

1RB 151/11

USEFUL.

For Light list . . .

For Charts

For Sailing directions

Corrections
Noted

G & S. [611] 500 2/82

Feb

1882

Hydrographic

S. 201

N. M. S. Pacific

Station.

Navigation Officer's Remark Book.

Between *1st January* 1882 .

And *3rd December* 1882 .

g.

600 Bks.—2-79.] London: Waterlow & Sons Limited, Printers.

Vancouver pilot:— Burrard inlet; Departure

B; Claamen; Toba inlet;

✓ Arran rapids; ✓ Alert B; ✓ Kuchartec

✓ Victoria N^o docking Port

Consulted for new Edition of Vancouver 880 file 13

J. W. D. 8/1/83

Rock book: $\frac{1}{2}$ See page 10

$K = 10$
Noted Sec. 4

See page 10

Page	From
3 to 5	Coguin
5 to 10	Fort Ruy
11 - 12	Coguin
11 - 14	San Diego
15 - 17	Acapulco
17 - 18	Panam
19 - 20	Payco
21 - 22	Collac
23 - 24	Coguin

Aut. J. C. 2

let; Departure
in let;
3; Bluehantie
Port
1876

Page	ABSTRACT OF PASSAGES		Number of Days			Total
			Under Steam	Under Sail	Under Steam & Sail	
3 to 5	Esquimaux	to Port Rupert.	7	—	—	7
5 to 10	Port Rupert	to Victoria.	9	—	—	9
11-12	Esquimaux	to San Francisco	4	1	2	7
11-14	San Francisco	to Acapulco (Blas)	5	8	5	18
15-17	Acapulco	to Panama	3 1/4	8 1/2	5 1/2	16 3/4
17-18	Panama	to Payta	8 1/4	—	1	9 1/4
19-20	Payta	to Callao. 25 hrs	5	—	—	5
21-22	Callao	to Coquimbo.	12	—	—	12
23-24	Coquimbo	to Valparaiso.	2	—	—	2

19 Jan 1883

At 10/4/83

From Esquimalt to Port

Gulf of Georgia to a point a mile South East of Point Grey & then on to New Westminster passing by Hastings Mill.

A large Cannery is now started in Coal Harbour on the Southern shore about 3/4 mile from Brockton point, for the purpose of extracting the oil from the Herring and ^{from other Codmurens} making the refuse of all fish into Guano.

Departure Bay Dunsmin, Diggle & Company now own two more Coal wharfs in the SW corner of the Bay besides those in the NW, with a depth at all, of about 5 or 6 fms at low water.

Three ~~wharfing~~ ^{buoys} off the wharfs, are secured with heavy moorings & are handy for securing to, whilst waiting.

The Vancouver Coal Company have a wharf off the Newcastle Island to the Southth of the reef and just at the entrance to the Channel, between the Bay and Nanaimo harbour. Reef in SE corner of Bay, this Beacon buoy is red & numbered 8.

Esquimalt Channel
On the 14th proceeded (after coaling) to the Head of Bute Inlet, anchoring off the Village in Trail Bay and off Claamun another Village situated in a slight bight in the Coast of the Mainland, bearing N 1/2 E from the North end of Harwood Island. Anchorage off Village in Trail Bay may be had about of Bluff in NE corner of Bay, in about 15 fms, but is much exposed during winter months.

The

Papers

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H.M.S. Albatross, Saturday 10th day of June 1881.
From Genisalt, To Burrard Inlet, or At .

Initials of the Officer of the Watch.	Hours.	Knots.	Tenths.	Standard Compass Courses.	Lee-way Pa.	Wind.		Weather.	Deviation of Stand. Comp.	Height of		Temperature of the Sea.	REMARKS.
						Direction.	Force.			Bar.	Ther.		
	1												A.M.
	2												
	3												
	4			<i>Alongside</i>		<i>SW 2</i>	<i>b.c.</i>		<i>30.02</i>	<i>58</i>	<i>58</i>		<i>Draught of water { 8" in aft 8" 11. 10" in p. 9.</i>
	5												
	6			<i>Dockyard</i>									
	7												<i>9. Mustered by Division. Prayers.</i>
	8			<i>Pier.</i>		<i>S 1</i>	<i>---</i>		<i>30.06</i>	<i>62</i>	<i>58</i>		<i>9-10. Lighted fires.</i>
	9												
	10												<i>Discharged Pvt. Russell Adm. Eng. to Hospital. Lieut. Rice from Hospital. J. Yates R.B. Rec'd. Water & Soda.</i>
	11												<i>Embarked at Lt. Powell Indian Lieut. & servant. Cast off and Even. Proceeded under steam</i>
No on.						<i>S 2</i>	<i>---</i>		<i>30.10</i>	<i>68</i>	<i>58</i>		

Course. —	Distance		Latitude. —	Longitude. —	Variation allowed. —	Water remaining. <i>9 tons.</i> Daily Expenditure. <i>1 ton.</i> Distilled since yesterday. —	True Bearing and Distance.	No. of Sigs List
	made good.	through the water.						
Current. —	miles.	miles.	D. R. Obs.	D. R. Chro.				

				P.M.	
1	60	As	SE 3	b.c.	Employed as requisite.
2	60	Requisite.	to	4	3-15. Set Fore Toprail 2 1/2 f. sail
3	60	up Hard			
4	60	Strait.	---	---	4-15. Shortened & furl'd sails.
5	60	2 thro'			Mustard at quarters.
6	60	Retain Part.	at	fair	5-15. 5 1/2 "B. P. Nitch" passed.
7	58	12 NW.			B. P. M. { Portair pass. 5 1/2 ft. 1/4 m. light ship. 558 E. Choral P. M. with baggage 5 1/2
8	60		---	---	30.00 5 1/2 56
9	60				9-15. <u>Increased to 150 Revs.</u>
10	65				
11	65				11-5. <u>Stopped & came to</u> off <u>Moodyville</u> with stream for 12 fms, <u>owed to 1/2 fms</u>
Mid	15	At Anchor			Coal runs 66 1/2 fms
		Burred Inlet.	---	---	30.05 5 1/2 56

Signals, &c.

Coals expended during the 24 hours.	For Engines	✓	Tons.	3	Cwt.
	For Ship		"	2	"
	For Distilling		"		"

Initials of the Officer
of the Watch.

No. 1

Mid

Sign

H.M.S. <i>Rocket</i> , Wednesday 28 th day of <i>June</i> 1872.													
From <i>Base point Village</i> , To <i>Hellemat Village</i> , or At <i>Hellemat Village</i> .													
Initials of the Officer of the Watch.	Hours.	Knots.	Tenths.	Standard Compass Courses.	Leeway $\frac{1}{2}$ °.	Wind.		Weather.	Deviation of Standard Comp.	Height of		Temperature of the Sea.	REMARKS.
						Direction.	Force.			Bar.	Ther.		
	1												A.M.
	2			<i>at</i>									<i>Draught { For 4 ft in of water. { aft 8-11.</i>
	3												<i>4-45. Drew fire forward.</i>
	4			<i>Anchor.</i>		<i>WS</i>	<i>2</i>	<i>oc.</i>		<i>3070</i>	<i>53</i>	<i>60</i>	<i>5-15. Weathered & proceeded.</i>
	5			<i>Course to Hellemat Description Channels.</i>									<i>7-10 Stopped & came to off Hellemat Village, broken Channel in 8 fms, ordered to 15 fms. Barked fire.</i>
	6	<i>7</i>											<i>9. Mustered by divisions. Made prayers.</i>
	7	<i>6</i>											<i>Cleaning dingy & as requisite.</i>
	8	<i>1</i>	<i>5</i>			<i>Calm</i>	<i>0</i>	<i>---</i>		<i>3075</i>	<i>55</i>	<i>52</i>	<i>Whaler away with Indian clapnet, visiting Village.</i>
	9			<i>at</i>									
	10												
	11			<i>Anchor.</i>									
Noon.						<i>SSW</i>	<i>2</i>	<i>b.c.</i>		<i>3077</i>	<i>60</i>	<i>56</i>	
Course.		Distance		Latitude.		Longitude.		Variation allowed.		Water remaining.		Anchorage & Bearing and Distance.	
<i>Draught</i>		made good.		D. R.		D. R.		5 Tons		Daily expenditure.		No. on	
Current.		miles.		Obs.		Chro.		2 Tons		Distilled since yesterday.		Sick List.	
<i>15 m. hr.</i>		<i>11</i>		<i>145</i>		<i>Obs.</i>		<i>---</i>		<i>---</i>		<i>2</i>	
	1												P.M.
	2												<i>Examined the Magazine & shell room, found Gun Carriages & Slides, in good condition.</i>
	3												<i>Examined Ventilators.</i>
	4					<i>S</i>	<i>1</i>	<i>b.c.</i>		<i>3075</i>	<i>61</i>	<i>54</i>	<i>Employed as in forenoon.</i>
	5												<i>4-30. Mustered at quarters.</i>
	6												<i>Hoisted out dingy.</i>
	7												
	8									<i>3074</i>	<i>55</i>	<i>54</i>	
	9												
	10												
	11												
Mid ^d						<i>Calm</i>	<i>0</i>	<i>for.</i>		<i>3079</i>	<i>54</i>	<i>54</i>	<i>Cool range 59 1/2 Tons.</i>
Signals, &c.										Coals expended during the 24 hours.		For Engines 2 Tons. 3 Cwt.	
												For Ship " 2 "	
												For Distilling " "	

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