station | |
| 1200 | | 9 | 5 | 95.1 | 280 | | 297 | 1W | 16W | W | 2 | 0 7 | 1 | 1010 | 52 | 49 | | 1200 Alongment Course - 280 1230 - Exercised D/C crews in cruising station 1200 Relieved by Lt. Howard | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 2120 | GMT. | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | 55° 55'N | 9° 15W | obs. | |
| 1200 | 56 01N | 10 03W | DR | |
| 2000 | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 8 | 5 | 84.5 | 280 | | 297 | 1W | 16W | NW | 2 | bc 7 | 1 | | | | | 1330 - exercised D/C crews - cruising station | |
| 1400 | | 10 | 2 | 102.0 | 280 | | 297 | 1W | 16W | NW | 2 | bc 7 | 1 | | | | | | |
| 1500 | | 8 | 8 | 87.8 | 280 | | 297 | 1W | 16W | NW | 2 | bc 7 | 1 | | | | | 1525 Aircraft A' - alligator Starboard. | |
| 1600 | | 10 | 3 | 102.6 | 280 | | 297 | 1W | 16W | NW | 2 | bc 7 | 1 | 1009.9 | 52 | 47 | | 1600 - exercised action stations Relieved by Lt Inman 1630 - Exercised D/C crews - cruising Station | |
| 1700 | | 13 | 1 | 146.4 | 280 | | 298 | 1W | 17W | WNW | 2 | c-8 | 2 | 1010 | 52 | 47 | 52 | 1730 Exercised D/C crews - cruising Station. | |
| 1800 | | 11 | 0 | 112.2 | 280 | | 298 | 1W | 17W | WNW | 2 | c-7 | 2 | 1010 | | | | | |
| 1900 | | 11 | 5 | 117.1 | 280 | | 298 | 1W | 17W | WNW | 2 | bc-7 | 2 | 1010 | | | | 1915 - course 287°(T) | |
| 2000 | | 11 | 6 | 118.1 | 287 | | 305 | 1W | 17W | WNW | 2 | bc-7 | 2 | 1010 | | | 54 | Relieved by S/Lt Hearn | W.K.J. |
| 2100 | | 10 | 3 | 103.4 | 287 | | 305 | 1W | 17W | WNW | 2 | bc-7 | 2 | 1010 | | | 53 | 2115 Rounds Consult, PR | |
| 2200 | | 10 | 5 | 105.5 | 287 | | 305 | 1W | 17W | WNW | 2 | bc-6 | 2 | 1007 | | | 53 | | |
| 2300 | | 10 | 5 | 105 | 287 | | 305 | 1W | 17W | WNW | 2 | bc 6 | 2 | 1008 | | | 53 | 2310 Rounds Consult - PR | |
| 2400 | | 10 | 7 | 107.3 | 287 | | 305 | 1W | NW | WNW | 2-3 | cr 5 | 3 | 1006 | | | 53 | Relieved by S/Lt Ranken | R |
| | | 127 | 0 | | | | | | | | | | | | | | | | |

H.M.S. C Morden Monday 25th day of October 1943 From Londonderry to St. Johns, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | 127 | 0 | | | | | | | | | | | | | | |
| | | 10 | 1 | 101.1 | 287 | | 305 | 1W | 17W | WNW | 4 | R3-4 | 3 | 1004 | | | |
| 0200 | | 10 | 0 | 100.0 | 287 | | 305 | 1W | 17W | WNW | 4 | R 3-4 | 3 | 1003.5 | | | |
| 0300 | | 10 | 0 | 100.7 | 287 | | 305 | 1W | 17W | WNW | 4 | R 3-4 | 3 | 1002 | | | |
| 0400 | | 9 | 6 | 95.8 | 287 | | 305 | 1W | 17W | WNW | 4 | O R 3-4 | 3 | 1000 | | | 52 |
| 0500 | | 8 | 8 | 87.8 | 287 | | 306 | W | 18W | SxW | 4 | O/4 | 33 | 998 | | | |
| 0600 | | 9 | 5 | 94.5 | 287 | | 306 | 1W | 18W | SxW | 4 | O/4 | 2 | 998 5 | | | |
| 0700 | | 10 | 0 | 99.7 | 287 | | 306 | 1W | 18W | SW | 4 | O/5 | 33 | 998 | | | |
| 0800 | | 9 | 8 | 98 | 287 | | 306 | 1W | 18W | SW | 4 | OR/3 | 44 | 997.5 | | | |
| 0900 | | 9 | 7 | 97.1 | 287 | | 307 | 1W | 19W | SW | 3 | R-5 | 3 | 996.5 | | | |
| 1000 | | 10 | 0 | 100.2 | 287 | | 307 | 1W | 19W | SW | 3 | R-4 | 4 | 995 | 52 | 52 | |
| 1100 | | 10 | 0 | 100.2 | 287 | | 307 | 1W | 19W | SW | 4 | R-4 | 4 | 994 | 52 | 52 | |
| 1200 | | 10 | 0 | 100.1 | 287 | | 307 | 1W | 19W | SW | 4 | R-4 | 4 | 992.5 | 52 | 52 | 51 |
| 1300 | | 9 | 5 | 94.8 | 287 | | 307 | 1W | 19W | SW | 4 | C-4 | 4 | 991 | 52 | 52 | 51 |
| 1400 | | 10 | 2 | 101.8 | 287 | | 307 | 1W | 19W | SW | 4 | C-4 | 4 | 990 5 | 52 | 52 | 51 |
| 1500 | | 9 | 2 | 92 | 287 | | 307 | 1W | 19W | SW | 4 | C-4 | 4 | 988 5 | 52 | 52 | 51 |
| 1600 | | 8 | 9 | 89 | 287 | | 307 | 1W | 19W | SW | 4 | C-4 | 4 | 986 5 | 52 | 52 | 51 |
| 1700 | | 9 | 5 | 94.8 | 287 | | 307 | 1W | 19W | SW | 4 | C-4 | 4 | 986.5 | 52 | 52 | |
| 1800 | | 9 | 0 | 90.3 | 287 | | 307 | 1W | 19W | SW | 5 | C-4 | 5 | 986 | 52 | 52 | |
| 1900 | | 9 | 0 | 89.8 | 287 | | 307 | 1W | 19W | WSW | 4 | C 4-5 | 4 | 986 | | | |
| 2000 | | 9 | 6 | 95.8 | 297 | | 307 | 1W | 19W | W | 3-4 | C-5 | 4 | 986 | | | 52 |
| 2100 | | 10 | 4 | 104.4 | 287 | | 307 | 1W | 19W | NW | 3 | C 5 | 3 | 988 | | | |
| 2200 | | 9 | 2 | 92.4 | 287 | | 307 | 1W | 19W | NW | 2-3 | C R 5 | 3 | 988 | | | |
| 2300 | | 9 | 1 | 91.4 | 287 | | 307 | 1W | 19W | NW | 2 | O R 5 | 2 | 989 | | | |
| 2400 | | 9 | 1 | 90.7 | 287 | | 307 | 1W | 19W | NW | 2 | O R 5 | 2 | 990 | | | 51 |
| | | 244 | 7 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 244.5/3 | Z 0 | | |

112.3

| REMARKS | Initials of the Officer of the Watch |
|---|---|
| 0245 Rounds correct | DB |
| 0400 Relieved by Lt. Havard. | H |
| 0640 45° turn to Stbd 0650. 45° turn to port | |
| Station E - EZ at 100 Revs Fuel 12 5 days Relieved by Lieut. Inman 0855 - Escort dropped D/C on "Q". | HBI |
| 1100 Armament - Correct - Relieved by S/Lt Hardy | WRJ |
| 1930 Relieved by C.P.O. English | H |
| Station C - EZ at 100 Revs. 1830 Taking up NE-E 4000 Relieved by Lt Brent | WRJ |
| 1905 in Station NE - E 4000 | |
| 1800 in Station NEE 4000 Zig Zaging 2030 decreased to 90 revs Relieved by Lt Williams | |
| 2130 Rounds correct - | |
| 2400 Relieved by Lt Inman - Clocks put back 1 hour | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 56 41N | 15 11W | DR | |
| 2000 | | | | |

H.M.S. C Morden — Tuesday 26th of October — 1943 — From Londonderry to St. John's, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 112 | 3 | | | | | | | | | | | | | | | 0040 - rounds correct | |
| 0100 | | 9 | 8 | 98.1 | 287 | | 310 | 1W | 22W | W/y | 1 | bc-7 | 1 | 990 | | | | | |
| 0200 | | 10 | 2 | 101.7 | 287 | | 310 | 1W | 22W | W/y | 1 | bc-7 | 1 | 990 | | | | | |
| 0300 | | 10 | 1 | 101.2 | 287 | | 310 | 1W | 22W | W/y | 1 | bc-7 | 1 | 990 | | | | | |
| 0400 | | 10 | 2 | 102.3 | 287 | | 311 | 1W | 23W | W/y | 1 | c-6 | 1 | 991 | | | 51 | Relieved by Lieut Howard | WRJ |
| 0500 | | 11 | 5 | 118.6 | 287 | | 311 | 1W | 23W | W/# | 1 | c-6 | 1 | 990.5 | | | | | |
| 0600 | | 11 | 3 | 114.1 | 287 | | 311 | 1W | 23W | W | 1 | c-7 | 1 | 990.5 | | | | 0615 Rounds Correct<br>0650 - Aircraft off. | |
| 0700 | | 11 | 7 | 120.9 | 287 | | 311 | 1W | 23W | SW | 2 | C/7 | 22 | 990.0 | | | | | |
| 0800 | | 11 | 7 | 121.7 | 287 | | 311 | 1W | 23W | SW | 2 | C/8 | 22 | 990.0 | | | 50 | 0800 D/c crews exercised during watch. Fuel 11.2 days. Relieved by Lieut Brauer | DSB |
| 0900 | | 11 | 5 | 114.7 | 287/270 | | 311/294 | 1W | 23W | SW | 2 | c/8 | 22 | 990.0 | | | | 0825 H/c to 270 0845 A/c 261 - 0930 Colors hoist mast 1000 Colors top mast | |
| 1000 | | 11 | 7 | 120.3 | 261 | | 285 | 1W | 23W | SW | 2 | c/9 | 22 | 990.0 | | | | 1000 Zig Zagging in D E "C" | |
| 1100 | | 11 | 7 | 119.7 | 261 | Various | 285 | 1W | 23W | SW | 2 | c/8 | 22 | 990.0 | 50 | 47 | | 1100 Zig Zagging in D E "C" 1130: A/c of 90 to Port for exercise of Convoy Shoot" | |
| 1200 | | 12 | 0 | 123.8 | Various | | Various | 1W | 23W | SW | 2 | c/8 | 22 | 990.0 | | | | 1200 Various Courses now Approximate - Convoy Ps Returned by Lt Williams | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 245.1 / 5 | +1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 57 23 N | 20 09 W | DR. Colm for Lat! | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 11 | 5 | ~~115.9~~ 114.9 | Var | Var → | | 1W | 24W | N.W. | 2 | bc 7 | 2 | 989. | | | | | |
| 1400 | | 10 | 0 | ~~100.~~ 100.1 | 261 | 286 → | | 1W | 24W | N.W. | 2 | bc 7 | 2 | | | | | | |
| 1500 | | 10 | 0 | 100.1 | 261 | 286 → | | 1W | 24W | N.W. | 2 | bc 7 | 2 | | | | | | |
| 1600 | | 9 | 8 | ~~98.4~~ 98.4 | 261 | 286 → | | 1W | 24W | NNW | 2 | bc 7 | 2 | 989. | 47 | 44 | 51 | | |
| 1700 | | 9 | 7 | 96.8 | 261 | | 286 | 1W | 24W | NNW | 2 | 07 | 2 | 989 | | | | | |
| 1800 | | 10 | 5 | 107.6 | 261 | | 286 | 1W | 24W | NNW | 2 | 07 | 2 | 990 | | | | 1800 Relieved by Lt. Hardy | |
| 1900 | | 10 | 0 | 100.3 | 261 | | 286 | 1W | 24W | W/y | 2 | ob 67 | 2 | 991 | | | | | |
| 2000 | | 10 | 3 | 103 | 261 | | 286 | 1W | 24W | W/y | 2 | ob 6 | 2 | 991 | | | 53 | Relieved by Lt Brauer | |
| 2100 | | 10 | 0 | 100.2 | 261 | | ~~287~~ 286 | 1W | 25W | NNW | 2 | ce-6 | 2 | 991 | | | | 2100 - Zig Zagging in N.E. - E. 4000 yards. | |
| 2200 | | 10 | 6 | 104.2 | 261 | | 287 | 1W | 25W | NNW | 2 | bc 6 | 2 | 991.5 | | | 51 | 2200 - Zig Zagging in NE - E - 2205 Lamb Correct. | |
| 2300 | | 10 | 1 | 101.2 | 261 | | 287 | 1W | 25W | NNW | 2 | bc 6 | 2 | 991.5 | | | | 2310 Zig Zagging in NE - E - 4000 yards. | |
| 2400 | | 9 | 8 | 98.3 | 261 | | 287 | 1W | 25W | N N W | | bc 6 | 2 | 992. | | | 51 | 2400 Zig Zagging in NE "E" 4000 yards - Relieved by Lt Lumsden | |
| | | 122 | 2 | | | | | | | | | | | | | | | | |

1220 Convoy Shoot ended resuming station "C". Convoy altered Track 45° to Stbd

1400 Relieved by Lt Rankin

1800 Relieved by Lt. Hardy

2100 - Zig Zagging in N.E. - E. 4000 yards.

2200 - Zig Zagging in NE - E - 2205 Lamb Correct.

2310 Zig Zagging in NE - E - 4000 yards.

2400 Zig Zagging in NE "E" 4000 yards - Relieved by Lt Lumsden

H.M.S. Morden (C) Wednesday 27th of October 1943 From Londonderry to St. John's, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 122. | 2 | | | | | | | | | | | | | | | 0050. rounds correct | |
| 0100 | | 9 | 8 | 97.8 | 261 | | 288 | 1W | Xcel | NWXW | 3 | bc-6 | 3 | 993 | | | | | |
| 0200 | | 10 | 8 | 111.8 | 261 | | 288 | 1W | 26W | NWXW | 3 | bc-7 | 3 | 994 | | | | 0210- Ship on stbd. quarter of convoy exhibiting N.U.C. lights | |
| 0300 | | 11 | 5 | 116.7 | 261 | | 288 | 1W | 26W | NWXW | 3 | bc-7 | 3 | 994 | | | | | |
| 0400 | | 9 | 1 | 91.5 | 261 | | 288 | 1W | 26W | NWXW | 3 | bc-7 | 3 | 995 | | | 50 | Relieved by Lieut Howard | W.J. |
| 0500 | | 9 | 7 | 96.9 | 261 | | 288 | 1W | 26W | WSW | 2-3 | bc-6 | 2 | 995 | | | | | |
| 0600 | | 9 | 5 | 95.3 | 261 | | 288 | 1W | 26W | WSW | 3 | bc/6 | 32 | 995 | | | | | |
| 0700 | | 10 | 0 | 99.6 | 261 | | 288 | 1W | 26W | WSW | 3 | bc/7 | 32 | 995 | | | | 0730 Taking up day station - One aircraft airborne. | |
| 0800 | | 11 | 0 | 112.5 | 261 | | 288 | 1W | 26W | WSW | 3 | cg/7 | 32 | 995 | | | 52 | 0800. Two planes airborne Relieved by P/L Rankin | DSB |
| 0900 | | 10 | 2 | 102.4 | 261 | | 288 | 1W | 26W | SW | 2-3 | ov 7 | 3-2 | 995 | 44 | 44 | | | |
| 1000 | | 10 | 0 | 100.5 | 261 | | 288 | 1W | 26W | SW | 3 | cv 7 | 3-2 | 995 | 42 | 42 | | | |
| 1100 | | 10 | 0 | 100.5 | 261 | | 288 | 1W | 26W | SW | 2-3 | bc 7 | 3-2 | 996 | | | | 1100 Aircraft piloted - Liberator | |
| 1200 | | 10 | 1 | 101.1 | 261 | | 288 | 1W | 26W | SW | 3 | bc 7 | 3-2 | 996 | 45 | 44 | 50 | 1200 Relieved by A/L. Hardy RCN Armament - Convoy P. | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 254.4 | Z+1 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| ~~0700~~ ~~0800~~ | 57. 10N. | 24. 22W. | obs | |
| 1200 | 57 04N | 25 37W | obs | |
| 2000 | 56 57N | 27 39N. | obs | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | 9 | 9 | 98.9 | 261 | | 288 | 1W | 26W | SW | 3 | bc 7 | 32 | 996 | 44 | 44 | 50 | | |
| 1400 | | 10 | 0 | 101.4 | 261 | | 288 | 1W | 26W | SW | 3-4 | bc 7 | 32 | 996 | 44 | 43 | 50 | | |
| 1500 | | 10 | 0 | 101 | 261 | | 288 | 1W | 26W | SW | 3-4 | hq 6-7 | 32 | 996 | 42 | 42 | 50 | | |
| 1600 | | 10 | 1 | 102.9 | 261 | | 288 | 1W | 26W | SW | 3-4 | bc 7 | 32 | 996 | 42 | 42 | 50 | 1545 Radar X to jam ribbon Pt. 52 1645 Relieved by C.P.O. English | H |
| 1700 | | 9 | 4 | 93.6 | 261 | | 288 | 1W | 27W | SW | 3-4 | bc 7 | 32 | 996 | | | | 1700 - Cancelled fueling | |
| 1800 | | 11 | 8 | 122. | 261 | | 288 | 1W | 27W | SW | 3-4 | bc 7 | 32 | 996 | 42 | 42 | | 1800 - Resumed station "C" Zig Zagging. Relieved by Lt. Brandt | WHB |
| 1900 | | 11 | 6 | 117.8 | 261 | | 288 | 1W | 27W | WSW | 3-4 | bc 7 | 32 | 997 | | | | 1930 in Position NE "E" Hexo yards Zig Zagging 1900 Zig Zagging in Position NE "E" | |
| 2000 | | 11 | 7 | 118.6 | 261 | | 288 | 1W | 27W | WSW | 3-4 | bc 7 | 32 | 997. | | | 50 | 2000 in Position NE "E" Relieved by Lieut Williams | JE |
| 2100 | | 11 | 5 | 116.4 | 261 | | 289 | 1W | 27W | WSW | 3 | bc 7 | 2 | 997.2 | | | | 2020 Rounds correct to | |
| 2200 | | 11 | 5 | 116.6 | 261 | | 289 | 1W | 27W | WSW | 3 | bc 7 | 2 | 998 | | | | | |
| 2300 | | 11 | 5 | 116.6 | 261 | | 289 | 1W | 27W | SSW | 4 | bc 7 | 2 | 998 | | | | | |
| 2400 | | 11 | 6 | 117.6 | 261 | | 289 | 1W | 27W | WSW | 3-4 | bc 7 | 2 | 999 | | | 50 | 2400 Relieved by Lt. Inman | JE |
| | | 131 | 2 | | | | | | | | | | | | | | | | |

H.M.S. C Morden THURS day 28th of October 1943 From Londonderry N.I. to St. John's, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 131 | 2 | | | | | | | | | | | | | | |
| 0100 | | 11 | 7 | 118.4 | 261 | | 291 | 1W | 29W | WSW | 3 | bc-7 | 2 | 999.5 | | | |
| 0200 | | 11 | 7 | 118.5 | 261 | | 291 | 1W | 29W | WSW | 3 | bc-7 | 2 | 1000 | | | |
| 0300 | | 11 | 8 | 122.9 | 261 | | 291 | 1W | 29W | WXS | 3 | bc-7 | 3 | 999.5 | | | |
| 0400 | | 11 | 7 | 119.9 | 261 | | 291 | 1W | 29W | WXS | 3 | bc-7 | 2 | 1000. | | | 50 |
| 0500 | | 11 | 8 | 122- | 261 | | 291 | 1W | 29W | WXS | 3 | bc/7 | 22 | 1000.5 | | | |
| 0600 | | 11 | 7 | 119- | 261 | | 291 | 1W | 29W | WXS | 3 | c/6 | 32 | 1001.0 | | | |
| 0700 | | 11 | 8 | 121.8 | 261 | | 291 | 1W | 29W | WXS | 3 | bc7 | 32 | 101.5 | | | |
| 0800 | | 10 | 8 | 108.2 | 261 | | 291 | 1W | 29W | WXS | 3 | bc7 | 32 | 102. | 43 | 42 | 50 |
| 0900 | | 9 | 0 | 89.4 | 261 | | 291 | 1W | 29W | WXS | 3 | bc-6 | 34 | 103? | | | |
| 1000 | | 10 | 0 | 100.1 | 261 | | 291 | 1W | 29W | WXS | 3 | bc-6 | 34 | 103. | | | |
| 1100 | | 10 | 0 | 100. | 261 | | 291 | 1W | 29W | WXS | 3 | bc 6 | 34 | 104 | | | |
| 1200 | | 9 | 6 | 96 | 261 | | 291 | 1W | 29W | WXS | 3 | bc 8 | 33 | 104.2 | | | 50 |
| 1300 | | 9 | 7 | 97.1 | 261 | | 291 | 1W | 29W | WSW | 2 | bc 8 | 2 | 104.2 | | | |
| 1400 | | 9 | 6 | 96.3 | Var. | | Var. | 1W | 29W | WSW | 2 | bc 8 | 2 | 104. | | | |
| 1500 | | 13 | 5 | 149. | 261 | | 291 | 1W | 29W | WSW | 2 | bc 8 | 2 | 104.2 | | | |
| 1600 | | 11 | 2 | 113.5 | 261 | | 291 | 1W | 29W | SW | 2 | bc 8 | 2 | 104.7 | 48 | 48 | 48 |
| 1700 | | 12 | 0 | 124.7 | 261 | | 291 | 1W | 29W | WSW | 2 | bc 8 | 2 | | | | |
| 1800 | | 11 | 9 | 122.6 | 261 | | 291 | 1W | 29W | WSW | 2 | bc 7 | 2 | 1006 | | | |
| 1900 | | 9 | 8 | 98.1 | 261 / 244 | | 291 / 277 | 1W | 29W | W | 2 | bc 7 | 2 | 1006 | | | |
| 2000 | | 11 | 8 | 122.7 | 261 / 244 | | 291 / 277 | 1W | 29W | W | 2 | 06 | 2 | 1007 | | | 49 |
| 2100 | | 10 | 0 | 99.5 | 261 / 247 | | 291 / 277 | 1W | 29W | W | 2 | bc 6 | 2 | 1007.5 | | | |
| 2200 | | 11 | 5 | 116.4 | 261 / 249 | | 291 / 279 | 1W | 29W | W | 2 | bc 6 | 2 | 1007.5 | | | 47 |
| 2300 | | 11 | 4 | 114.8 | 261 / 247 | | 291 / 279 | 1W | 29W | W | 2 | bc 6 | 2 | 1007.5 | | | |
| 2400 | | 11 | 4 | 114.7 | 261 | | 291 | 1W | 29W | W | 2 | bc 6 | 2 | 1008 | 43 | 42 | 47 |
| | | 143 | 8 | | | | | | | | | | | | | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 2528 6 | Z+1 | | |

REMARKS

0045 - rain squall

0215 A/S missing Transmissions - 0230 A/S O.K.

0305 - rain squall.

0315 A/S - missed Transmissions -

Relieved by Lieut Howard — W.R.J.

0700 Zig Zagging in N.E. "E".

0730 Proceeded to tankers 72 T.S. Fwd.

0800 Secured astern of Tanker. 0825 Oilng - Relieved by Lt Brault. — W&B

0900 - Oilng. 0912 Hose broken -

1000 - Astern of tnkr awaiting new Oil Hose

1100 astern Oiler - 1120 Hose on board - 1135 Start oilng

1200 astern of Oiler - Oilng - Armament Secured - Relieved by O/S Hearn — R.

| Position | Latitude | Longitude | Depending on |
|---|---|---|---|
| 0800 | ° ' | ° ' | |
| 1200 | 56 35 N | 31 31 W | obs. |
| 2000 | 56 24 N | 33 44 W | obs. |

1310 Finished oilng. 65 Tons taken on board. 1320 Slipped. Pipes oiler.

1345 Stopped engines to clear fouled oil hose. Fuel Rem 15 days

1430 Closed Gatineau. 1455 In station "C" for "Charlie".

1600 Relieved by Lt Williams — W.

1820 Relieved by S/L Rankin

1900 A/S report (received W/T.)

2040 Relieved by Lt Brault — R.

2050 Rounds Moved.

2100 Zig-Zagging on NE-E"

2200 Zig Zagging on NE-E"

2300 Zig Zagging on NE E"

2400 ZZ on NE "E" Relieved by Lt. Inman. — R.

Clocks retarded 1 hour

Wm Turner Yeoman

H.M.S. C Morden — FRI day 29th of October — 1943 — From Londonderry to St. John's, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 143 | 8 | | | | | | | | | | | | | | | | |
| 0100 | | 11 | 8 | 119.5 | 261 | | 291 | 1W | 29W | WXS | 3 | bc-6 | 3 | 1007.5 | | | | | |
| 0200 | | 11 | 8 | 118.9 | 247 | | 279 | 1W | 31W | W | 4 | c-6 | 3 | 1008 | | | | 0200 A/C 247°(G) | |
| 0300 | | 11 | 8 | 120.2 | 247 | | 279 | 1W | 31W | WXN | 4 | c-6 | 3 | 1008 | | | | | |
| 0400 | | 11 | 8 | 121.6 | 247 | | 279 | 1W | 31W | WXN | 4 | bc-6 | 3 | 1008.5 | | | 47 | Relieved by Lieut Howard | WRJ |
| 0500 | | 11 | 8 | 121.4 | 247 | | 279 | 1W | 31W | WNW | 3 | 0/6 | 22 | 1009.0 | | | | | |
| 0600 | | 11 | 7 | 118.8 | 247 | | 279 | 1W | 31W | WNW | 3 | 0/6 | 22 | 1009.0 | | | | | |
| 0700 | | 11 | 8 | 121.7 | 247 | | 279 | 1W | 31W | WXS | 3 | 0/7 | 22 | 1010.0 | | | | 0710 Taking up Station 'C' | |
| 0800 | | 11 | 9 | 123.4 | 247 | | 279 | 1W | 31W | WXS | 3 | 0/8 | 22 | 1009.5 | | | 47 | 0800 One swordfish airborne Fuel 1½ hours. Relieved by S/L Rankin | DSB |
| 0900 | | 11 | 0 | 111.5 | 242 | | 274 | 1W | 31W | W | 3 | 07 | 2 | 1009.5 | | | | 0800 A/C 242°T | |
| 1000 | | 11 | 8 | 120.0 | 242 | | 274 | 1W | 31W | W | 3 | 07 | 2 | 1009.5 | 43 | 41 | | | |
| 1100 | | 11 | 7 | 118.5 | 242 | | 274 | 1W | 31W | W | 2-3 | 07-8 | 2 | 1009.5 | | | | 1130 Speed of convoy 8K | |
| 1200 | | 11 | 7 | 120.1 | 242 | | 274 | 1W | 31W | W | 2-3 | 07-8 | 2 | 1009.5 | 43 | 42 | 48 | 1200 Relieved by S/Lt. Hardy Armament-Cosmoline | DK |
| 1300 | | 11 | 4 | 115.5 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7-8 | 2 | 1009 | 48 | 46 | 48 | | |
| 1400 | | 11 | 5 | 117.4 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7-8 | 2 | 1009 | 48 | 46 | 48 | | |
| 1500 | | 10 | 0 | 99.8 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7-8 | 2 | 1009 | 48 | 46 | 48 | | |
| 1600 | | 10 | 7 | 106.7 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7-8 | 2 | 1009 | 48 | 46 | 48 | | |
| 1700 | | 13 | 0 | 142.5 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7-8 | 2 | | 46 | 46 | | 1650 Relieved by CPO English | H |
| 1800 | | 12 | 7 | 136.6 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7-8 | 2 | | 48 | 46 | | 1645 - Stopped transfused 14/5 officers Mr Keane Not Fenny<br>1730 Resumed D.E. "C" resumed Z.Z. 120 Revs.<br>1830 Stationed up NE Position "E" 1800 - Relieved by Lt. Brooks | JHB |
| 1900 | | 11 | 7 | 120.4 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7/8 | 2 | 1008.5 | | | | 1900 In Position NE "E" | |
| 2000 | | 11 | 8 | 122.1 | 242 | | 274 | 1W | 31W | W | 2-3 | c 7/8 | 2 | 1008.5 | | | 48 | 2000 Fog. Jeyes in NE "E" Relieved By Lt Williams | A |
| 2100 | | 11 | 9 | 124.2 | 242 | | 274 | 1W | 31W | SE | 2/3 | 06 | 2 | 1007.3 | | | | 2020 Rounds correct-f | |
| 2200 | | 11 | 8 | 122.1 | 242 | | 274 | 1W | 31W | S.E. | 2/3 | c 06 | 2 | 1006.9 | | | | | |
| 2300 | | 11 | 7 | 120.9 | 242 | | 274 | 1W | 31W | S.E. | 3 | 06 | 2 | 1006. | | | | 2215 Rounds correct-f | |
| 2400 | | 11 | 6 | 117.6 | 242 | | 274 | 1W | 31W | SE | 3-4 | 06 | 2 | 1005 | | | 49 | 2400 Relieved by Lt. Inman | DK |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | 284.4 | Z+2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 55 42 N | 37 24 | DR | |
| 2000 | 54 55 N | 39 57 W | obs. | |

H.M.S. Morden — Saturday 30th of October — 1943 — From Londonderry to St John's, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | 118.9 | 242 | | 275 | 1W | 32W | S 1/4 | 3 | 0-5 | 3 | 1002. | | | | | |
| 0200 | | | | 119.1 | 242 | | 274 | 1W | 32W | S 1/4 | 3 | 0-5 | 3 | 1000.5 | | | | | |
| 0300 | | | | 120.4 | 242 | | 276 | 1W | 33W | S 1/4 | 4 | 0-5 | 3 | 1000. | | | | 0315 - rain | |
| 0400 | | | | 121.8 | 242 | | 276 | 1W | 33W | S 1/4 | 3 | M-H | 3 | 99.8 | | | 49 | Relieved by Lieut Howard | WPO |
| 0500 | | | | 123.3 | 242 | | 276 | 1W | 33W | SE 1/4 | 3 | M-H | 3 | 995.5 | | | | | |
| 0600 | | | | 122 | 242 | | 276 | 1W | 33W | SE | 4 | OD/5 | 32 | 993.0 | | | | | |
| 0700 | | | | 121.7 | 242 | | 276 | 1W | 33W | SE | 4 | OD/5 | 34 | 990.0 | | | | | |
| 0800 | | | | 119.7 | 242 | | 276 | 1W | 33W | SE | 5-6 | 0/5 | 44 | 988.0 | | | | 0800 Relieved by Lieut Brault | DEL |
| 0900 | | | | | 242 | | 276 | 1W | 33W | S-SE | 5 | 0/5 | 44 | 987. | | | | | |
| 1000 | | | | | 242 | | 276 | 1W | 33W | S | 4-5 | M-5 | 34 | 985. | | | | 1030 Taking up position "D" | |
| 1100 | | | | | 242 | | 276 | 1W | 33W | SSW | 4 | M-5 | 34 | 984 | | | | | |
| 1200 | | | | | 212 | | 246 | 1W | 33W | SW | 4 | C-5 | 34 | 983.6 | | | | 1200 A/C to 212 — 1200 Anemometer carried away Relieved by Lieut Williams | R. |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z+2 | | |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| 0800 | ° ′ | ° ′ | | |
| 1200 | 53 53 N | 43 11 W | DR (obs'n of Lat) | |
| 2000 | | | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | 102.9 | 212 | | 246 | 1W | 33W | SW | 3 | C-5 | 3 | | | | | | |
| 1400 | | | | 92.7 | 212 | | 246 | 1W | 33W | SW | 3 | bc 6 | 3 | | | | | | |
| 1500 | | | | 99.1 | 212/222 | | 246/256 | 1W | 33W | SW | 3 | bc 6 | 3 | | | | | 1430 Convoy A/C to 222° (T) | |
| 1600 | | | | 98.4 | 222 | | 256 | 1W | 33W | SW | 3 | C 5 | 3 | 983 | 47 | 46 | 46 | Retrieved by S/Lt Rankin | |
| 1700 | | | | 100.7 | 222 | | 256 | 1W | 33W | SW | 3 | 0-5 | 3 | | | | | 1715 Taking up AE position E | |
| 1800 | | | | 99.8 | 222 | | 256 | 1W | 33W | SW | 3 | 0 5 | 3 | 983. | | | | 1800 Relieved by S/Lt. Hardy | |
| 1900 | | | | 103.6 | 222 | | 256 | 1W | 33W | SW | 3 | 0 5 | 3 | 983 | 46 | 44 | 45 | | |
| 2000 | | | | 115.2 | 222 | | 256 | 1W | 33W | SW | 2-3 | 0-5 | 3 | 983 | 46 | 44 | 45 | 2000 Relieved by Lt Brault | |
| 2100 | | | | 96.2 | 222 | | 256 | 1W | 33W | SWW | 2-3 | 2-5 | 3 | 982.5 | | | | 2030 Rounds connect | |
| 2200 | | | | 100.6 | 222 | | 256 | 1W | 33W | SWW | 3 | 4 | 3-4 | 981. | | | | Rain Squalls | |
| 2300 | | | | 95.2 | 222 | | 256 | 1W | 33W | SWW | 3 | 4 | | 980.5 | | | | | |
| 2400 | | | | 92.6 | 222 | | 256 | W | 33W | W | 4 | 1-5 | 3-4 | 980 | | | | In Position NE "E" | Relieved by Lt Newman |

H.M.S. Morden — SUNday 31st of October — 1943 — From Londonderry to St. John's, and at Sea

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | 92.2 | 222 | | 255 | 1W | 32W | SW | 4 | bc-6 | 4 | 980.0 | | | | | |
| 0200 | | | | 99.7 | 222 | | 255 | 1W | 32W | WSW | 4 | 4-5 | 4 | 979.5 | | | | Intermittent rain squalls – occasional flashes of lightning – | |
| 0300 | | | | 102.2 | 222 | | 255 | 1W | 32W | WxS | 4 | bc-6 | 4 | 979.0 | | | | | |
| 0400 | | | | 102.2 | 222 | | 255 | 1W | 32W | W | 4 | bc-6 | 4 | 978.5 | | | 48 | Relieved by Lieut Howard | WKJ |
| 0500 | | | | 103.4 | 222 | | 255 | 1W | 32W | W | 4 | bc-6 | 4 | 979 | | | 51 | | |
| 0600 | | | | 98.2 | 222 | | 255 | 1W | 32W | W | 3-4 | od/5 | 32 | 979.5 | | | 51 | | |
| 0700 | | | | 98.8 | 222 | | 255 | 1W | 32W | W | 4 | bc/6 | 34 | 980.5 | | | 51 | | |
| 0800 | | | | 100.3 | 222 | | 255 | 1W | 32W | WxS | 4 | bc/7 | 34 | 980.5 | | | 51 | | DSH |
| 0900 | | | | 100 | 222 | | 255 | 1W | 32W | WxS | 4 | bc 6 | 34 | 981.3 | | | | | |
| 1000 | | | | 100.1 | 222 | | 255 | 1W | 32W | WxS | 4 | bc 6 | 34 | 982 | 45 | 47 | 50 | | |
| 1100 | | | | 100.2 | 222 | | 255 | 1W | 32W | WxS | 4 | 0-6 | 34 | 982.5 | | | | | |
| 1200 | | | | 100.9 | 222 | | 255 | 1W | 32W | WxS | 4 | 0-6 | 34 | 983 | 45 | 47 | 50 | | |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z+2 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | 101.3 | 222 | | 255 | 1W | 32W | W | 4 | c 6 | 34 | 983.5 | | | |
| 1400 | | | | 101.5 | 222 | | 255 | 1W | 32W | W | 4 | c 6 | 34 | 984 | | | |
| 1500 | | | | 101.5 | 222 | | 255 | 1W | 32W | W | 3-4 | c 6 | 33 | 984.5 | | | |
| 1600 | | | | 102.2 | 222 | | 255 | 1W | 32W | W | 3-4 | o 7 | 33 | 985 | 47 | 43 | |
| 1700 | | | | 103.5 | 222 | | 255 | 1W | 32W | WSW | 3 | c 6 | 3 | 984 | | | |
| 1800 | | | | 101.8 | 222 | | 255 | 1W | 32W | WSW | 3 | c 6 | 3 | 984 | 46 | 43 | 49 |
| 1900 | | | | 103.1 | 218 | | 251 | 1W | 32W | WSW | 2-3 | o 6 | 3 | 984 | | | |
| 2000 | | | | 101.4 | 218 | | 251 | 1W | 32W | W | 2 | 05-6 | 3 | 983.5 | | | 49 |
| 2100 | | | | 104.1 | 218 | | 251 | 1W | 32W | S-SE | 2 | o-6 | 3 | 982 | | | |
| 2200 | | | | 104.3 | 218 | | 251 | 1W | 32W | S-E-E | 2 | o/6 | 3 | 981.5 | | | |
| 2300 | | | | 102.9 | 218 | | 251 | 1W | 32W | S.E.E | 2 | o/6 | 3 | 980 | | | |
| 2400 | | | | 104.1 | 218 | | 251 | 1W | 32W | E | 2-3 | o/6 | 3 | 979½ | | | |

0530 Rounds Commenced

0700 Sky clearing

0800 Relieved by Lieut Howard

0900 ZZ Position "D" 100 Revs.

1030 Prayers held in Seamen's Messdeck

1200 ZZ Position "D" 100 Revs. 100 Revolutions counted Relieved by Lt. Brault. PHB.

| Position | Latitude | Longitude | Depending on |
|---|---|---|---|
| 0800 | ° ′ | ° ′ | |
| 1200 | 52 02 N | 46 25 W | DR |
| 2000 | | | |

1300 Jig Zagging in Position DE-D 1315 A/c "Catalina" ass convoy

1400 In Station

1500 In Station

1600 In Station Relieved by Lieut Duncan

Relieved by S/Lt Rankin

1900 A/c 218 T

2100 In Station NE "D" 2120 Rounds Commenced

2200 In Station NE "E" 100 revs 2250 Rounds Commenced

2300 In Station — NE-E —

2400 In Station NE-E Relieved by Lieut Duncan

H.M.S. Monden Monday 1st of November 1943 From Londonderry to St. Johns, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | 105.8 | 218 | | ~~318~~ 249 | 1W | 30W | NNW | 3 | 0-5 | 3 | 979 | | | | | |
| 0200 | | | | 121.0 | 218 | | 249 | 1W | 30W | (2y) N½y | 3-4 | 90-5 | 3-4 | 979 | | | | | |
| 0300 | | | | 114.2 | 218 | | 249 | 1W | 30W | NW½y | 4-5 | 1-5 | 3-4 | 979 | | | | | |
| 0400 | | | | 104.1 | 218 | | 249 | 1W | 30W | NW | 4-5 | 1-5 | 4 | 979 | | | 50 | Relieved by Lieut Howard | W.R.D. |
| 0500 | | | | 106.5 | 218 | | 249 | 1W | 30W | NW | 5 | 0/5 | 44 | 979.5 | | | | | |
| 0600 | | | | 102.3 | 218 | | 249 | 1W | 30W | NW | 5 | 0/5 | 54 | 981.0 | | | | | |
| 0700 | | | | 101. | 218 | | 249 | 1W | 30W | NW | 5-6 | 0/5 | 56 | 983.0 | | | | | |
| 0800 | | | | 109. | 218 | | 249 | 1W | 30W | NW | 5-6 | 0/6 | 56 | 985.0 | | | 46 | Relieved by S/L Hardy | D.H. |
| 0900 | | | | 91.2 | 218 | | 249 | 1W | 30W | NNW | 7 | 0 5-6 | 5-6 | 984.5 | 40 | 40 | 44 | Commn. D.E. position D | |
| 1000 | | | | 83.4 | 218 | | 249 | 1W | 30W | NW | 7 | 0 5-6 | 5-6 | 984 | 40 | 40 | 44 | | |
| 1100 | | | | 94.0 | 218 | | 249 | 1W | 30W | NW | 7 | 0 6-6 | 56 | 984 | 40 | 40 | 44 | | |
| 1200 | | | | 85 | 218 | | 249 | 1W | 30W | NW | 7 | 0 6-6 | 56 | 994 | 42 | 40 | 44 | 1220 Armament Cornel 1200 Relieved by C.P.O. Tompkins | P |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z+2 | | |

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea | REMARKS | Initials of the Officer of the Watch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1300 | | | | 102.6 | 218 | | 249 | 1W | 30N | NW | 7 | bc 6 | 56 | 995.5 | | | | | |
| 1400 | | | | 103.8 | 218 | | 249 | 1W | 30W | NW | 7 | bc 6 | 56 | 997.5 | | | | | |
| 1500 | | | | 95.7 | 218 | | 249 | 1W | 30W | NW | 7 | bc 6 | 54 | 998.5 | | | | | |
| 1600 | | | | 88.8 | 218 | | 249 | 1W | 30W | NW | 7 | bc 6 | 54 | 1001 | 40 | 40 | 44 | 1600 Ass D.E. "D" Relieved by Lt Brandt | R.H.B. |
| 1700 | | | | 85.6 | 218 | | 249 | 1W | 30W | NNE | 6-7 | bc 6 | 54 | 1002.5 | | | | | |
| 1800 | | | | 85.9 | 218 | | 249 | 1W | 30W | NNE | 6-7 | bc 6 | 54 | 1005. | | | 44 | 1800 In Station D Relieved by Lt. Williams | R |
| 1900 | | | | 75.8 | 218 | | 249 | 1W | 30W | WNW | 6 | 0 6-6 | 5 | 1007. | | | | 1925 Radar broken down | |
| 2000 | | | | 80.4 | 218 | | 249 | 1W | 30W | WNW | 5 | 0 5-6 | 5 | 1008 | 39 | 37 | 44 | 2000 Relieved by Lt. Hardy 2015 Radar operating | R |
| 2100 | | | | 88 | 218 | | 249 | 1W | 30W | W by y | 5 | 0 5-6 | 54 | 1010 | | | 42 | 2110 Rounds Cornel- | P |
| 2200 | | | | 82 | 218 | | 249 | 1W | 30W | W by y | 5 | 0 5-6 | 54 | 1011 | | | 42 | | |
| 2300 | | | | 79.7 | 218 | | 249 | 1W | 30W | W by y | 5 | 0 5-6 | 54 | 1012 | | | 42 | 2330 Rounds Cornel- | P |
| 2400 | | | | 83.1 | 218 | | 249 | 1W | 30W | W by y | 5 | 0 5-6 | 54 | 1013 | | | 42 | 2400 Relieved by Lt. Inman | P |

| Position | Latitude | Longitude | Depending on | Currents experienced |
|---|---|---|---|---|
| | ° ′ | ° ′ | | |
| 0800 | | | | |
| 1200 | 49 32N | 49 40W | DR (obs for Lat.) | |
| 2000 | | | | |

H.M.S. Morden Tues day 2nd of November 19 43 From Londonderry to St John's, and at Sea.

| Time | Log (stating type) | Distance Run Miles | Distance Run Tenths | Mean Revns. per Minute | True Course | Gyro Compass Course | Standard Compass Course | Deviation | Variation | Wind Direction (true) | Wind Force (0—12) | Weather and Visibility | Sea and Swell | Corrected Barometric Pressure in Millibars | Temperature °F Dry Bulb | Temperature °F Wet Bulb | Temperature °F Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0100 | | | | 79 | (?) 200 | | 231 | 1W | 30W | NNW | 3 | bc-6 | 5 | 1013.5 | | | |
| 0200 | | | | 80.9 | 200 | | 231 | 1W | 30W | NNW | 2 | bc-6 | 4-5 | 1014 | | | |
| 0300 | | | | 104.9 | 200 | | 231 | 1W | 30W | NNW | 2 | bc-6 | 4 | 1015 | | | |
| 0400 | | | | 81.4 | 200 | | 231 | 1W | 30W | NNW | 2 | P-5 | 4 | 1015.5 | | | 46 |
| 0500 | | | | 99.4 | 200 | | 230 | 1W | 29W | NxW | 4 | c/5 | 33 | 1016 | | | |
| 0600 | | | | 101.4 | 200 | | 230 | 1W | 29W | NxW | 4 | bc/6 | 33 | 1016 | | | |
| 0700 | | | | 101 | 200 | | 230 | 1W | 29W | NxW | 4 | bc/6 | 33 | 1016.5 | | | |
| 0800 | | | | 102.4 | 200 | | 230 | 1W | 29W | NxW | 3 | c/7 | 33 | 1018.0 | 38 | 36 | 46 |
| 0900 | | | | 103.9 | 223 | | 253 | 1W | 29W | NxW | 2-3 | c 7 | 3 | 1018 | | | 52 |
| 1000 | | | | 79.9 | 223 | | 253 | 1W | 29W | NxW | 2 | c 7 | 3 | 1018 | | | 52 |
| 1100 | | | | 121.9 | 223 | | 253 | 1W | 29W | NxW | 2 | c 7 | 3 | 1018.5 | | | 52 |
| 1200 | | | | 55.9 | 223 | | 253 | 1W | 29W | NxW | 2 | c 7 | 3 | 1018.5 | 40 | 38 | 52 |
| 1300 | | | | 111 | 223 | | 253 | 1W | 29W | NxW | 2 | c 7 | 3 | 1018.5 | 41 | 38 | |
| 1400 | | | | 154.2 | 223/252 | | 253/282 | 1W | 29W | NxW | 2 | c 7 | 3 | 1018.5 | 41 | 38 | |
| 1500 | | 15 | 8 | 169.8 | 252 | | 282 | 1W | 29W | NxW | 2 | c 7 | 3 | 1017 | 41 | 38 | |
| 1600 | | 31 | 8 | 166.1 | 252 | | 282 | 1W | 29W | NxW | 2 | bc 7 | 3 | 1018 | 41 | 38 | 50 |
| 1700 | | 45 | 3 | 166.7 | 252 | | 282 | 1W | 29W | NxW | 2 | bc 7 | 3 | 1019 | | | |
| 1800 | | 60 | 5 | 168.6 | 252 | | 282 | 1W | 29W | NxW | 2 | bc 7 | 3 | 1017.5 | 40 | 37½ | |
| 1900 | | | | 165 | 252 | | 282 | 1W | 29W | NxW | 2 | bc 7 | 3 | 1018.5 | | | |
| 2000 | | | | 167.4 | 252 | | 282 | 1W | 29W | NxW | 2 | bc 7 | 3 | 1018.0 | | | 52 |
| 2100 | | | | 167.3 | 252 | | 282 | 1W | 29W | NxW | 2 | bc 7 | 2 | 1017 | | | |
| 2200 | 121.7 | | | 169.9 | 252 | | 282 | 1W | 29W | WNW | 2 | bc 7 | 2 | 1016.9 | | | |
| 2300 | 137.0 | 15 | 3 | 170.8 | 252 | | 282 | 1W | 29W | WNW | 3 | bc 6-7 | 2 | 1016 | | | |
| 2400 | 152.5 | 15 | 5 | 168.5 | 252 | | 282 | 1W | 29W | WNW | 3 | bc 6 | 2 | 1015.5 | | | 52 |

| Number on Sick List | Distance run through the Water | Zone Time kept at noon | Leave Granted to Ship's Company | Anchor Bearings |
|---|---|---|---|---|
| | | Z+2 | | |

REMARKS

0115 - Lookout reports orange flare vicinity starboard Quarter of Convoy.
0130 - investigated woolly A/S echo - 0130 - went to Action Stations - 0131 last echo - 0145 resumed action stations
Relieved by Lieut Howard
0550 Green light visible in Convoy 0555 Light disappeared
0800 Relieved by S/Lt Rankin
0905 Embarked SLt Hearn from HMS Trumpeter
1100 Embarked Lt Gillis from Pantigo
1200 Relieved by SLt Hardy

| Position | Latitude | Longitude | Depending on |
|---|---|---|---|
| 0800 | ° ′ | ° ′ | |
| 1200 | 46 43N | 57 25W | obs. |
| 2000 | | | |

1200 Left convoy to proceed independently
1400 Tugs Sgaebrosgod, set to E.S. started
1520 Sailing vessel sighted N. port bow
1600 Relieved by C.P.O. Swaine
1615 Freighter lighted off Stab. Bow.
1700 H/Ships lights off Stab. Bow (270°) 1730 Ships Aboard 3 freighters (Mocs Convoy) bearing 138
1740 2 ships sighted on Port Bow.
1800 Relieved by S/Lt Heaven & Lt Brandt
1900 Course 252° (T) - 1905 Ship darkened - hooked in rank
2000 Course 252° - Relieved by Lt Wellacome
2015 Rounds correct
2200 Relieved by Lt Lamont

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|---|
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