

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 3/11/43 - 29/1/44

Referred to	Initials	Date	Remarks
C.N.O.	ALN	Jan 16/45	
E-In-C.	m J	18.1.45	
Sec.N.B.	DEE	18/1/45	
O.N.Stores.	ML	3-3-45.	
I.D.A.	M.B.A.	5/3/45	

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

* * * * *

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

* * * * *

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

* * * * *

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

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

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

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

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

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

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

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

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

(i) The embarkation and disembarkation of all passengers.

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

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

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

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

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

(o) All general payments.

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

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

November 3-1943

To

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:—

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

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

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

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

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

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

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

LETTERS TO INDICATE THE STATE OF THE WEATHER

b Blue sky (less than $\frac{1}{10}$ 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 ($\frac{7}{10}$ 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_o, r_or_o = continuous slight rain.

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

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

0 Calm.....	0 feet	4 Rough.....	5—9 feet
1 Smooth.....	0— $\frac{1}{2}$ "	5 Very Rough.....	9—15 "
2 Slight.....	$\frac{1}{2}$ —2 "	6 High.....	15—24 "
3 Moderate.....	2—5 "	7 Very High.....	24—36 "
8 Precipitous..... over 36 feet			

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

A *Short Swell* means a Swell where the length or distance between each successive top of swell is small.

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

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

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

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

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

The above scales for sea and swell have been adopted separately for international use in weather reports.

7. The mean number of revolutions of the Engines per minute is to be registered every hour in the column appropriated for that purpose.
8. When in sight of Land, or of any known danger, cross bearings of, or angles between, well-defined objects, should be recorded at frequent intervals, and entered in the Log at least once in each Watch, for the information of the relieving Officers. The time of first sighting, and the bearing of, land or any marks, and of first obtaining soundings, with the results, are to be recorded.
9. In the space left for *Remarks*, must be recorded full information on all matters of importance or interest; as detailed in clause 3 of Article 1208 of the King's Regulations of which a copy is printed in the cover of this book.
- At Sea, the Remarks column should contain all relevant information for working up the position of the ship at any moment, taking into consideration all the data logged on the left-hand page of each day.
- L. 3380/92.
Sta. 96/32.

FOG AND VISIBILITY SCALE (SPECIFICATION FOR USE AT SEA)

0 Dense fog.....

1 Thick fog.....

2 Fog.....

3 Moderate fog.....

4 Mist or haze, or very poor visibility.....

5 Poor visibility.....

6 Moderate visibility.....

7 Good visibility.....

8 Very good visibility.....

9 Excellent visibility.....

Objects not visible at 50 yards.

" " 1 cable.

" " 2 cables.

" " $\frac{1}{2}$ mile.

" " 1 mile.

" " 2 miles.

" " 5 miles.

" " 10 miles.

" " 30 miles.

Objects visible more than 30 miles.

To be inserted in "Weather and Visibility" column.

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

This correction is always +.

H.M.S. *Morden*

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100					253	279		1W	SW	NE	3	CD 6	2	1001			
0200					/	/		1W	SW	NE	3	CD 6	2	1001			
0300					/	/		1W	SW	NE	2-3	C 6	2	1002			
0400								1W	SW	NE	2-3	C 6	0	1003			
0500								1W	SW	NE	1	C 6	0	1003			
0600																	
0700																	
0800								NE		N	1	C		1003	45	45	
0900																	
1000																	
1100																	
1200										NE	1	C		1005	46	46	
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
				743		45 hrs leave to Blue watch others Chips & P.O.'s 0730 Hands 0700											
1300																	
1400																	
1500																	
1600										NE	1	C		1006	47	47	
1700																	
1800																	
1900																	
2000										NE	1	C		1007	47	47	
2100																	
2200																	
2300																	
2400										NE	2	C		1011	40	37	

REMARKS

Initials
of the
Officer
of the
Watch

1210 - Samho Light Vessel Bearing 250° - 0104 T Samho Light Vessel on Port 82
 0105 A/C to 342400 0117 T on Port of #2 Bowed 0124 Identified on Port War 0134 Passed 16 miles
 0145 Lighted buoy ahead to port 0149 New - full light ahead to starboard 0150 Light taken in
 0204 2nd light ahead to starboard 0206 Light ahead to port 0213 Passed through gate 0223 George 35
 LT ahead to starboard 0240 alongside Fr Cable wharf 0245 Secured

0422 Slepped from Fr Cable wharf after oiling. 0445 alongside "Government" at jolly 5. 0450 Secured

Reverted to extended notice for steam

Lieut Brauet proceeded on 72 hrs leave

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1315 - payment to ship's company

1415 - carried out Dock Trials

14

Lieut Williams proceeded on 72 hrs leave

H.M.S. ^cMorden FRI day 5th of November

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										NW	2	b		101.4	42	38	
0500																	
0600																	
0700																	
0800										NW	2	b		101.7	35	32	
0900																	
1000																	
1100																	
1200										NW	1	bc		102.2	40	37	
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company					Anchor Bearings						
				7 + 3		Chief + P.O.'s 0730 Hands - 0700											
1300																	
1400																	
1500																	
1600																	
1700										NW	1	bc		102.3	43	38	
1800																	
1900																	
2000										NW	1	bc		102.4	43	38	
2100																	
2200																	
2300																	
2400										NW	1	bc		102.5	35	34	

19 *43* From *~* to *~*, and at *Halifax*

Initials
of the
Officer
of the
Watch

REMARKS

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

H.M.S. *Morden* *Satur* day *6th* of *November*

19 *43* From — to — , and at *Halifax*

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature of		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										NW	1	bc		1026			
0500																	
0600																	
0700																	
0800										NW	1	bc		1025	37	36	
0900																	
1000																	
1100																	
1200										NW	1	bc		1023	48	45	
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
						Chiefs & P.O.s 0730											
		213				Hands 0700											
1300																	
1400																	
1500																	
1600										E	1	C		1023	52	50	
1700																	
1800																	
1900																	
2000										E	1	P		1022	50	50	
2100																	
2200																	
2300																	
2400										E	1	R		1021	47	47	

REMARKS						Initials of the Officer of the Watch

SUN day 1th of November

[illegible]

See

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1515 Tugs along side. 1550 Hands to stations for leaving harbor.
 1610 Slipped from jelly 3". 1630 George & Lt ahead to Port 12 cables. 1645 1021 & 8
 1658 100. 162 Passed through gate. 1659 511.
 1722 - inner automatic buoy abt port. 1725 - Ahead + prt. 1745 - BCL 080 - FR 250
 1755 Stopped engines for repairs
 1924 1411
 Stopped engines for repairs 1924. Underway - 1940 + Port Side Search light.
 2000 Course 13800. Speed 16.5 revolutions. Relieved by Lt Williams.
 2230 Rounds correct. 1 Var courses to intercept convoy.
 2300 ahead convoy distance 1 mile still taking ab position "A"
 2400 Ahead convoy 2900 yds. Relieved by Lt Inman

H.M.S. *Morden*Mon day 8th of November

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100		75	8	157.8	066		090	0	24W	NE	2	bc-7	3	1032			
0200		14	0	157.1	066		090	0	24W	NE	2	bc-7	3	1032			
0300		14	0	158.2	066		090	0	24W	NE	2	c-6	3	1031			
0400		14	0	158.7	066		090	0	24W	NE	3	c-6	3	1032			52
0500		14	0	157.7	066		090		24W	NE	3	bc-6	32	1032			
0600		14	0	159.9	066		090		24W	NE	3	bc-6	32	1032			
0700		14	0	158.6	066		090		25W	NE	3	c-6	32	1032			
0800		14	2	161.0	066		091		25W	NE	4	c-7	32	1032			52
0900		14	2	161.3	066		091		25W	NE	4	c-7	32	1032.5	44	41	
1000		14	2	161.4	066		091		25W	NE	4	c-7	32	1033			
1100		14	2	161.5	066		091		25W	NE	3	c-7	32	1033			
1200		14	2	162	066		091		25W	NE-E	2-3	c-7	32	1032.5			50
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
		24418		Z + 3													
1300		14	1	160	066		091		25W	NE	2	c-7	32	1032			
1400		14	1	160	066		092		26W	NE	2	bc-7	32	1031			
1500		14	1	160	066		092		26W	NE	2	c-7	32	1031			
1600		14	1	160	066		092		26W	NE	2	07	32	1031.5	41	42	49
1700		14	1	160	066		092		27W	NE	2	07	2	1031			50
1800		14	1	160	066		092		27W	NE	2	07	2	1031			50
1900		12	7	152	083		110		27W	NNE	2	bc-7	2	1031			50
2000		13	8	152	083		110		27W	NNE	2	07	2	1031			50
2100		14	5	165	083		110		27W	NNE	2	07	2	1031			50
2200		14	5	165	083		110		27W	NNE	2	bc-7	2	1031			50
2300		14	5	165	083		110		27W	NNE	2	bc-8	2	1031			49
2400		14	5	165	083		110		27W	NNE	2	bc-8	4	1031			47
		169	1														

1943 From Halifax to St. John's, and at Sea.

REMARKS						Initials of the Officer of the Watch
0030 A/c 066°(G).						
Relieved by Lt Howard						W.R.D.
Relieved by Lieut. Brault						D.B.
0900. Aircraft-joined + joined our wing on beam						
1000 A/c joined. -						
1200 Arrived corral. R						Relieved by Lt Hearn -
Position	Latitude	Longitude	Depending on	Currents experienced		
0800						
1200	45 13N	58 45W	obs.			
2000						
1230 A/c departed						
Relieved by Lt Williams						A.
1800 A/c to 083°(G) Relieved by S/Lt Rankin						S.
1820 Reduced speed to 12 knots to effect engine repairs.						
1920 Repairs completed - speed 14 knots						
2000 Relieved by S/Lt Hearn						S.H.
2400 Relieved by Lt Leman						S.



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TITLE/TITRE :

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

FILE/DOSSIER :

Partial file: 3-11-43 - to - 8-11-43

REFERENCE NUMBER / NUMÉRO DE RÉFÉRENCE:

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PAGE(S) : 9

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