

S. 322 (Revised—October, 1935)

4M Bks.—4-42 (4316)
N.S. 815-9-322

14 Nov 42 To 4 Jan 43

DECK LOG BOOK

For use at Sea and in Harbour

"Quinte"

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*).

DECK LOG BOOK

For use at Sea and in Harbour

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

THE BEAUFORT WIND SCALE				
Beaufort Number. International	Meteorological Wind Scale		The Seaman's Wind Scale	
	Limits of Velocities		Beaufort's description of Wind. International	Coastal Criterion
	Nautical miles per hour	Feet per second		
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 1/10ths covered).	m Mist.
bc Sky partly cloudy (1/10ths to 1/5ths covered).	o Overcast sky (1/2ths covered nimbus or stratus only).
c Generally cloudy (more than 1/5ths covered).	p Passing showers.
d Drizzle, or fine rain.	q Squalls.
e Wet air without rain falling.	r Rain.
f Fog.	rs Sleet, i.e., rain and snow together.
fe Wet fog.	s Snow.
g Gloomy.	t Thunder.
h Hail.	u Ugly, threatening sky.
i Intermittent.	v Exceptional visibility (abnormal clearness of the atmosphere).
KQ Line Squall	w Dew.
l Lightning.	x Hoar frost.
	y Dry air.
	z Dust haze.

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

DOUGLAS SEA AND SWELL SCALE

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

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

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

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

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

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

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

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

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

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

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

7. The mean number of revolutions of the Engines per minute is to be registered every hour in the column appropriated for that purpose.
8. When in sight of Land, or of any known danger, cross bearings of, or angles between, well-defined objects, should be recorded at frequent intervals, and entered in the Log at least once in each Watch, for the information of the relieving Officers. The time of first sighting, and the bearing of, land or any marks, and of first obtaining soundings, with the results, are to be recorded.
9. In the space left for Remarks, must be recorded full information on all matters of importance or interest; as detailed in clause 3 of Article 1208 of the King's Regulations of which a copy is printed in the cover of this book.

At Sea, the Remarks column should contain all relevant information for working up the position of the ship at any moment, taking into consideration all the data logged on the left-hand page of each day.

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

FOG AND VISIBILITY SCALE (SPECIFICATION FOR USE AT SEA)

0 Dense fog	Objects not visible at 50 yards.
1 Thick fog	" " 1 cable.
2 Fog	" " 2 cables.
3 Moderate fog	" " 1/2 mile.
4 Mist or haze, or very poor visibility	" " 1 mile.
5 Poor visibility	" " 2 miles.
6 Moderate visibility	" " 5 miles.
7 Good visibility	" " 10 miles.
8 Very good visibility	" " 30 miles.
9 Excellent visibility	Objects visible more than 30 miles.

To be inserted in "Weather and Visibility" column.

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

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

This correction is always +.

H.M.S. *Imbri*

Sat day *14th* 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										<i>W</i>	<i>2</i>	<i>BC 8</i>		<i>1003</i>	<i>45</i>		
0500																	
0600																	
0700																	
0800										<i>W</i>	<i>2</i>	<i>BC 8</i>		<i>1005</i>	<i>44</i>		
0900																	
1000																	
1100																	
1200										<i>W</i>	<i>2</i>	<i>BC 8</i>		<i>1007</i>	<i>45</i>		

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

1300																	
1400																	
1500																	
1600										<i>W</i>	<i>2</i>	<i>BC 8</i>		<i>1008</i>	<i>40</i>		
1700																	
1800																	
1900																	
2000										<i>Ham</i>	<i>1</i>	<i>BC 8</i>		<i>1009</i>	<i>32</i>		
2100																	
2200																	
2300																	
2400										<i>NW</i>	<i>3</i>	<i>BC 8</i>		<i>1010</i>	<i>28</i>		

19 *42*

From

to

, and at

Lunenburg

REMARKS																	Initials of the Officer of the Watch
<i>Alongside Foundry Wharf</i>																	
<i>Boat employed cleaning ship</i>																	

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

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

H.M.S. *Zuni*

Sun day 15th 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	3-4	BC 8		1010	27		
0500																	
0600																	
0700																	
0800										NW	4	BC 8		1010	25		
0900																	
1000																	
1100																	
1200										NW	4	BC 8		1013	28		

[illegible]

1300																			
1400																			
1500																			
1600									NW	4	B.C.8			1015	25				
1700																			
1800																			
1900																			
2000									NW	3	B.8			1016	27				
2100																			
2200																			
2300																			
2400									NW	2	B.8			1018	27				

19 H2

From

to

, and at *Lunenburg*

[illegible]

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

brew make & mend

H.M.S. *Luente*

Monday 16th of November

1942

From

to

, and at *Munich*

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	Bc8		1018	32		
0500																	
0600																	
0700																	
0800										NW	2	Bc8		1019	33		
0900																	
1000																	
1100																	
1200										NW	2	C8		1019	40		

Number on Sick List	Distance run through the Water	Zone Time kept at noon	Leave Granted to Ship's Company	Anchor Bearings
	13			

[illegible]

REMARKS		Initials of the Officer of the Watch
Alongside Foundry Wharf.		
Brew employed preparing for trials		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

1440 Let go & proceeded for trial of engines
1640 Made fast Government Wharf
2100 Rounds Correct

H.M.S. *Lunenburg*

Tuesday 17^m of November

1942

From

to

, and at *Lunenburg*

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										NW	1	C 8		1023	H1		
0500																	
0600																	
0700																	
0800										NW	1	C 8		1024	H4		
0900																	
1000																	
1100																	
1200										NW	1	C 8		1025	H7		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300																	
1400																	
1500																	
1600										NW	2	B 8		1027	H9		
1700																	
1800																	
1900																	
2000										NW	2	B 8		1026	H4		
2100																	
2200																	
2300																	
2400										NW	1	B 8		1025	H3		

REMARKS

Alongside Government wharf

Crew employed painting on deck

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

Crew employed painting deck work

H.M.S. *Arcturion* *Wednesday* day *18th* 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										SW	3	08		1024	42		
0500																	
0600																	
0700																	
0800										S	3	08		1022	45		
0900																	
1000																	
1100																	
1200										SE	3	08		1019	45		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300																	
1400																	
1500																	
1600										SE	3	06		1016	44		
1700																	
1800																	
1900																	
2000										SE	2	06		1012	40		
2100																	
2200																	
2300																	
2400										SE	2	08		1011	39		

19 *42* From to , and at *Lunenburg*

REMARKS					Initials of the Officer of the Watch
Alongside Government Wharf					

H.M.S. *Thetis*

Thursday 19th 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	3	BC8		1011	36		
0500																	
0600																	
0700																	
0800										NW	2	BC8		1012	38		
0900																	
1000																	
1100																	
1200										NW	3	B8		1014	44		

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

	Date	No.	Locality	Remarks
1300				
1400				
1500				
1600	NW	2	B8	1013 H3
1700				
1800				
1900				
2000	Haus	1	B8	1014 32✓
2100				
2200				
2300				
2400	Haus	1	B8	10135 30

1942.

From

to

, and at

t Lumburg

REMARKS		Initials of the Officer of the Watch
Alongside Government wharf.		
Crew employed painting deck work.		

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

now employed cleaning flats

H.M.S.

up
Friday

20th of

November

1942

From

to

, and at

Lumberburg

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										1/2 Ans	1	B 8		1014	30		
0500																	
0600																	
0700																	
0800										1/2 Ans	1	B 8		1015	32		
0900																	
1000																	
1100																	
1200										NW	2	B 8		1014	35		

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

[illegible]

REMARKS

Alongside Government wharf -

Now employed painting mess deck (Seamans)

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

crew employed painting mess decks

bro

H.M.S. *Lucifer*

Saturday 21st of November

1942

From

to

, and at *Lunenburg*

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0—12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										NW	2	08		1015	30		
0500																	
0600																	
0700																	
0800										NW	3	08		1014.5	33		
0900																	
1000																	
1100																	
1200										NW	3	08		1015	38		

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

[illegible]

REMARKS

Initials
of the
Officer
of the
Watch

Alongside Government Work

Now employed painting mess decks

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

brew make and mend

2100 Remnds Correct



H.M.S. *Zurich*

Sun day 22nd 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										U Ans	1	B 8		1017	25		
0500																	
0600																	
0700																	
0800										M Ans	1	B 8		1018	29		
0900																	
1000																	
1100																	
1200										M Ans	1	B 8		1018	32		
Number on Sick List	Distance run through the Water			Zone Time kept at noon	Leave Granted to Ship's Company						Anchor Bearings						
1300																	
1400																	
1500																	
1600										NW	2	B 8		1018	30		
1700																	
1800																	
1900																	
2000										NW	2	B 8		1019	25		
2100																	
2200																	
2300																	
2400										NW	2	B 8		1020	24		

1942

From

to

, and at Lunenburg

REMARKS					Initials of the Officer of the Watch
Alongside Government Wharf					
bws employed Sunday routine					
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					
bws Malle and mena					
1100 Ramps Correct					

H.M.S. *Imbiki*

Mon. day 23rd 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	B8		1022	22		
0500																	
0600																	
0700																	
0800										NW	2	B8		1024	24		
0900																	
1000																	
1100																	
1200										WNW	2	B8		1026	29		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company					Anchor Bearings						
		33-															

[illegible]

19 42 From

to

, and at *Sanenbury*.

Initials
of the
Officer
of the
Watch

REMARKS

Alongside Government Wharf

Brew employed

Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000'					

1720 Made fast alongsid Government wharf

H.M.S. *Trunk* Tues day 24th 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										W 1/2 S	1	B 8		1022	30		
0500																	
0600																	
0700																	
0800										NW	2	B 8		1023	31		
0900																	
1000																	
1100																	
1200										NN	2	B 8		1022	38		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300																	
1400																	
1500																	
1600										NNW	2	B 8		1020	36		
1700																	
1800																	
1900																	
2000										N	3	B 8		1020	35		
2100																	
2200																	
2300																	
2400										NSW	3	B 8		1018	34		

1912 From to , and at *Lunenburg*

REMARKS					Initials of the Officer of the Watch
Alongside Government Wharf					
Screw employed painting on deck & overhauling main sweeping gear					
0905 Let go & proceeded 0937 Made fast alongside Foundry Wharf					
Position	Latitude	Longitude	Depending on	Currents experienced	
0800					
1200					
2000					
Crew employed painting inside ship					
2100 Rounds correct					Jul

H.M.S. *Thrush*

Wednes day 25th 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										SW	3	CS		1016	39		
0500																	
0600																	
0700																	
0800										S	3.4	CS		1014	39		
0900																	
1000																	
1100																	
1200										S	4	CS		1012	42		

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

1300																			
1400																			
1500																			
1600									S	3	086		1010	42					
1700																			
1800																			
1900																			
2000									SE	3-4	056		1008	39					
2100																			
2200																			
2300																			
2400									E	3-4	056		1007	38					

1942

From

to

, and at *Stunenburg*

[illegible]

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000				

brew ~~employe~~ make and mend

H.M.S. *Thetis*

Thursday 26th of November

1942

From

to

, and at *Tanenbourg*

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										ESE	3	056		100.6	38		
0500																	
0600																	
0700																	
0800										ESE	4	056		100.0	39		
0900																	
1000																	
1100																	
1200										E	34	056		100.1	45		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company					Anchor Bearings						
1300																	
1400																	
1500																	
1600										E	2	056		100.2	46		
1700																	
1800																	
1900																	
2000										E	23	0.8		100.5	42		
2100																	
2200																	
2300																	
2400										E	2	0.8		100.6	39		

[illegible]

H.M.S. *Junete* ²*Fri* day 27th of November

Friday 27th of November

1942

From Lunenburg to Pittor, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100																	
0200																	
0300																	
0400										11 Am	1 08			100.4	39		
0500																	
0600																	
0700																	
0800										11 Am	1 08			100.3	40		
0900																	
1000																	
1100																	
1200										11 Am	1 08			100.2	44		

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

[illegible]

88.4

[illegible]

Position	Latitude	Longitude	Depending on	Currents experienced
0800				
1200				
2000	Sambro Light Ship about 1/2 mile South (Visual Fix)			

1235	Made fast government wharf	
1520	Let go & proceeded	
1533	Out slat'd Oxypleura sarcops	Carl
1745	Sweep taken in course slt 080°	
	Bearing repeater compass defective	
2000	Sambro light ship abn	John
2030	a/c 066°	
2245	Egg Is. Pt of beam. x	
	Proceeding 10° N. by	John

H.M.S. *Grampus*

Thurs day 28 of November

1942

From

Sanctuary to Pictou

, and at

Time	Log (stating type)	Distance Run		Mean Revs. per Minute	True Course	Gyro Compass Course	Standard Compass Course	Deviation	Variation	Wind		Weather and Visibility	Sea and Swell	Corrected Barometric Pressure in Millibars	Temperature °F		
		Miles	Tenths							Direction (true)	Force (0-12)				Dry Bulb	Wet Bulb	Sea
0100		11	8	147.9													
0200		11	8	148.1													
0300		11	5	144.4													
0400		11	7	146.7	066	066				ENE	4	0.7	36	989	39		
0500		10	8	135.5													
0600		9	9	124													
0700		10	1	126.8													
0800	84.8	10	2	128.6	gyro out of order		S 88 E			SW	10	0.6	77	980	40		
0900				135.9			N 85 E										
1000				135.3			"										
1100				131.6			"										
1200				117.9	240	240	West	-	-	SW	9-11	0.7	77	979	40		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company					Anchor Bearings						
		180		P													
1300				89.7													
1400				87.9													
1500				87.9													
1600				86.5	280		N 55 W	-	-	SW	9	0.7	77	982	42		
1700				90.9													
1800				92.4													
1900				83.5													
2000				85	280	280	N 55 W			WNW	10	0.7	77	990	38		
2100				87.9													
2200				89.6													
2300				95													
2400				90.6	280		N 55 W			WNW	10	0.7	77	994	37		

REMARKS					Initials of the Officer of the Watch
Proceeding to Pictou 0420 Reduced speed 130 revs					THW
0745 Detected extreme error in gyro compass (steering)					
0830 a/c 360° (approx.)					
0930 Depth charge lost over board sit to safe					450 Cals 420 N 60 47W ml
1000 a/c 270° Hap laboring heavily a/c 240°					✓
Proceeding to Pictou					THW
Position	Latitude	Longitude	Depending on	Currents experienced	
0800	45° 09'	60° 50'	Speed Samba to Egg Island		
1200	45° 23'	60° 45'	By DR and Soundings		
2000	45° 23'	60° 45'	DR. Hove to		
1300 Gyro erratic slowed by magnetic					
1545 a/c 255°					
to Pictou to Pictou					THW
Proceeding to Pictou					ml
Proceeding to Pictou					THW

H.M.S. *Hunter* Sunday 29 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				88.5													
0200				88.6													
0300				89.5													
0400				89.4			N 55 W			WNW	10	0.7	67	998	37		
0500				81.6													
0600				77.6													
0700				81.2													
0800				80.5			N 55 W			WNW	9	0.7	67	1002	41		
0900				124.2													
1000				125.7													
1100				128													
1200				128.1			N 65 E			WSW	9	0.7	67	1002	42		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
		39															
1300				130													
1400				126.3													
1500				129.8													
1600				131.2			N 85 E			WNW	5	0.7	33	1002	40		
1700				133			Various										
1800				139.7													
1900				Engns													
2000										WSW	4	0.6	33	1003	36		
2100																	
2200																	
2300				67.8													
2400				32.1						WSW	3	0.6	35	1000	35		

1942 From *Leningrad* to *Sydney*, and at

REMARKS					Initials of the Officer of the Watch
Position	Latitude N	Longitude W	Depending on	Currents experienced	
0800	41° 23'	60° 50'	None too.		
1200			Steaming to pick up position off land.		
2000					
1330 - Collected land					
1530 - Lowestest light seen					
1705 Rounded Scilly Island. 4 mls off					
1801 By Flint Island abn. 1836 Stopped 1838 Grounded. Full astern					
1839 Stop 1839 1/2 Various speeds astern port 1842 ship 1845 considered clear.					
1839 Hands to collision stations. 20/T doors closed and checked					
Hull not damaged - 4 mls. No more reported collectable					
Eng 2000 off					

H.M.S. *Zuni* Monday 30th 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				58.6													
0200																	
0300																	
0400										NW	3-4	08	—	1007	32.5		
0500																	
0600																	
0700														1009			
0800										NW	3	08	—	1005	32		
0900																	
1000																	
1100																	
1200										N	2	08	✓	998	35		
Number on Sick List		Distance run through the Water		Zone Time kept at noon		Leave Granted to Ship's Company				Anchor Bearings							
1300																	
1400																	
1500																	
1600										W	2	08	✓	995	33		
1700																	
1800																	
1900																	
2000										Hands	1	08	—	996	30		
2100																	
2200																	
2300																	
2400										Hands	1	08		999	31		

1942 From Leningrad to Sydney, and at St Petersburg

REMARKS					Initials of the Officer of the Watch
0310 Pilot boarded Q093 towing on quarter (port) off Capet Pond.					Cox
0510 Alongside Tug "Belkhorud" for fuel. 0515 Let go ship's condition. 0540 Ship. reached East Side entrance to Canal.					
					Jub



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