TWENTY-SECOND ANNUAL REPORT

Navigation Conditions on the Hudson Bay Route from the Atlantic Seaboard to the Port of Churchill

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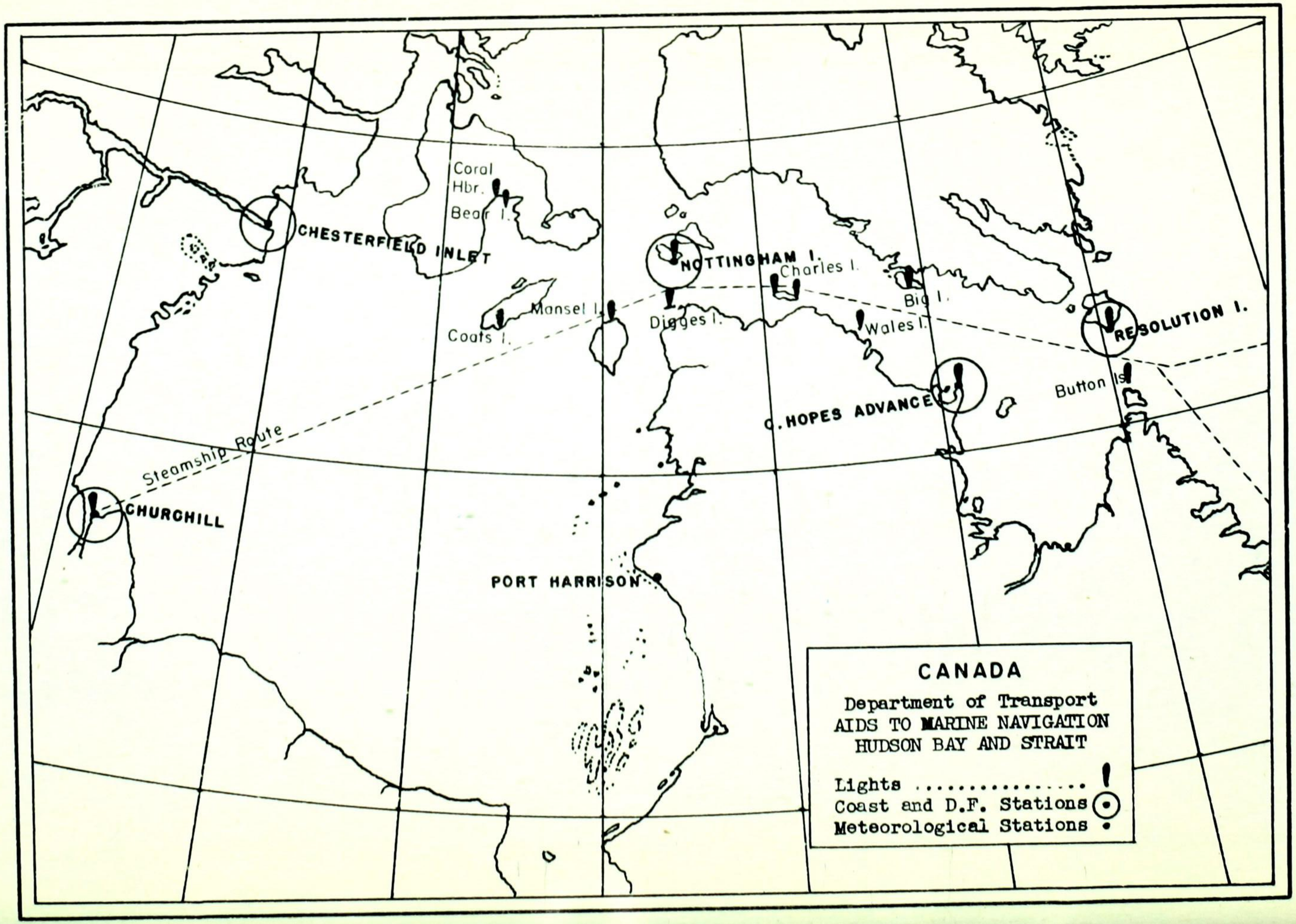
SEASON OF NAVIGATION

1950

DEPARTMENT OF TRANSPORT

HON. LIONEL CHEVRIER, Minister

PRICE 15 CENTS


Coral
Hbr.
Bear I.
CHESTERFIELD INLET
NOTTINGHAM I.
Charles I.
Big I.
Mansel I.
Digges I.
Wales I.
Coats I.
RESOLUTION I.
Button Is.
C. HOPES ADVANCE
Steamship Route
CHURCHILL
PORT HARRISON
CANADA
Department of Transport
AIDS TO MARINE NAVIGATION
HUDSON BAY AND STRAIT
Lights .....
Coast and D.F. Stations
Meteorological Stations

CANADA

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C O N T E N T S

TWENTY-SECOND ANNUAL REPORT

NAVIGATION CONDITIONS ON THE HUDSON BAY ROUTE FROM THE ATLANTIC SEABOARD TO THE PORT OF CHURCHILL

SEASON OF NAVIGATION, 1950

Synopsis of Report

OPENING OF NAVIGATION

The following reports indicate the progress of the break up of the ice at various coastal points on the Hudson Bay and Strait:-

Resolution Island -
June 18 - Loose ice in all directions.
June 28 - No ice for ten miles offshore.
July 31 - No ice in sight.

Cape Hopes Advance -
July 12 - First report of no ice in sight.

Nottingham Island -
July 24 - Very thinly scattered ice with much open water.
Aug. 17 - First report of no ice in sight.

Churchill -
July 9 - River and bay ice free.

Chesterfield Inlet -
July 1 - Open water from shore to horizon except for a number of small shifting pans.

Port Harrison -
July 19 - Islands and bay clear to horizon. No ice locally but heavy pack 50 miles north of Port Harrison extending to Kogaluk River on the north and Ottawa Islands on the west.

The first grain ships to enter the Strait were the Tricape and the Durham Trader.

CLOSING OF NAVIGATION

Port Harrison -
Nov. 21 - River frozen solid to the mouth. Open there and small pans among the islands.

Chesterfield Inlet -
Nov. 4 - Harbour covered with thin, smooth ice.

Churchill -
Nov. 3 - Close packed drift ice in river and bay.

Nottingham Island -
Oct. 26 - Heavy icefield from shore to horizon.
Nov. 5 - Cove froze over during the night.

Cape Hopes Advance -
Nov. 6 - New ice forming.
Nov. 15 - Close packed ice in all directions.

Resolution Island -
Nov. 30 - Close packed slob ice in all directions.

The last grain ship to leave the Strait was the Italterra, on October 8.

FOG

The following table gives the number of days on which fog was observed at, or within visible distance of, the reporting station.

Station	July	Aug.	Sept.	Oct.	Nov.	Totals 1950	Totals 1949
Resolution Island	14	10	7	2	0	33	31
Cape Hopes Advance	9	9	12	1	1	32	19
Nottingham Island	9	10	5	1	0	25	19
Churchill	2	0	2	1	0	5	14
Chesterfield Inlet	2	0	0	1	4	7	9
Port Harrison	7	6	8	2	0	23	28
Coral Harbour	3	0	1	0	0	4	9

AIDS TO NAVIGATION

Radio

There are five radio direction finding stations on the Hudson Bay Route. Detailed information regarding radio stations will be found on page 78.

The calibration of the Resolution Island and Churchill direction finders was checked during the season.

Hydrography

Hydrographic charting surveys were carried out by three survey ships of the Canadian Hydrographic Service in Hudson Bay and Strait during the season. See also page 36.

Lights

There are fourteen lights in the Hudson Bay and Strait area, twelve of which are unwatched. A list will be found on page 79 and their locations are indicated on the frontispiece chart.

Fog Signals

Ships approaching Acadia Cove, Resolution Island, may request the firing of an explosive bomb signal. This signal is fired at ten minute intervals by the radio personnel and has an audible range of six miles.

SHIPPING

Twelve overseas cargo vessels, eight of which made a second trip, traversed the Hudson Bay Route this season. Details may be found on page 35 and see also page 8.

No accidents to cargo ships occured this season on the steamer route.

REQUEST FOR SHIP REPORTS

For the benefit of other mariners who follow in their track, reports and comments from masters of vessels navigating these waters will be welcomed for inclusion in the next issue of this Annual Report of Navigation Conditions.

Examples of the type of information desired may be found between pages 17 and 34.

Since the booklet goes to press early in the New Year, it would be preferable to mail reports from the next port of arrival after finally leaving Hudson Strait, addressed to:- Telecommunications Division, Air Services Branch, Department of Transport, Ottawa, Ontario, Canada, marked for file 2254-58.

C.G.S. N.B. MCLEAN, CAPTAIN C.A. CARON, M.B.E., MASTER
VOYAGE TO HUDSON BAY AND STRAIT, 1950

The icebreaker N.B. McLean left Quebec on July 16, fully loaded with supplies for Belle Isle and Hudson Strait radio and lighthouse stations. She carried 18 Department of Transport personnel as passengers and a crew of 59.

After a run under good sailing conditions to the Belle Isle Straits, supply operations in that area were hampered at times by adverse weather.

Leaving for the North in the early hours of July 20 a strong easterly gale was encountered off the Labrador coast but by the time Resolution Island was reached on July 23 weather conditions were again favourable.

A brief call was made here, to land mail and a working party, then at Cape Hopes Advance with mail and fresh provisions and a boat for the Mission at Koartak.

On July 25 it was necessary to go into Wakeham Bay for fresh water and the opportunity was taken to land some of the cargo for the Mission.

The Wales Island light was serviced on the way eastwards to investigate ice conditions and meet incoming ships.

On July 28 S/S Tricape and S/S Durham Trader were assisted in open ice east of Cape Hopes. Patrol then continued to the eastern edge of the ice field thirty miles west of Resolution Island.

The period July 30 to August 3 was spent at Cape Hopes Advance as that station was short of coal. The wind was blowing from a northerly point so that landing conditions were poor for much of this time.

From that point, the vessel proceeded up the Straits, keeping in touch with incoming shipping to inform them that the best route was to be found along the south side. Both East and West Charles Island lights and Mansel Island light were attended to before putting in at Nottingham Island on August 7 to land personnel and service the light there.

Turning eastward again, Digges Island light was visited, cargo landed at Ivugivik, and then, as there were no ships in the vicinity, a call was made at Wakeham Bay, to fill up with fresh water and land the remainder of the cargo for the Mission.

Personnel and more supplies were landed at Cape Hopes Advance on August 11 but again weather conditions became unfavourable and the vessel left on August 13 to assist the S/S Anunciada through the ice as far as Charles Island.

Resolution Island then called for supplies so the ship dropped anchor in Acadia Cove August 17, landed all cargo for that station, boated fresh water and left for Diana Bay on August 25 after completing calibration of the station's direction finder.

Six days were spent in Diana Bay, landing the remainder of the Cape Hopes Advance supplies, before going up the Strait to Sugluk and Nottingham Island.

An increasing southerly wind caused an interruption to activities at Nottingham Island. While in Erik Cove for shelter, the remaining cargo for the Mission was landed.

Leaving Nottingham Island at midnight September 7 after landing all supplies, the trip across Hudson Bay was made in fairly good weather and without unusual incidents.

On arrival at Churchill on the morning of September 11, mail and the outgoing passengers were in time to catch the train the same day. Bunker fuel, further supplies for the stations and barrels of aviation gasoline were taken aboard.

After leaving Churchill on September 19 the weather was fair until passing the northern end of Coats Island, when a strong SE gale was encountered, with eighteen hours of snow and fog.

Unloading at Coral Harbour was completed in two days. The vessel departed on the morning of September 25, patrolled the NW edge of a heavy ice field and proceeded to Nottingham Island, to land supplies for the station.

Three days were then spent in Erik Cove, so as to be in a position to answer any call from shipping.

Ships were about to come out of Churchill so a short trip was made to investigate the ice field. This was found to be still in the same place, between Coats Island and Southampton Island and the vessel returned to Erik Cove, leaving again on October 3 in response to a request from Sugluk for the services of the doctor to examine sick eskimos.

As the last ships were coming out of Churchill an ice patrol was then made as far as Coats Island. No ice was found in the steamer tracks and this fact was communicated to shipping before turning east and heading for Wakeham Bay to land cargo, take on fresh water and await orders from Ottawa.

Leaving Wakeham Bay on October 11, final calls were made at Cape Hopes Advance and Resolution Island to finish up all work in the Straits before heading for Quebec on October 14.

After battling a bad storm for the first twenty four hours the trip along the Labrador coast was made in fair weather and the ship docked at King's Wharf, Quebec on the morning of October 20, ending the 8562 mile northern voyage.

Radio Stations

According to reports and messages of appreciation from shipping, all radio stations gave good service.

Resolution Island and Churchill direction finders were re-calibrated but this was not done at Cape Hopes Advance or Nottingham Island, partly because of adverse weather conditions but also to conserve fuel, in view of the possibility that the railway strike might prevent refuelling at Churchill.

Shipping

The 1950 season has been one of the busiest for many years, a total of twenty cargoes of grain being loaded at Churchill for overseas. All ships made an average passage of four days from Resolution Island to Churchill or vice versa. There were ten other ships, either coastal or government, in the area during the summer.

C.G.S. N.B. MCLEAN ICE REPORT

The 1950 season in the Hudson Strait was, in my experience, the worst for ice since 1942. All the ice in Foxe Basin came out and was feeding the Strait in July and August. The remainder of this was south of Southampton Island during the latter part of September and beginning of October.

Date	Position	Remarks
July 8	N. end Belle Isle St,	Large and small bergs and several growlers.
9	Off Cape Norman	Several small bergs.
	SW. Belle Isle	Six large bergs, 2 to 5 miles off.
10	SW. Belle Isle	One large berg, one small and one growler.
	Foirou Island	One medium size berg aground.
14	Off Quirpon Island	Two large bergs.
15	Quirpon Island	One large berg aground in Pigeon Cove.
	Off St. Anthony	One large, three small bergs, two growlers. One small berg aground on West Pt.
16	Off Belle Isle	Three large and two medium size bergs.
17	Off Belle Isle	Two bergs.
18	Off Belle Isle	Two large and one small berg.
20	52 10N 55 35W	One large, one small berg.
	52 25N 55 20W	Five large bergs.
	53 08N 55 18W	Fourteen large bergs, two small, many growlers.
21	55N 55W	Small berg and three growlers.
22	Off N. Labrador	Passed numerous bergs and growlers of all sizes during the day.
23	60 30N 63 15W	Numerous bergs and growlers in all directions.
	Towards Resolution Is. from 60 40N 63 30W	Many small bergs and growlers sighted. Strings of broken ice close to south side of island extending to 10 miles off, also six large bergs and growlers.
	61 13N 62 12W	Steaming at moderate speed in open floe ice extending in all directions as far as can be seen with 10 miles visibility.
24	Cape Hopes Advance towards Wales Is.	Few strings of open ice, few bergs aground on coast and very large area of open water from centre of Strait south to coast. Ice field along Baffin shore.
25	Wales Is. to Charles Is.	Open track ten miles wide along south shore of Strait.
26	Off Wales Island	String of ice fifteen miles north, open water to the east to the horizon.
28	North of C. Hopes Advance	Well scattered and open ice in all directions. Incoming ships met.
Aug. 3	In Hudson Strait	Numerous bergs, growlers and strings of ice including large flat bergs.
4	In Hudson Strait	Open ice field from 61 45N 70 00W to 61 43N 70 50W, then edge running in 310° true direction with open water along south side of Strait, clear water 15 miles off Wales Is.
	Weggs Is. to Charles Is.	Few strings of open ice. Some very heavy pans to abeam east end of Charles Is. No ice sighted west of Charles Is.
9	In Hudson Strait	Edge of ice field 20 miles north of Charles Is. east end, 10 miles north of Weggs Is., 20 miles north of Wales Is.
10	In Hudson Strait	Ice approximately 18 miles north of Wales Is.
11	In Hudson Strait	Strong NW. wind blowing ice field southward. Ice edge 20 miles east of Wales Is. to 10 miles North of Hearn Is.
12	Diana Bay	Some ice pans drifting and grounded.

Date	Position	Remarks
Aug.13	Crossing Strait to Big Island	Open ice from 6 miles North of Hearn Is. for three miles, then open water until halfway across, then numerous flat bergs and growlers of all sizes. Many bergs and much broken ice near Big Is. Heavy floes and large flat bergs with fair amount of open water.
14	62 50N 73 00W	Heavy ice floes with large open water area.
16	Down Strait towards Resolution Island	Many bergs of all sizes, numerous growlers, small string of open ice 12 miles north of Cape Hopes Advance.
17	Off Resolution Island	Ten large, four small bergs and numerous growlers in vicinity of radio station.
25	Leaving Resolution Island	Twenty bergs of all sizes, in all directions from radio station.
26	61 17N 67 35W	Two small bergs.
	61 17N 69 04W	One large berg, three growlers.
31	Hearn Island	Three bergs 5 miles off.
31	62 00N 71 30W	Two large flat bergs with two growlers.
	Wales Island	Two large flat bergs 10 miles north.
	Outer Island	Two large flat bergs 15 miles north.

From September 1, while ship was sailing west of Charles Island no ice was seen either in the west end of the Strait or in Hudson Bay.

Sep.21	63 10N 80 00W	Edge of ice field but unable to locate extent due to thick snow and fog.
	Off Bell Peninsula	Some broken ice along shore.
25	Evans Strait	Edge of ice field extending NE. from 63 18N 82 28W. Southeast from same point to 63 04N 82 00W then NE. to Seahorse Point. Then open water to North as far as could be seen.
Oct. 1		Above ice field in approximately same position but opening.
8	Wales Island	One large berg two miles off North side.
12	Cape Hopes Advance	One large berg aground 2 miles E.
		One very large one aground in Diana Bay.
13	Resolution Island	Six bergs aground and many of various sizes in vicinity. One large flat one six miles S.
14	Resolution Island	One large berg S. of station.

No ice was seen on the Labrador coast on southward voyage.

C.G.S. C.D. HOWE, CAPTAIN A. CHOUINARD, MASTER
NORTHERN VOYAGE 1950

The ship got under way from the St. Charles River, Quebec on July 25 and proceeded down the St. Lawrence, stopping off Father Point to disembark a technician who had been making last minute adjustments to the newly installed gyro-compass.

From there to the Belle Isle Straits on a course leading north of Anticosti Island head winds and dense fog were encountered.

On July 28 off Cape Norman in fog, the Cape could be seen by radar, also the west end of Belle Isle and several icebergs were detected down the coast.

Early the next morning land in the vicinity of Cape Harrison was sighted by radar and two hours later the fog lifted sufficiently to see the land and proceed to Webeck Harbour. A fresh SSE gale was blowing, causing the sea to be too rough and short to put a landing boat over the side.

Later in the day, S.G. Ford, the interpreter, came aboard and the ship's motor launch was sent ashore to obtain information regarding the exact location for landing freight addressed to Cape Harrison.

The gale was still blowing next morning, but moderated sufficiently by noon to move to an anchorage in front of the American Base of Tuchialik Bay, where landing operations were commenced immediately.

That same afternoon the helicopter made a trip to the vicinity of Makkovik, to investigate conditions. On its return I boarded it myself, returned the native pilot to his home at Cape Harrison and took the opportunity to look for a safe channel for the ship to navigate.

July 31 came in with dense fog but no wind. Visibility improved at noon and the helicopter took off again for Makkovik, to take a doctor to visit two patients. In the evening, all cargo for Tuchialik being landed, the ship proceeded up the coast, mostly in fog, and dropped anchor in Port Burwell on August 2, entering the harbour with the help of radar.

While approaching George River during the evening of August 3 the helicopter took off from the deck, taking a passenger inland to the settlement to arrange for natives to come to the mouth of the river, as the ship could not go into the shallow waters of the river. Word was received by radio from the helicopter that it had landed at George River village and that the natives would meet the ship the following morning at Beacon Island, off the west side of the river mouth, so the ship was moved to a position a mile off the island.

Having attended to the natives, course was set for the Koksoak river which was reached the same evening, after steaming through fog and passing several bergs.

A helicopter flight was made from the anchored ship to Chimo to ascertain the best route to follow and to locate the shallow spots and also to arrange for a native pilot to come aboard.

Further flights were made on August 5 but on this day an accident caused the loss of the helicopter.

The native pilot considered it unsafe to take the vessel nearer to the Chimo base than 16 miles but landing operations proceeded slowly on this account and a move was later made close up to the Base and the cargo all landed without accident.

Leaving the river on August 11, the ship steamed at slow speed through fog to pass about 30 miles east of Cape Hopes Advance and then turn up the Strait, altering course as necessary to avoid ice.

The fog lifted on August 12, giving a better chance to follow leads through the loose ice. After working through a mile wide string of closely packed ice in the vicinity of Charles Island there was no more trouble from ice and the ship berthed in Churchill on August 15.

The vessel left Churchill on August 23, ran into a gale the next day and then fog off Cape Dorset. A night was spent there landing supplies and giving medical treatment to the natives.

On the way to Lake Harbour fog set in and numerous bergs were detected by radar.

Leaving Lake Harbour on August 29, the ship proceeded on various courses, passing several icebergs, round into Frobisher Bay, remaining outside Bartlett Narrows to keep clear of a string of heavy ice. Passengers were flown out to the ship in an R.C.M.P. plane.

On the way out of Frobisher Bay fairly good visibility was encountered for the rest of the day and only a few bergs were seen.

Pangnirtung was approached, going slowly through open field ice so as not to damage the propellors.

One day sufficed for work here, and a course was resumed along the Baffin Island coast, clear of ice except for a few bergs.

On September 4 the anchor was dropped in front of the Clyde River Post and landing operations and medical treatment of the natives started immediately.

The wind freshened to gale force during the afternoon and it was necessary to move to a new berth well off shore and drop both anchors. The first snow storm since the beginning of the trip also occurred then.

In the early hours of the morning the storm had sufficiently moderated to get under way for Pond Inlet, where a twelve hour call was made and then through Navy Board Inlet, using the Echo Sounder and trying to correct the coast line on the sketchy charts of this area.

There was a field of loose ice in the entrance to Admiralty Inlet, through which the ship steamed at moderate speed. The wind was NW and there were snow flurries.

Radar was used in entering Adams Sound, and all that part of the coast line was found to be wrongly charted. Work proceeded at Arctic Bay from the time of arrival at 2 a.m. September 7, until noon the next day, when all was complete and the vessel made for Dundas Harbour, passing slowly through a small ice field on the way out of Admiralty Inlet.

There was ice off Dundas Harbour and the best lead was followed into the anchorage. Landing operations were rushed as the ice was closing in on account of the tide. After leaving, a radio message gave the information that the ice floes were back in tight against the land and that no water could be seen.

The vessel's route now lay southward, back along the Baffin Island coast to Frobisher Bay. On September 11 a large sheet of ice was seen, approximately two miles long, one and a half miles wide, and thirty to forty feet above water. It was apparently a piece detached from a Greenland glacier.

Only a few scattered bergs were seen when approaching Frobisher Bay, where it was found that over two hundred natives were collected for medical checking. Some of the passengers disembarked here to take a plane for Ottawa.

An early morning start was made from Frobisher Bay on September 15, passing Resolution Island and making a course thirty to forty miles off the Labrador coast.

On September 17 the wind shifted into the West and gained force. The sea rose quickly and the ship was rolling and pitching heavily. Every time the stern lifted and a broadside sea broke on the rudder the main switch kicked out on the steering motor and it was necessary to alter course and run stern to at slow speed for the day.

The next morning the weather moderated a little and it became possible to turn head on to the seas, which were still quite heavy and causing the engines to race periodically. By the evening however, conditions were improved and a normal course was gradually resumed.

Another gale, with forty mile winds from the southwest, delayed the vessel off Point Amour, and a day was spent anchored for shelter in Forteau Bay.

The voyage ended with fair weather and good visibility, at King's Wharf, Quebec, on the afternoon of September 22.

M.V. RUPERTSLAND
REPORT BY CAPTAIN A.C. LLOYD, MASTER

After completing a Labrador voyage, the vessel left Montreal for Hudson Bay ports on July 15, which was about one week later than the usual date for the northern supply voyage.

Good weather, except for some fog and rain, was experienced from Montreal to Port Burwell. As very heavy ice was reported between the Button Islands and Resolution Island an opportunity occurred to use the Gray Strait, through which the vessel was able to proceed to Port Burwell without meeting any ice, although several large growlers were seen in the distance.

From July 23, when we cleared Port Burwell, until August 5, when we were obliged by unnavigable ice to turn from our course to Cape Dorset, ice conditions were very bad and on most days the vessel steamed through from thirty to fifty miles of ice daily. Even on the passage from Cape Smith to Churchill ice was encountered for two hours on August 8.

On August 18 we were able to call at Cape Dorset without incident and deliver the supplies which had been carried over from the previous passage. On August 20 and 21 heavy ice was again met with on passage from Cape Dorset to Southampton Island and was particularly heavy in the vicinity of Seahorse Point.

Conditions were then good until September 11, when the vessel was in heavy ice in Roes Welcome Sound on the passage northward to Repulse Bay. On September 12 an attempt was made to proceed through Frozen Strait in order to reach Igloolik but on approaching the western end of the Strait not one open lead was visible and the vessel was therefore turned back. Again on September 13 on our passage southward through Roes Welcome Sound heavy field ice had to be negotiated.

On September 26 the vessel left Southampton Island to attempt the passage to Igloolik via Foxe Channel and Basin. Although very heavy ice extended from Southampton Island to about five miles north of Cape Pembroke on Coats Island we were able to get through the narrow channel of clear water and proceed northwards. Thereafter no appreciable ice was seen and supplies were landed at Igloolik on September 29. I was told that this was the latest date that a sizeable

vessel had managed to reach the post and can well believe it as on occasions both sea and air temperatures were down to 22°F.

The voyage proceeded without undue incident until October 7, when, with the use of radar, the vessel was taken through Gabriel Strait and arrived at Frobisher Bay late on that day.

At 9.18 a.m. on October 10 the anchor was weighed at Frobisher Bay for passage to Pangnirtung but as the contrary wind and sea increased considerably on nearing Bartlett Narrows it was decided to anchor there and wait for the weather to improve. Here the vessel lay with anchor down and engines working slow ahead continuously for fourteen hours. Several ice bergs were passed during the remainder of the passage and in the afternoon of the 13th we anchored off the settlement of Pangnirtung and commenced discharging. New ice was observed to be making and just before noon of the next day had reached a thickness of two inches all around the ship which was therefore moved out clear of the ice to finish discharging and loading "under way".

All work for the northern season was completed that afternoon.

Strong following winds were experienced on the way southward to the Strait of Belle Isle, but off Anticosti Island strong contrary winds lasted for about three days. After these moderated, the vessel arrived safely at Montreal in the early hours of October 25.

To complete such a long voyage successfully it was necessary to make full use of weather and direction finding stations and an expression of thanks is due to the officials who man them. I would also like to place on record my appreciation of the co-operation received from the harbour authorities at Churchill and from the C.G.S. N.B. McLean, whose personnel have always been ready to pass on radio messages, weather reports, ice conditions and those courtesies which have made an extensive northern season so enjoyable to us all.

As a matter of interest, Churchill elevator was picked up by our radar at a distance of forty two miles on one occasion this season. At other times its visibility for radar was twenty two miles.

M.V. REGINA POLARIS
REPORT BY CAPTAIN T.C. BANNERMAN, O.B.E., MASTER

The vessel sailed from Montreal on July 7 and three days later, in Belle Isle Strait, encountered several icebergs.

On the run up the Labrador coast the weather was moderate, with patches of fog. An unusual number of fields of heavy ice floes and numerous icebergs were passed.

Approaching Resolution Island in fog on July 14, the vessel became jammed in heavy ice floes and apart from a patch of clear water when passing Gabriel Strait, heavy ice made progress slow for the next week along the northern side of the Strait.

During the evening of July 22 the ship cleared the heavy ice and Charles Island was soon in sight but then fog set in, which lasted until the following afternoon, by which time also the ice was again close packed.

Off Salisbury Island a turn was made to the northward, and working out of the heavy ice into more loosely packed, Cape Dorset was reached on the evening of July 25. Many pans of ice were grounded in the harbour there.

On July 28 an attempt was made to leave but ice was too heavy at the

entrance to the harbour. A second try in the early hours of next morning was successful, and after threading through loose packed ice for twelve hours, the vessel came into clear water off the south of Salisbury Island.

A breakdown of the main engine delayed progress for ten hours so Chesterfield Inlet was not reached until the morning of August 1.

Sailing again two days later, the vessel put in for a few hours at Eskimo Point, and arrived at Churchill during the afternoon of August 5, having encountered no ice since entering Hudson Bay.

Four days were then spent waiting for engine parts.

Working out of Churchill, four coastal voyages were made. The first was to Baker Lake, via Eskimo Point, Chesterfield Inlet and a Survey Base on Christopher Island.

The second, accompanied by strong winds, was to Chesterfield Inlet and Repulse Bay. Loose field ice was found in Roes Welcome and Repulse Bay.

The third passage to Southampton Island, was accomplished in heavy weather but with no ice.

The last run was again to Southampton Island, calling at Chesterfield Inlet both going and returning. Strong winds and gales prevailed, and while discharging at Chesterfield on the return passage, the two anchors started to drag and it was necessary to proceed to sea and ride out two days of an easterly gale, hove-to.

The vessel left Churchill on October 5 for the homeward trip via Southampton Island. To that point, there were strong winds and snow flurries and at Southampton a temperature of 23°.

Leaving there on the morning of October 9, a freshening SSE wind became a moderate gale and blizzard of snow by evening and the ship was hove-to until the next afternoon, thence proceeding down the Hudson Strait under shelter of land, passing Charles Island on October 11.

Three icebergs were seen in the approaches and one large berg in the centre of Gray Strait.

Strong winds were encountered on the way down the Labrador coast and through the Belle Isle Straits but after that the weather was fine until arrival at Montreal in the early morning of October 19.

EXTRACTS FROM LOG, MONTREAL TO HUDSON BAY PORTS

Date 1950	Noon Position Lat. N	Long. W	Wind	Remarks
July 7				Left Montreal.
14	61 12	65 02	E. 4	O'cast, fog and rain.
15	61 03	65 30	SW 3	O'cast, fog. 0300 Abm. Resolution Island.
16	61 49	68 08	SW 2	Cloudy, clear.
17	62 10	68 45	E 5	Cloudy, clear.
18	62 18	69 36	Calm	O'cast, fog and rain.
19	62 19	70 01	SE 5	O'cast, fog and rain.
20	62 24	70 32	Calm	Cloudy, clear.
21	62 28	71 02	Calm	Cloudy, clear.
22	62 52	72 15	Var 1	Fog banks.
23	63 10	75 00	NW 4	O'cast. Fog lifting.
24	63 42	76 50	Calm	O'cast, clear.
25	64 03	76 10	S 3	O'cast, clear. 1739 arr. C. Dorset.

Date 1950	Noon Position Lat. N	Long. W	Wind	Remarks
July 29	63 27	76 10	Var 1	O'cast, fog banks. Left C. Dorset
30	62 20	82 04	ENE 4	Fine,clear. Stopped 10 hrs. for engine repairs.
31	62 25	86 08	Var 1	Fine, clear.
Aug. 1	Chesterfield		SW 5	Fine, clear. 1105 arr. Chesterfield.
3	62 27	90 55	E 4	Fine, clear. 0315 left Chesterfield.
4	Eskimo Pt.		SE 4	O'cast, cloudy.
5	59 00	93 55	Calm	Fog banks, 1520 arr. Churchill.
13	Churchill		WSW 4	Fine, clear. 1836 left Churchill.
14	61 00	93 43	NNE 4	O'cast, rain squalls.
15	62 26	90 52	N 3	Cloudy, clear. 1830 arr. Chesterfield.
16	Chesterfield		SW 3	O'cast, rain showers.
17	Christopher Is.		W 4	Cloudy. 1950 arr. Baker Lake
21	Half Tide Rock		SE 4	Rain.
22	61 32	91 26	E 5	Cloudy, clear.
23	Churchill		W 5	O'cast. 0806 arr. Churchill.
25	59 32	93 24	NW 6	Cloudy, heavy head sea.
26	62 32	89 34	NW 5	O'cast. Wind freshening to gale. Rough head sea. Reduced speed.
27	65 12	86 23	NNE 4	O'cast. Off Repulse Bay.
28	Repulse Bay		NNW 5	Cloudy. 0600 arr. Repulse Bay.
29	Repulse Bay		NNW 4	Cloudy. Sailed 1700.
30	64 07	87 27	Calm	Fine, clear.
31	Chesterfield		Calm	Fine, clear. 0340 arr. Chesterfield.
Sept. 2	62 53	90 25	NNE 4	O'cast, 0840 left Chesterfield.
3	59 12	93 54	S 3	Fine, clear. 1450 arr. Churchill.
6	Churchill		N 4	Cloudy, clear. 1340 sailed.
7	60 59	89 06	E 4	O'cast. Wind freshening to gale force. Speed reduced.
8	63 04	84 32	NE 7	O'cast, clear.
9	Coral Harbour		NNW 3	Cloudy, clear. 0550 arr. Coral Harbour.
10	63 02	84 14	SW 4	Cloudy, clear. 0430 sailed.
11	61 03	88 54	SW 6	Cloudy, clear. Reduced speed.
12	59 05	93 23	SW 4	Cloudy, clear. 1540 arr. Churchill.
15	59 03	93 57	N 3	O'cast, clear. 0955 sailed.
16	62 35	90 52	N 6	O'cast, clear. 1815 arr. Chesterfield.
19	Chesterfield		NW 5	O'cast, 1550 sailed.
20	63 20	84 10	NW 5	O'cast, clear. 1751 arr. Southampton Is.
25	62 57	85 20	S 6	O'cast, 0004 sailed.
26	Chesterfield		Var 1	Heavy o'cast, arrived 0634
27	Chesterfield		SSE 7	Dragging anchor. Proceeded to sea and hove-to.
28	Off Chesterfield		E 8	Heavy o'cast. Hove-to.
29	Chesterfield		E 7	O'cast, rain squalls, wind moderating
30	50 48	92 47	ENE 5	Heavy o'cast.
Oct. 1	Churchill		N 4	O'cast, rain squalls. Arrived 0952
5	Churchill		NW 5	Cloudy, clear. Sailed 1600.
6	60 48	89 26	W 7	Cloudy, clear. Snow flurries.
7	63 22	83 50	NNW 4	O'cast, clear. 1700 arr. Coral Harbour.
9	63 38	82 38	SSE 7	Heavy o'cast. Hove-to in afternoon.
10	62 50	78 00	SE 8	Snow blizzard. Hove-to.
11	61 03	68 54	W 6	Heavy o'cast. 0625 abm. Charles Island.
12	60 28	64 20	E 4	O'cast, snow squalls. Clear of Straits.

M.V. ANUNCIADA

The vessel sailed in ballast from Rotterdam on September 3, 1950, passed down the English Channel, followed a great circle course to 100 miles south of Cape Farewell, and after a stormy passage across the Atlantic, reached Davis Strait on September 11, still in heavy weather which caused the ship to roll and pitch violently.

Hudson Strait was entered on September 14, with gentle westerly winds, smooth sea and moderate to zero visibility. Several icebergs and growlers were passed. There was more fog and ice the following day, with variable winds and smooth sea.

On the 17th, the vessel moored safely alongside the grain elevator wharf at Churchill.

Three days later, with 9000 tons of wheat aboard, the ship left Churchill at noon and ran into very heavy weather that evening. The wind was force ten to eleven, and the seas very high. Water was shipped continuously on deck and spray flying over bridge and funnel up as high as the forward navigation light. The heavy seas caused a good deal of damage on the boat deck, and the vessel was hove-to, head on to the wind, until the next afternoon, when it was possible to resume course and full speed.

Moderate northerly winds were encountered while passing through the Strait and several icebergs were seen.

On September 25 Resolution Island was reached at noon and the weather was again bad, with a strong northeast wind, moderate to poor visibility and the vessel rolling, pitching and shipping water. Some icebergs and growlers were sighted.

The Atlantic passage was accompanied by strong to moderate winds and seas and much rolling.

S.S. BEGONIA
REPORT BY CAPTAIN R. REEKIE, MASTER

From the Tyne to a position 90 miles south of Cape Farewell the weather was relatively moderate, but then became unsettled, with strong winds of short duration and intermittent hazy and foggy periods.

Ice was first sighted in reaching 60° N 60° W. Three large bergs were passed in this vicinity and the occasional berg and growler seen between there and the entrance to Hudson Strait.

Resolution Island was abeam at midnight on August 6. The barometer at this time was very unsteady and there were strong, gusty winds, fog patches and showers. When daylight appeared next morning, bergs, growlers and heavy pan ice could be seen in all directions and from wireless reports received it appeared that the main steamer track was absolutely blocked.

Course was set to pass eight miles off Cape Hopes Advance and as the strings of pan ice became thicker on the way westward an almost continuous conning of the ship was necessary.

Passing Cape Hopes Advance in the early afternoon very heavy pan ice was visible all the way along to the northward of our track and it was decided to steer a course near the south side of the Strait. Shortly thereafter, close packed ice appeared dead ahead and it was necessary to haul in still closer to the coast to skirt it. At 4.30 p.m. dense fog set in and speed was reduced.

The ship was all the time dodging small pans of various shapes and sizes and eight to ten feet thick. These pans became more numerous and dangerous to navigate through, so that by 7 p.m. it became necessary to stop until the fog lifted. A few hours later the ship was manoeuvred slowly in towards the land, which was shown on the radar screen as fifteen miles distant. Very heavy ice was still to be seen to the northward, but in Diana Bay were small strings and by 2 a.m. on August 8 the vessel was going at full speed, which was maintained for the rest of the passage.

Heavy ice was seen to the northward all the way to Charles Island, but none after that and Churchill was reached on August 11. The magnetic compasses were sluggish from Resolution Island in, but were not very bad.

The vessel sailed from Churchill on August 16 and first sighted ice, to the northeast, off Charles Island. Course was then set to pass a safe distance off the south shore of Hudson Strait. This path was fairly clear of ice until heavy pans were seen ahead and on both bows, off Cape Prince of Wales. Course was then altered closer to the coast, as had been done on the inward passage and in the early hours of August 20, Cape Hopes Advance was passed. From there to Resolution Island numerous large bergs were observed on the radar and with the eye, but no more pan ice.

Resolution Island was abeam that evening. The position was determined by radar and wireless bearings as the weather was then bad, blowing an easterly gale and raining for the next three days, with a heavy head swell.

Numbers of ice targets were picked up on the radar and many bergs and growlers sighted until east of 58° W. The track was then clear until south of Greenland, when three large bergs, several growlers and pieces of ice were encountered. Passing seventy miles off Cape Farewell, in fine weather, with unlimited visibility, conditions remained good until clear of the Pentland Firth, when a strong head wind, rain and poor visibility were met with along the coast until arriving at the Tyne on September 2.

On the homeward passage the magnetic compasses were off all the way from Hudson Bay to the Atlantic Ocean, although they were not bad when bound inwards with the ship in ballast.

EXTRACTS FROM LOG, TYNE TO CHURCHILL

Date 1950	Noon Position Lat. N		Noon Position Long. W		Time	Remarks
	°	'	°	'		
July 28					0225	Sailed from Tyne.
29	to					Mod. to strong winds.
Aug. 6						Vis. generally good.
7	61	16	68	46	0004	Abeam Resolution Island.
8	62	25	72	59	0648	Abeam Wales Is. Thick fog, bergs, growlers and pans.
9	62	09	81	23	0232	Abeam Digges Is. Mod. wind, slight sea, clear.
11					0600	Arrived Churchill. Fine, clear weather.

EXTRACTS FROM LOG, CHURCHILL TO TYNE

Aug. 16					0826	Left Churchill.
17	60	43	67	28		Fresh breeze, mod. sea, showers.
18	62	16	81	14		Light wind, slight sea, cloudy, clear.
19	62	29	73	11	1710	Abeam Wales Island.
20	61	12	66	40	0140	Abeam Cape Hopes Advance.
					2000	Abeam Resolution Island. Mod. gale heavy swell, bergs and growlers sighted.

S.S. BEGONIA
REPORT BY CAPTAIN G.W. MORTIMER, MASTER

Leaving the Tyne in ballast on September 10, on the second voyage of the 1950 season to Hudson Bay, the great circle track was followed from ten miles north of Cape Wrath to a position ninety miles south of Cape Farewell. The weather was favourable and no ice was sighted. Then, from 47° W to 58° W an easterly gale was experienced, slowly veering, and in the latter position the vessel was hove-to for two days in a strong SW gale and snow.

The entrance to Hudson Strait was reached during the early hours of September 22, in heavy snow flurries. Button Island, eighteen miles to the south, was observed on the radar screen, as were four icebergs, and during the daylight hours numerous bergs and growlers were passed.

No land was sighted until passing ten miles off Cape Weggs. Positions were obtained throughout the night by means of radar and many bergs were again seen on the screen.

Fine, clear weather prevailed from Charles Island to within six hours of Churchill, when fog shut in. The Churchill grain elevator was first picked up by radar over sixteen miles away and no doubt could have been detected earlier had we not been employed watching on close range. The fairway buoy was observed four miles away and actually seen by eye when half a mile off. Visibility slowly improved and the vessel berthed on September 26.

Leaving Churchill three days later in misty weather, with fresh to strong NE winds, heavy snow flurries were met off Coates Island on the night of October 1. Echo soundings and Nottingham Island direction finding station were used to round Mansel Island, and later, when Digges Island was sighted, the vessel's position testified to the accuracy of the direction finder bearings.

As on the outward passage, no ice was seen west of Charles Island. Commencing with a berg seven miles north of Moses Oates, some dozen bergs were sighted, and the radar showed others too distant to be seen by the eye at night.

The weather was clear until the evening of October 3, when heavy snow set in. Resolution was passed the next morning, being 13 miles distant by radar, which later showed Button Island at 22 miles. There was a large berg off Resolution Island but no ice was seen thereafter.

Between the Hudson Strait and Cape Farewell frequent snow and hail occurred. Strong following winds were picked up off the latter point. The vessel followed the great circle track to Fastnet, and made Cork on October 15, having been delayed off the west coast of Ireland by southerly gales.

As a first voyager to the Hudson Bay area, it is my opinion that this September-October trip is not difficult, as often advertised, provided that the vessel is fitted with modern navigational aids, prudently used. The magnetic compass was found to be useless from Wales Island westward, an attempt to steer by it off Charles Island proving impossible. The bearings from the direction finding stations at Resolution and Nottingham Islands were found to be very accurate, but Cape Hopes Advance appeared to have an error of 4/5 plus, over the N/NE quadrant. The friendly advice from the N.B. McLean and the co-operation of the radio station staffs, together with that of the officials at Churchill, combined to give an atmosphere of efficient operation.

EXTRACTS FROM LOG, TYNE TO CHURCHILL

Date 1950	Noon Position Lat. N	Noon Position Long. W	Wind	Remarks
	o '	o '		
Sept.10				Sailed from Tyne.
21	60 35	61 26	SW 7	Strong wind, rough sea, snow flurries. Pounding heavily.
22	61 16	67 38	N 4	Mod. to light wind and sea. Cloudy, clear.
23	62 45	75 27	NNE 2	Light wind, smooth sea, clear. 0857 west end of Charles Island abeam.
24	61 34	84 07	SW 3	Light to mod. wind and sea. Becoming o'cast.
25	60 31	89 36	Sly.5	Strong breeze, rough sea, moderating, o'cast, slight fog patches.
26				Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO CORK

Sept.29				Sailed from Churchill.
30	60 09	89 18	NE 4	Fresh breeze, rough sea, misty. Pitching and shipping water forward.
Oct. 1	61 43	84 26	ENE 4	Mod. breeze and sea. O'cast, snow flurries.
2	62 44	77 20	NNE 4	Mod. breeze, slight sea, o'cast. 11.08 Cape Moses Oates abeam.
3	64 04		Var. 2	Light airs, smooth sea, cloudy.
4	60 50	62 57	Wly. 4	Mod. breeze and following sea. Snow flurries. Clear of Strait.

S.S. DURHAM TRADER
REPORT BY CAPTAIN R.E. BENNETT, MASTER

This vessel made two voyages to Churchill during the 1950 season of navigation.

With regard to the navigational facilities, the radio direction finding stations were of great assistance, the bearings given by Cape Hopes Advance in particular, being very reliable. The master of the N.B. McLean was able to advise on conditions but, owing to his other duties, was unable to assist when we were beset by ice on our first voyage.

EXTRACTS FROM LOG, U.K. TO CHURCHILL

Date 1950	Noon Position Lat. N.	Noon Position Long. W	Remarks
	o '	o '	
July 25	60 51	63 07	Passed numerous bergs and growlers, light variable winds, fog patches. Requested and received permission from C.G.S. N.B. McLean to enter Strait July 26.
26	60 50	63 05	Passed numerous bergs and growlers. Extensive fog banks. Light to moderate winds. Abeam Resolution Island 1730. Encountered floe ice.
27	61 00	66 42	From 0230 throughout day, vessel working through heavy floes. Several times beset and unable move propellor. Fresh to strong E wind, vessel drifting through floes heavily charged with bergs and growlers.
28	61 15	68 20	Heavy floes encountered until about noon. Subsequently possible to work vessel through leads in the ice. Light to moderate SE to E winds.
31			Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO U.K.

Date 1950	Noon Position Lat. N	Noon Position Long. W	Remarks
	o '	o '	
Aug. 3			Left Churchill.
6	62 52	74 55	Fog Patches. During afternoon encountered heavy ice floes charged with bergs and growlers. Worked through ice at easy speeds.
7	61 32	70 23	Extensive fog banks. Light variable winds. Vessel working through floes and around bergs and growlers as visibility improving.
8			Abeam Resolution Island 0630.

EXTRACTS FROM LOG, U.K. TO CHURCHILL

Sept.10	61 46	67 42	Abeam Resolution Island 0205. Numerous bergs and growlers. Reduced speed for fog patches and during hours of darkness.
11	62 23	72 51	Strong westerly gale. Passed numerous bergs and growlers until clear of Charles Island. Fog patches.
15			Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO U.K.

Sept.19			Left Churchill
22	62 32	73 40	Passed numerous bergs and growlers. Light variable winds. Vessel at slow speed during poor visibility and during hours of darkness.
23			Moderate to fresh NE winds, numerous bergs and growlers. Speed reduced in poor visibility and during dark hours.
24			Abeam Resolution Island 0930. Fresh to strong northerly winds. Numerous bergs and growlers.

S.S. ESSEX TRADER
REPORT BY CAPTAIN D.G. GRANT, MASTER

Leaving Liverpool in ballast on the afternoon of August 16, a reasonably good passage was enjoyed until approaching the south of Greenland, when a good deal of mist, rain and poor visibility was encountered, and a hurricane moving NNE from Newfoundland brought heavy weather SW of Cape Farewell.

The first ice was sighted about 100 miles SE of Resolution Island and from then on to Charles Island bergs and growlers were numerous.

At the entrance to Hudson Strait a southerly set was experienced, but no current of any force was noticed in the Strait itself.

Churchill was approached in fine, clear weather at daybreak on August 29. A westerly set had been felt since the previous noon.

At Churchill, loading facilities were found to be excellent and the port officials very helpful.

Sailing from that port on the morning of September 1, much fog and poor visibility was encountered on the way across the Bay to Charles Island. Ice conditions in the Hudson Strait had changed considerably from those prevailing on the inward passage only a week earlier. There was now more ice and the bergs were larger, so it was considered wise to proceed at reduced speed during the hours of darkness, especially as there was no moon.

Most of the bearings from the shore direction finding stations were found to be accurate, although some error was noticed on a few long range bearings.

A gyro compass is an essential piece of equipment for navigation in these waters, as the magnetic compass is very unsteady.

The C.G.S. N.B. McLean was very helpful with information regarding the best track to follow and the latest ice conditions in the Hudson Strait.

EXTRACTS FROM LOG, LIVERPOOL TO CHURCHILL

Date 1950	Noon Position Lat. N		Long. W		Time	Wind	Baro.	Temp. Air	Temp. Sea	Remarks
Aug.	o	'	o	'						
23	58	01	48	10	a.m.	Ely 7	1009.6	48	47	O'cast, misty rain, mod. vis.
					p.m.	Ely 4	1020.0	48	47	O'cast, drizzle.
24	59	44	55	47	a.m.	SSW 4	1021.9	45	47	O'cast, slight drizzle.
					p.m.	S 5	1010.6	47	47	Cloudy, clear.
25	61	02	63	49	a.m.	SSW 3	1013.8	39	42	Cloudy, clear. 2 bergs 1 growler.
					p.m.	SE 3	1009.5	38	35	O'cast, clear. Scattered bergs. 1500 abeam Resolution Island.
26	61	58	71	33	a.m.	SW 2	1010.0	36	33	O'cast, clear. Scattered bergs and growlers.
					p.m.	Sly 2	1005.5	38	33	O'cast, occasional drizzle.
27	62	31	80	09	a.m.	NNE 3	999.5	35	33	O'cast, heavy drizzle.
					p.m.	NW 4	997.9	40	38	O'cast, clear. No ice west of Charles Island.
28	60	30	88	22	a.m.	NW 6	1001.9	42	40	O'cast, clear.
					p.m.	NW 5	1007.8	45	44	Clear, cloudy
29					a.m.	Wly 3	1008.0	45	45	Fine, clear weather. 0730 arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO MALTA

Sept										
1	59	04	93	33	a.m.	SE 2	1014.4	50	46	0930 Left Churchill.
					p.m.	SE 3	1014.3	41	44	O'cast, misty, 5 hrs. of fog.
2	61	07	85	32	a.m.	SE 2	1015.5	40	42	O'cast, 3 hrs. of heavy mist.
					p.m.	SE 2	1014.2	40	42	O'cast, clear.
3	62	51	76	32	a.m.	NNE 2	1013.3	37	38	Dense fog patches.
					p.m.	Nly.2	1014.1	37	34	Dense fog, clearing. 1 berg 3 growlers.
4	61	16	69	10	a.m.	SSW 2	1014.5	36	33	O'cast, mod. vis. Scattered bergs.
					p.m.	SSW 3	1012.2	36	33	O'cast, clear. Scattered bergs and growlers.
5	60	15	61	49	a.m.	Wly 3	1010.1	36	34	O'cast, cont. rain. 0230 abeam Resolution Island.
					p.m.	NNW 5	1002.9	40	41	Cloudy, clear.
6	58	51	53	04	a.m.	WNW 4	1002.6	41	44	Cloudy, clear.
					p.m.	E 2	996.9	43	44	O'cast, cont. light rain.

M.V. ITALMARE
REPORT BY CAPTAIN C.L.C. PEGAZZANO, MASTER

From Belle Isle Strait, a course about 100 miles off the Labrador coast and parallel to it, was run to approach the Hudson Strait entrance and avoid any ice which might be drifting southward close in to the coast. On September 3 and 4 the weather was very heavy. Being in ballast, the ship rolled and pitched badly and it was necessary to reduce speed for a day and night to ease her.

The first two growlers were sighted about 50 miles east southeast of Resolution Island on the morning of September 6. That afternoon, with visibility limited to one mile, and fog patches on the Labrador coast, the vessel entered the Strait.

Resolution Island radio service was very good and co-operative, while the bearings from this station and Cape Hopes Advance made a good cross and came in well together.

The first night in the Strait was spent between Cape Hopes Advance and Cape Weggs. No ice was encountered in the entrance to Hudson Strait, but many bergs and growlers were sighted on the track before reaching Big Island. Abeam of this point visibility became poor and speed was reduced until daybreak, since a number of pieces of ice, principally growlers, were in the vicinity. Most of the bergs were met with to the north of Charles Island, in a stretch of about fifty miles.

Magnetic disturbance in Hudson Strait and Bay was sufficient to render the magnetic compasses useless. For safe navigation on this route a gyro compass is required.

From Nottingham Island to Churchill the track was clear of ice and the weather fine. The approach to Churchill was made in good visibility, the grain elevator being picked up at about fifteen miles.

Leaving Churchill on September 14, with a full load of grain, strong north-easterly winds were experienced for one day, after which the weather became fine, and Nottingham Island was passed at daybreak on September 16. During the day, visibility was good and many bergs and growlers were sighted north and south of the track. Later, between Charles Island and Big Island there were only four bergs, with many growlers.

Soon after midnight visibility decreased to less than a mile, so it was considered safer to reduce speed and then stop until daylight.

Resolution Island was abeam, in fine weather, at 2 p.m. on September 17. Only one big berg was sighted near the island. Later that afternoon the weather changed. A very strong northwesterly wind sprang up, the sea became very rough and the vessel shipped heavy water. Two big growlers were sighted about forty miles southeast of the entrance to the Hudson Strait. Weather conditions did not improve until two days later.

During navigation in Hudson Bay and Strait ice and weather reports were frequently received from the Canadian Government Patrol Ship N.B. McLean and from Resolution Island radio station. This information, together with the assistance given by the radio stations, is of great utility to navigation. However, in these waters it is essential to keep a close watch at all times during the passage through the Strait.

The only light sighted was that of Charles Island, others not being seen due to misty weather on the coast.

EXTRACTS FROM LOG, GENOA TO CHURCHILL

Date 1950	Noon Position Lat. N	Noon Position Long. W	Course	Wind	Remarks
	o '	o '			
Sept. 6	60 58	64 20	338	Var 3	0800 Two growlers sighted. 1400 abeam Resolution Island. Poor Vis. Bergs sighted.
7	63 06	74 49	Var	Var 2	Many bergs and growlers on track. Abm. Big Island very poor vis. - speed dead slow. More than 30 bergs and many growlers on track N of Charles Is.
8	61 01	86 04	243	NE 5	Slight sea, mod. swell. No ice between Salisbury Is. and Churchill.
9					1000 arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO LIVERPOOL

14	59 13	92 41	Var	NW 6	Rough sea, rolling.
15	61 16	85 05	86	N 6	Rough sea, clear. Pitching heavily.
16	62 54	75 12	Var	Var 3	Many bergs and growlers N of Charles Is. No ice between Churchill and Salisbury Island.
17	61 14	65 53	110	Var 3	Many bergs and growlers. Poor vis., clear. Stopped engines for two hours off Cape Hopes Advance. 1400 Abeam Resolution Island.
18	58 58	58 03	154	NW 8	Heavy sea and swell. Ship rolling and pitching. Two growlers 60 miles off Resolution Island.

S.S. ITALTERRA
REPORT BY CAPTAIN G. DACQUINO, MASTER

The vessel left Genoa on August 6 on the first voyage of the two scheduled for the 1950 season. The weather on the ocean passage was reasonably good as far as a point 150 miles off Cape Farewell. Between there and the entrance to Hudson Strait extensive fog patches were encountered.

The first ice was sighted during the evening of August 22 in the Davis Strait and speed was reduced until daylight.

A middle course was steered in Hudson Strait, where numerous bergs and growlers were seen, but could usually be avoided without altering course. No ice was observed west of Charles Island.

Speed was reduced during darkness, but owing to the shortness of the nights in August in these latitudes this only amounted to a few hours nightly, normally between 11 p.m. and 3 a.m.

On the second voyage more caution was necessary, as the weather was very thick.

The arrival at Churchill was made in a strong northwesterly wind and moderate visibility, but the elevator was visible far enough off to enable a good landfall to be made.

Port facilities at Churchill were satisfactory, there was no shortage of labour and the loading was completed in good time, with no unusual delay. All officials were very helpful and quick to clear and despatch the ship.

The voyage to Rotterdam was accomplished in good time, mostly in fine weather and with favourable winds.

Both passages, from Churchill to Rotterdam and back to Churchill, were made on the northern route via Cape Farewell and round the north of Scotland.

Bad weather accompanied the ship for most of the second trip to Churchill, with fog and rain in Davis Strait and snow squalls at the entrance to Hudson Strait. Very few bergs were seen, compared with the previous voyage, but more fog, rain and hazy weather.

Ours was the last of the ocean-going vessels to leave Churchill this season, on October 4.

From the beginning, the homeward trip was marked by very cold, bad weather that lasted until well off the Grand Banks, with a gale in Hudson Bay and stormy weather at the end of Davis Strait. Snow squalls were prevalent in Hudson Strait, but few bergs were seen except off Cape Chidley and as far as 100 miles east of it.

No unusual difficulties were encountered on either voyage, except that a good lookout had to be kept day and night for ice and there were times when it was necessary to slow down on account of fog or dark nights.

A gyro compass is a must, for navigation in these waters. Magnetic compasses were checked every two hours against the gyro and large deviations were observed. The gyro, on the other hand, always worked well, with no deviation at any time. It is felt that a vessel also equipped with radar would not have to reduce speed at any time, unless in very special circumstances.

Weather conditions were no worse than might be experienced in other Atlantic crossings and two voyages to Hudson Bay may be safely made in one season, if started soon enough.

Radio aids to navigation provided by the direction finding stations fulfilled the purpose and great appreciation is hereby extended to all personnel for their willing and ready co-operation.

While bearings were not always reliable at night they were found fairly correct in daytime.

Special mention is due to the N.B. McLean for assistance given by the ice reports.

EXTRACTS FROM LOG, GENOA TO CHURCHILL

Date 1950	Noon Position Lat. N	Noon Position Long. W	Wind	Sea	Baro. Ins.	Temp. C°	Remarks
Aug. 6	° '	° '					Sailed from Genoa.
22	59 57	56 59	SE 3	SE 3	29.81	12	Fog patches, sighted ice, reduced speed.
23	61 07	64 16	SE 5	SE 4	29.60	7	Abeam Resolution Is. Speed reduced at night.
24	62 30	72 28	S 5	S 5	29.15	5	Many bergs in Hudson Strait.
25	62 36	80 18	SW 6	SW 5	29.25	4	No ice after Charles Island.
26	60 48	86 48	WNW 7	WNW 6	29.46	5	Rough sea, strong set to leeward.
27	59 01	93 39	WNW 6	WNW 6	29.60	5	Arrived Churchill 1535.

EXTRACTS FROM LOG, CHURCHILL TO ROTTERDAM

Date 1950	Noon Position Lat. N	Noon Position Long. W	Wind	Sea	Baro. Ins.	Temp. C°	Remarks
Aug. 30	o '	o '					Left Churchill 1700.
31	60 22	88 45	NE 2	NE 2	29.80	5	Clear sky, fine weather.
Sept. 1	62 18	80 55	W 2	W 2	29.80	7	1900 Digges Island sighted.
2	62 35	72 18	N 1	NW 1	29.78	3	Dense fog patches in vicinity Charles Island.
3	60 57	64 46	NW 3	NW 2	29.74	4	Many bergs in Strait. Abeam Resolution Island.
4	59 55	57 14	NW 3	NW 3	29.75	6	Dense fog patches, reduced speed.
13							1915 arrived Maas River.

EXTRACTS FROM LOG, ROTTERDAM TO CHURCHILL

Sept. 16										1720 left Rotterdam.
26	60	19	57	26	SSW 3	SSW 3	29.30	4	0'cast.
27	61	10	66	06	W 4	W 4	29.80	1	Dense fog patches, reduced speed.
28	62	52	75	09	NW 3	NW 3	30.00	-1	Hudson Strait, sighted few bergs. Speed reduced at night.
29	61	32	84	40	NE 4	NE 3	29.45	2	Snow flurries.
30	59	15	92	46	N 4	N 4	29.70	3	Cloudy, poor vis. Anchored off Eskimo Pt. 1900.
Oct. 1										Arrived Churchill 1050.

EXTRACTS FROM LOG, CHURCHILL TO GENOA

Oct. 4										Left Churchill 0940.
5	60	30	88	29	NW 7	NW 7	29.50	-2	Rough sea, shipping water.
6	62	13	81	08	W 7	WNW 7	29.45	-4	Mod. gale, heavy rolling, shipping water.
7	62	30	72	49	W 5	W 5	29.60	-3	Moderating weather, snow squalls.
8	61	03	65	40	NNW 5	NNW 5	29.70	-1	Abeam Resolution Island 1330.
9	60	18	58	00	NNW 6	NNW 6	29.70	2	Few bergs seen in Strait, several off Cape Chidley.

M.V. ITALVALLE
REPORT BY CAPTAIN E. GABRIELE, MASTER

The Atlantic passage from Gibraltar was accompanied by good weather until the high latitudes were reached.

The first ice, five bergs and several growlers, was sighted 100 miles from Cape Chidley. A drizzle of rain was falling and there were patches of fog.

Resolution Island was abeam at four in the morning on September 5 and from there to Big Island many bergs and growlers were encountered on or near the track, while poor visibility compelled a reduction at times in the ship's speed.

No more ice was seen after passing Charles Island and the vessel reached Churchill with no inconvenience on September 8.

On the homeward voyage, fully loaded with wheat, weather conditions were not good and between Coats Island and Charles Island it was necessary to stop for two hours and proceed at reduced speed for eight hours on account of thick fog. Several bergs and growlers were encountered.

Between Charles Island and Button Island there was no ice on the course, although three bergs were sighted off Button Island in the Ungava Bay direction.

On September 17 a severe gale started, which lasted for three days, the centre being between Labrador and Greenland and moving ENE.

Considerable magnetic disturbance was observed from Charles Island to Coats Island.

Bearings from all the direction finding stations were satisfactory and a great help to navigation.

No astronomical fixes were made.

I wish to thank all the operators of the radio stations on Hudson Strait, also Churchill, for assistance given at any time of the day or night in answering our requests for bearings.

EXTRACTS FROM LOG, LEGHORN TO CHURCHILL

Date 1950	Noon Position Lat. N		Noon Position Long. W		Wind		Sea		Baro Ins.	Temp. F°	Remarks
Sept.	°	'	°	'							
3	57	37	55	05	NW	6	NW	6	29.8	46	Fog patches - fair intervals.
4	59	43	60	44	NW	3-4	NW	3-4	29.9	39	Partly cloudy, good vis. Sighted several bergs and growlers.
5	61	42	68	04	WNW	3-4	WNW	3-4	29.8	36	Fog patches at night, fair by day. Several bergs and growlers on track.
6	62	48	77	22	Var	2	SW	2	29.3	41	Fog patches, drizzle, rain. Less ice.
7	61	08	86	06	NNE	3	NNE	3	29.9	45	Fine. No ice in sight.
8	59	06	94	03	NE	5	NE	5	30.0	40	Fog patches, mist. Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO MALTA

Sept.											
12	59	15	92	56	SW	3	SW	3	30.1	50	Fine. Left Churchill 0600.
13	60	57	86	07	NW	5-6	NW	5-6	29.7	42	Strong winds, mist, poor visibility.
14	62	42	79	45	NNE	4	NNE	4	29.7	36	Snow, later hail, mist, clearing later. Some growlers sighted.
15	62	43	72	15	NNE	3	NNE	3	29.8	32	Fog patches, reduced speed. Later stopped for 2 hrs. Vis. 1 mile. Several bergs and growlers.
16	60	54	64	45	NW	2-3	NW	2-3	29.6	34	Fog patches, drizzle, poor visibility.
17	59	12	59	30	NW	8	NW	8	29.0	39	Severe gale, mist, heavy squalls.

S.S. RAMILLIES
REPORT BY CAPTAIN K. H. PENGELLY, M.B.E., MASTER

The ship made two voyages in 1947 and two in 1949 but in neither year was as much broken field ice encountered as on the first outward passage in the 1950 season.

Abnormal refraction was experienced between Big Island and Charles Island, also on the approaches to Churchill. Sights, when obtainable, were useless.

Large magnetic disturbances were again noticed off Mansel Island and the approaches to Churchill.

Bergs and growlers were not so numerous as in previous years, but five bergs were encountered west northwest of Charles Island on the second inward run.

Once again I extend congratulations to C.G.S. N.B. McLean and the staffs of all coast radio stations for their valuable assistance at all times, both day and night.

EXTRACTS FROM LOG, HULL TO CHURCHILL

Date 1950	Noon Position Lat. N		Long. W		Baro.	Wind Dir.	Wind Fce	Remarks
July 26	o	'	o	'				Left Hull.
Aug. 3	59	47	58	25	29.70	Var	6-2	Rough to mod. sea, mod. to heavy swell, o'cast, clear.
4	60	44	62	25	29.68	Var	4-1	Smooth to slight sea and swell, o'cast, dense fog.
5	61	50	68	34	30.06	Var	1-2	Slight to smooth sea, o'cast, dense fog, broken field ice.
6	62	11	70	22	29.80	Var	1-2	Smooth sea, dense fog, passing through broken field ice.
7	62	26	71	40	29.72	Var	1-4	Smooth sea, dense fog, passing through broken field ice.
8	62	47	75	06	29.80	Var	3-1	Smooth sea, dense fog, passing through broken field ice.
9	61	09	85	27	30.06	NNE	2-4	Smooth to slight sea, fine and clear.
10								Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO ANTWERP

Aug. 16	59	13	93	02	29.82	Var	2-3	Left Churchill. Smooth sea, slight swell, o'cast, clear.
17	61	08	85	27	29.80	NE	3-5	Slight to rough sea, slight swell, o'cast, showery, clear.
18	62	48	77	12	29.68	Wly	6-3	Rough to mod. sea, slight to mod. swell, cloudy, clear.
19	61	49	70	49	30.07	Var	1-3	Rough to smooth sea, mod. swell. Stopped 3 hrs. 05m.
20	60	37	62	49	30.04	Var	3-5	Smooth to rough sea, mod. swell. Clear of Straits.

EXTRACTS FROM LOG, FLUSHING TO CHURCHILL

Date 1950	Noon Position Lat. N		Long. W		Baro.	Wind Dir.	Fce	Remarks
Sept.	o	'	o	'				
6	50	26	1	45	29.83	SW	3-8	Left Flushing, smooth sea, slight swell, fine, clear.
16	60	47	63	17	29.52	Var	2-3	Slight to smooth sea, mod. swell, cloudy, clear.
17	62	07	70	22	29.46	NW	1-6	Slight to rough sea, slight swell, o'cast, clear.
18	62	51	78	22	29.39	NW	6-4	Rough sea, mod. swell, cloudy, snow squalls, clear.
19	61	03	86	02	29.83	NNW	7-5	Rough sea, mod. to heavy swell, o'cast, snow and hail squalls.
20	59	08	93	28	30.17	Var	3-4	Rough to slight sea, heavy to slight swell, o'cast, clear. Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO ANTWERP

Sept. 25								Left Churchill.
26	60	22	88	38	29.66	NE	1-4	Smooth to slight sea, slight swell, o'cast, fog patches.
27	62	24	80	58	30.01	NE	2-4	Smooth to slight sea, slight to moderate swell, o'cast, clear.
28	62	26	72	46	30.12	ENE	2-3	Slight sea and swell, o'cast, clear.
29	61	09	65	18	29.84	Ely	5-3	Slight to mod. sea, slight mod. swell, o'cast, showery, clear.
30	59	43	58	49	29.30	Ely	3-6	Mod. to slight sea, and swell, o'cast, showery, clear. Clear of Straits.

S.S. MONT SANDRA
REPORT BY CAPTAIN M. FRAME, MASTER

After two successive voyages to Churchill and having duly considered the prevailing conditions, I am of the opinion that the route is less hazardous than that of the St. Lawrence. A gyro-compass is the only additional equipment required.

On the first voyage field ice was very heavy in the Strait, but a comparatively clear route was indicated by the master of the N.B. McLean and the passage from Resolution Island to Churchill was accomplished in eighty four hours.

No field ice was met with on the second voyage and only a small number of bergs and growlers were sighted. Between Resolution Island and Cape Farewell a single berg only was seen about sixty miles south of the latter point.

A total of four hours of fog was recorded on the first voyage, and only twenty minutes on the second trip.

Areas of excessive magnetic disturbance were found as indicated on the charts.

Good information on ice and clear channel conditions in the Strait were to be had for the asking from the N.B. McLean and radio direction finder bearings were very good indeed. An additional direction finding station on Charles Island or Big Island would be invaluable.

The approach to the port was reasonably good, the grain elevator being very conspicuous and showing on the radar screen at twenty one miles.

EXTRACTS FROM LOG, AVONMOUTH TO CHURCHILL

Date 1950	Noon Posn. Lat N	Long W	Barometer 8 am	4 pm	Mid.	Temp. F° Max	Min	Sea	Wind 4 am	8 am	Noon	Vis. am	pm	Remarks am	pm
July 28	o '	o '												Left Avonmouth.	
Aug. 5	61 02	63 36	1017	1019	1012	43	36	37	NNW 6	NNW 4	SSW 4	9	9	Fine, clear, passing bergs.	Fine, clear. Floes seen.
6	62 12	70 40	1013	1011	1010	47	38	36	W 3	Var 2	W 3	9	7	Fine, clear, much ice.	O'cast, occasional rain.
7	62 43	78 52	1010	1013	1013	56	36	36	W 3	W 3	E 4	1	7	Rain, then fog.	Fine, clear.
8	60 38	87 59	1014	1015	1019	48	44	46	ENE 5	ENE 5	N 5	8	8	O'cast, clear.	Fine, cloudy, clear.
9														Arrived Churchill.	

EXTRACTS FROM LOG, CHURCHILL TO LONDON

Date 1950	Noon Posn. Lat N	Long W	Barometer 8 am	4 pm	Mid.	Temp. F° Max	Min	Sea	Wind 4 am	8 am	Noon	Vis. am	pm	Remarks am	pm
Aug. 12	59 28	92 09	1021	1016	1011	62	49	46	N 3	N 3	NW 4	8	8	Fine, clear. Left Churchill.	Fine, clear weather.
13	61 25	84 53	1010	1005	997	49	45	44	NW 2	NW 2	SW 4	9	9	Fine, clear.	Fine, clear weather.
14	62 49	76 23	1000	1007	1010	45	37	38	SW 4	NW 4	Calm	8	8	O'cast, clear.	O'cast, clear.
15	61 36	70 35	1007	1005	1006	47	33	34	Calm	E 2	S 4	9	8	Fine, clear. Ice fields.	Fine, clear weather.
16	60 45	62 09	1004	1006	1012	47	43	36	S 3	S 3	SSE 5	8	9	Cloudy, clear. Bergs.	Fine, clear, cloudy. Bergs.

EXTRACTS FROM LOG, LONDON TO CHURCHILL

Date 1950	Noon Posn. Lat N	Long W	Barometer 8 am	4 pm	Mid.	Temp. F° Max	Min	Sea	Wind 4 am	8 am	Noon	Vis. am	pm	Remarks am	pm
Sept. 2														Left London.	
13	59 36	57 47	1008	1008	1002	44	37	42	WNW 5	WNW 5	SW 5	8	8	Moderating. Cloudy.	Fine, cloudy.
14	61 04	66 08	992	1002	1005	38	34	34	SW 1	W 2	ENE 4	7	7	Fog banks. Icebergs.	Snow flurries to light rain.
15	62 48	75 15	1008	1010	1008	36	32	35	SE 4	Var 3	W 5	9	9	Fine, clear, cloudy. No ice.	Fine, clear, cloudy. No ice.
16	61 18	84 48	1006	1008	1014	40	35	40	WNW 4	WNW 4	WNW 4	9	8	Very fine, cloudless.	O'cast, rain squalls.
17	59 05	93 23	1014	1012	1009	40	36	44	N 3	NW 3	ENE 4	9	6	Fine, clear, cloudless.	O'cast, snow squalls.
															Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO HULL

Date 1950	Noon Posn. Lat N	Long W	Barometer 8 am	4 pm	Mid.	Temp. F° Max	Min	Sea	Wind 4 am	8 am	Noon	Vis. am	pm	Remarks am	pm
Sept. 22	Churchill			1021	1021	37	35	42	NNE 6	NNE 6	N 5	7	7	O'cast, squally, cold.	Cloudy, squally, cold.
23	60 16	89 07	1021	1018	1017	42	36	40	N 3	NE 2	ESE 2	9	9	Clear. Brilliant Aurora.	Clear, very fine weather.
24	62 18	81 43	1019	1018	1015	37	36	36	S 3	SE 3	NE 2	9	9	Fine, clear conditions.	Similar weather.
25	62 25	72 30	1008	1002	1000	40	34	33	NE 1	NE 2	N 4	9	9	Very fine conditions.	Fine, clear cloudy.
26	60 57	64 40	1003	1007	1009	40	37	34	NNW 4	N 4	WNW 5	7	8	O'cast, showery.	Fine, clear, cloudy.
															Clear of Strait.

S.S. TRICAPE
REPORT BY CAPTAIN J.N. STARK, MASTER

Leaving London on July 15 for the first voyage, a great circle course was followed from Bishop Rock to 110 miles south of Cape Farewell. Weather was moderate, fog becoming prevalent west of Cape Farewell. The first icebergs were sighted in 60° 48' N 61° 20' W. They became more numerous from there to the entrance to the Hudson Strait, which was reached on July 25. The N.B. McLean gave permission the next day to enter. Frequent fog made it necessary to reduce speed, and at times stop.

Heavy field ice was encountered between Resolution and Button Islands and later as far west as Cape Hopes Advance. Penetration of this field was an impossibility, although many attempts were made, first in the middle of the Strait, then the northern side and finally to the south where the vessel became stuck in the ice. A lookout was posted aloft and visibility was good, but no clear route could be seen. At noon on July 27 the S.S. Durham Trader was sighted, also fast in the ice. That night was spent surrounded by very heavy ice floes and growlers but the next morning a southeast wind sprang up, lanes of clear water became visible a mile or so from our position and when the ice temporarily cleared the propellor blades, the opportunity was seized to fight our way out. The vessels stem struck several heavy floes, which caused indentations forward of the collision bulkhead. Later, cement boxes had to be constructed around these dents as there were many leaking rivets.

At 11 a.m. July 28 the N.B. McLean hove in sight, steaming from Cape Hopes Advance to render assistance. Her Captain gave us the course to steer to reach open water. Within a few hours conditions were much improved, so that the vessel was able to continue more or less umhampered to Churchill.

A few icebergs were observed as far west as Big Island but no field ice was seen west of Cape Weggs, with the exception of a few scattered disintegrating pieces three miles north of Digges Island.

The ship arrived at Churchill on the morning of July 31, discharged the inward cargo, loaded a full cargo of grain and left for Birkenhead on August 7. By midnight a whole gale was blowing and a heavy sea running, which lasted for twenty four hours. When this had abated a moderate passage was made. Field ice was encountered off Wales Island and extended east to Cape Hopes Advance. From there onwards, frequent fog occured which hampered progress. The vessel passed Resolution Island during the night of August 12. Bergs and growlers were sighted along the route as far east as 60°W.

Birkenhead was reached on August 21, and nine days later the second voyage commenced. The first icebergs were sighted in 60 32' N 62 30' W and Resolution Island was passed during the night of September 8. Frequent snow squalls hindered the vessel's progress and at times it was necessary to stop while in the vicinity of icebergs. Churchill was reached on September 13.

Leaving for London three days later, with a full cargo of grain, moderate weather prevailed until entering the western end of the Strait, where frequent snow squalls were encountered. Between Wales Island and Cape Hopes Advance on September 19 the weather deteriorated rapidly and all indications pointed to a blow from the northwest. Before the seas became too rough and the ship unmanageable, the opportunity was taken to turn round head to wind and sea and remain hove-to until the worst of the storm had passed. Later, I was most thankful that this had been done, as by 9 p.m. a real blizzard was howling. Visibility was reduced to zero by continuous, heavy snow, the wind had increased to fifty miles an hour or more at times and the seas became very rough. Icebergs had been passed during the daylight hours and thoughts of these heavy masses, a collision with which could be fatal to the ship, were uppermost in my mind. Fortunately, we were guided clear, and will never know whether we came close to destruction.

The vessel remained hove-to for 26 hours before the weather moderated sufficiently to proceed.

It was found that five hatch boards had been stove in at number one hatch due to heavy seas pouring aboard. The cement in the spurling pipes had been broken and water had entered the chain locker and flooded the forepeak to a depth of 14 feet. A crack in the main deck was discovered on the starboard side near number three hatch and some of the water constantly washing around on deck during the storm had entered the hold.

As the grain bins were fitted at the forward end of the 'tween deck the scupper was covered up, which prevented any water from escaping in the normal way into the bilges in the lower hold. There was nothing else to do but call all hands and bail out the 'tween deck by the old fashioned and strenuous method of buckets handled by a chain of men. The Chief Engineer contrived a temporary repair above deck, while the Chief Officer made ready a cement box to be fitted on the underside. Operations continued all night and by daylight things were a little more favourable. Everyone was completely exhausted after this most trying experience under appalling weather conditions and welcomed the arrival of better weather east of Cape Farewell.

The remainder of the voyage was uneventful and the vessel arrived in London on October 4.

I should like to take this opportunity of expressing my appreciation to all the port officials at Churchill, who make a vessel's stay there most pleasant. They are all most co-operative and willing to assist or advise on even the smallest detail. My thanks also to the Deputy Port Warden for his very able assistance in piloting the vessel in and out of the harbour and to the staffs who man the direction finding stations on the Hudson Bay route for their willing assistance at all times and prompt response to our many requests for wireless bearings.

EXTRACTS FROM LOG, LONDON TO CHURCHILL

Date 1950	Noon Position Lat. N	Noon Position Long. W	Wind	Baro.	Temp.	Remarks
July 15	° '	° '				Sailed from London.
24	60 40	60 27	Var 3	29.89	39	Dense fog.
25	61 03	64 08	Var 1	29.92	42	Dense fog throughout.
26	61 03	65 28	SE 3	29.78	34	Heavy ice floes and fog.
27	60 56	66 36	ENE 6	29.50	34	Heavy ice floes, rain and fog.
28	61 13	66 48	S 4	29.65	37	Manoeuvering in heavy ice fields.
29	62 32	76 00	N 2	29.93	39	Cloudy and clear.
30	61 05	85 52	NW 2	30.00	43	Fine and clear (for once).
31						Arrived Churchill 1040.

EXTRACTS FROM LOG, CHURCHILL TO BIRKENHEAD

Aug. 7								1026 sailed from Churchill.
8	60	24	89	23	NE 8	29.87	46	Fresh gale, shipping heavy seas.
9	61	56	82	40	NE 3	29.99	54	Fine and clear.
10	62	26	74	16	E 2	29.59	40	Frequent floe ice, fog, drizzle.
11	61	23	69	45	S 2	29.42	38	Dense fog, bergs, growlers, floes.
12	60	53	65	41	N 2	29.25	40	Frequent fog, field ice, bergs.
13	60	17	60	23	W 5	29.47	42	Overcast and clear. Clear of Strait.
21								1730 arrived Birkenhead.

EXTRACTS FROM LOG, BIRKENHEAD TO CHURCHILL

Date 1950	Noon Position Lat. N		Long. W		Wind	Baro.	Temp.	Remarks
	o	'	o	'				
Aug. 30	54	03	04	55	ESE 2	29.84	54	0542 sailed Birkenhead.
Sept. 8	60	00	60	06	WNW 5	29.86	39	Pounding heavily.
9	61	11	66	30	ENE 6	29.32	35	Snow squalls and icebergs.
10	62	29	73	14	NW 7	29.97	32	Heavy snow squalls.
11	62	41	79	27	WSW 8	29.86	42	Fresh gale, overcast.
12	61	03	85	22	WSW 6	29.89	44	Pounding heavily.
13	59	11	93	00	NW 5	29.91	52	Frequent fog. 1700 hours arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO FALMOUTH

Sept. 16								0700 hours sailed Churchill.
17	61	03	86	07	NW 5	29.73	36	Snow squalls.
18	62	42	79	03	NW 5	29.45	31	Heavy snow squalls.
19	61	56	70	09	NW 10	29.19	28	Hove-to in blizzard.
20	61	34	69	56	NW 10	29.17	28	Hove-to in blizzard.
21	60	50	64	41	NW 5	29.22	32	Continuous snow squalls. Out of Strait.
Oct. 2								0840 arrived Falmouth for oil bunkers.

S.S. WARKWORTH
REPORT BY CAPTAIN N. THOMPSON, MASTER

The vessel made two voyages from the Tyne to Churchill during the 1950 season, carrying general cargo on the way out and returning with grain.

On the first voyage the passage to 100 miles south of Cape Farewell was an average North Atlantic crossing, with nothing unusual occurring. From Cape Farewell to the entrance to the Hudson Strait there were quiet seas and some fog, but the ship being fitted with radar, was able to keep speed. Icebergs could be detected on the screen at a distance of 13 miles.

The first berg was seen in Lat. 60° 30' N Long. 57° 44' W, after which five bergs and some growlers were passed on the way to Resolution Island.

After entering the Strait, numerous bergs and growlers were met with until past Charles Island, and field ice from off Cape Prince of Wales to Charles Island. Except for some twenty five miles of the way, this field ice was sufficiently open to permit steaming through it, with caution, at normal speed.

From Charles Island the voyage to Churchill was made under good conditions.

The homeward passage was made in moderately rough weather. Many bergs and a small number of scattered pieces of ice were seen in the Strait.

The second voyage was in very bad weather all the way. No bergs were seen until off Resolution Island, but much snow was experienced.

Only Resolution Island and Charles Island lights were seen but the assistance given by the radio direction finding stations was available at any time and the positions obtained by this means were reliable. A direction finding station on Charles Island would be helpful in giving a good straight lead up the Strait.

In Churchill itself, everyone was most helpful and anxious to see that ships had a rapid turn around.

EXTRACTS FROM LOG, TYNE TO CHURCHILL

Date 1950	Noon Position Lat. N	Noon Position Long. W	Remarks
	o '	o '	
July 25			Left Tyne.
31			An average Atlantic crossing to 100 miles south of Cape Farewell.
Aug. 1	59 11	48 21	Light breeze, slight sea. 6 hours fog.
2	60 40	57 54	Light breeze, slight sea, mist and drizzle. 3 bergs seen.
3	61 26	66 36	Abeam Resolution Island 0700. Passed many bergs and through loose field ice all day. Light breeze, slight sea. 2 hours fog and some drizzle.
4	62 43	73 03	Quiet weather with fog patches. Field ice in patches during the day. 1900 W end Charles Island abeam, cleared field ice. Remainder of voyage to Churchill in good weather with occasional fog patches.
7			Arrived Churchill.

EXTRACTS FROM LOG, CHURCHILL TO AVONMOUTH

Aug. 14					Left Churchill.
15	61	05	86	12	Strong NE winds, rough seas. Much rain.
16	62	40	78	38	Mod. N wind, mod. sea.
17	61	30	70	25	Light wind, slight sea. Passed many bergs, growlers and loose field ice.
18	61	01	63	56	Mod. S wind and swell. Rain and sleet. Cape Chidley abeam 0900.
19	59	43	55	57	Light W wind and sea.
20	58	26	48	28	Fresh NW wind, rough sea.
21	58	14	41	35	Strong N wind, rough sea and swell. Passed large berg.
27					Arrived Avonmouth after moderately rough passage.

EXTRACTS FROM LOG, TYNE TO CHURCHILL

Sept. 9					Left Tyne. Strong winds and rough seas to Cape Farewell.
17	59	36	55	14	Mod. ESE gale, heavy sea, continuous rain.
18	60	31	61	51	Fresh NW gale, high seas, heavy squalls.
19	61	30	68	03	Mod. N gale, rough seas, continuous snow. Speed reduced at times.
20	61	50	71	10	Fresh NW gale, high sea, continuous snow.
21	62	48	76	13	Weather moderating. Snow at times. Charles Island abeam 0720. Passed through loose ice for 30 minutes off Mansel Island.
23					Arrived Churchill. Rough seas and strong N winds across Bay.

EXTRACTS FROM LOG, CHURCHILL TO LIVERPOOL

Oct. 1					Left Churchill in mod. Ely weather.
2	60	24	88	36	Fresh NE wind, rough sea, rain and snow.
3	62	15	81	30	Light N wind, slight sea, snow flurries.
4	62	30	73	04	Mod. N wind, mod. sea, continuous snow. Passed several bergs. 0800 abeam Charles Island.
5	60	55	65	20	Mod. S wind, mod. sea, continuous snow. Passed Button Islands 1408.
6	59	42	57	44	Strong NNW wind, rough sea, continuous snow.
7	58	38	50	35	Strong W wind, rough sea, snow squalls.
8	57	49	42	58	Mod. W gale, rough sea, snow squalls.
15					Arrived Liverpool. Strong winds, heavy seas on passage.

PARTICULARS OF SHIPS USING THE PORT OF CHURCHILL DURING 1950

Name	Registry	From	Arrived	Left	Reg. Tonnage	Outward Cargo		Inward Cargo	
						Wheat (Bushels)	General (Tons)	General (Tons)	Oil Drums (Tons)
M.V. Fort Severn	British	Wintered		July 6	75		88		
M.V. Fort Severn	British	York	July 12	" 16	75		62	3	1
M.V. Fort Severn	British	Eskimo Point	" 19	" 24	75		88		
S.S. Tricape	British	London	" 31	Aug. 7	4238	356,000		1200	
S.S. Durham Trader	British	Newcastle	" 31	" 3	2755	306,000			
M.V. Fort Severn	British	Severn	Aug. 4	" 9	75		85	1	1
M.V. Regina Polaris	Canadian	Chesterfield	" 5	" 10	248		166		
S.S. Warkworth	British	Newcastle	" 7	" 14	4245	347,000		1500	
S.S. Mont Sandra	British	Avonmouth	" 9	" 12	4308	369,600			
M.V. Fort Garry	Canadian	Coastal	" 8		54				Wintered
M.V. Rupertsland	Canadian	Coastal	" 10	" 12	341		235		
S.S. Remillies	British	Hull	" 10	" 16	4272	354,850			
S.S. Begonia	British	Newcastle	" 12	" 16	2598	263,900			
M.V. Fort Severn	British	Coastal	" 13	" 15	75		79	1	
M.V. C.D. Howe	Canadian	Montreal	" 15	" 23	1871		350	-	
M.V. Anunciada	Swiss	Rotterdam	" 17	" 19	3086	336,000			
M.V. Regina Polaris	Canadian	Coastal	" 23	" 25	248		226		
M.V. Rupertsland	Canadian	Coastal	" 25	" 29	341		360	1	1
M.V. Italterra	Italian	Genoa	" 27	" 30	4429	352,800			
S.S. Essex Trader	British	Liverpool	" 29	Sep. 1	4292	346,000			
M.V. Fort Severn	British	Coastal	" 29	" 6	75		38	1	
M.V. Italvalle	Italian	Algiers	Sep. 8	" 12	3687	321,000			
M.V. Italmare	Italian	Genoa	" 9	" 14	4355	369,600			
S.S. N.B. McLean	Canadian	Straits	" 10	" 19	1172				
S.S. Tricape	British	Liverpool	" 13	" 16	4238	355,000			
M.V. Doris Clunies	British	Tynemouth	" 14	" 19	4373	358,400			
M.V. Fort Severn	British	Coastal	" 15						Wintered
S.S. Durham Trader	British	Newcastle	" 15	" 19	2755	309,200			
M.V. Regina Polaris	Canadian	Coastal	" 14	" 15			158		
M.V. Rupertsland	Canadian	Coastal	" 16	" 23	248		272		1
M.V. Anunciada	Swiss	Rotterdam	" 17	" 21	3086	336,000			
S.S. Mont Sandra	British	London	" 19	" 22	4308	369,600			
S.S. Ramillies	British	Antwerp	" 20	" 25	4272	354,850			
S.S. Warkworth	British	Newcastle	" 23	Oct. 1	4245	348,200			
S.S. Begonia	British	N. Shields	" 26	Sep. 29	2598	260,743		650	
M.V. Italterra	Italian	Rotterdam	Oct. 1	Oct. 4	4429	352,800			
M.V. Regina Polaris	Canadian	Coastal	" 1	" 5	248		108		
						6,767,743	2,315	3,357	4

HYDROGRAPHIC INFORMATION

The Canadian Hydrographic Service, Department of Mines and Technical Surveys, publishes a series of navigation charts and a volume of Sailing Directions covering the Hudson Bay Route. These are kept up to date and added to from time to time as new information becomes available.

The "Tide Tables for the Atlantic Coast of Canada", published by the Tidal and Current Survey Division of the same Service, contain predictions for the port of Churchill and for Moosonee in James Bay. Tables in leaflet form are available for Port Nelson. Tidal differences for fourteen localities in Hudson Strait and for eight localities in James Bay afford the times of high and low waters in these areas. The time of the turn of the tidal streams in the southern offing of Resolution and Nottingham Islands and information on the currents in Digges Sound is also given. The automatic tide gauge is kept in operation each season at Churchill for the extension of the tidal records by which the predictions are improved.

HYDROGRAPHIC PUBLICATIONS - HUDSON BAY AND STRAIT

Charts-

5000 Hudson Bay and Strait
5400 Cape Churchill to Egg River
5401 Wakeham and Fisher Bays and Approaches
Wakeham Bay
Fisher Bay
5402 Cape Prince of Wales to C. Weggs
Douglas Harbour
5403 Pritzler Harbour to C. Weymouth
Balcom and Barrier Inlets
Shaftesbury Inlet
5404 Anchorages in Hudson Strait
Sugluk Inlet
Port Burwell
Button Islands
5406 Cape Tatnam to Port Nelson
5407 Anchorages in Hudson Straits
Charles Inlet
Savage Harbour
Acadia Cove
5408 Cape Churchill to Churchill Harbour
5409 Churchill Harbour to Hubbart Point
5410 Coral Harbour
5411 Lower Savage Islands to Pritzler Hbr.
Pritzler Harbour
5412 Erik Cove to Nuvuk Harbour including
Digges Island
Erik Cove
Port de Laperriere
Nuvuk Harbour
Digges Harbour
5414 Rupert Bay
5415 Mouth of Rupert River
5416 Mouth of Moose River
5417 Approaches to Nelson River
5418 Churchill Harbour
5450 Hudson Strait

Sailing Directions-

Sailing Directions for the Hudson Bay Route.

Tide Tables-

Tide Tables for the Atlantic Coast of Canada.
Tide Tables for Port Nelson, Hudson Bay (in mimeograph form).

NOTE- Copies of the above publications are available at the office of the High Commissioner for Canada, Canada House, London, England, for reference only. Charts and Sailing Directions are issued at 50 cents and 75 cents respectively and Tide Tables at 25 cents per copy and may be obtained from the Hydrographic Service, Department of Mines and Technical Surveys, Ottawa, or from the National Harbours Board Office, Churchill, Manitoba. All orders must be accompanied by postal or express money order, for the full amount, payable to the Receiver General for Canada.

METEOROLOGICAL REPORT C.G.S. N.B. MCLEAN

Date 1950	Noon Position	Barometer			Temperature			Wind True			Fog	Vis.		Remarks	
		8 a m	4 p m	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	Hrs	am	pm	a m	p m
July								Dir F	Dir F	Dir F					
4	King's Wharf	29.85	29.78	29.84	72	60		Calm	E 2	NNE 1	0	8	8	Cloudy, clear.	Cloudy, clear.
5	Off Pte. des Monts	29.81	29.96	30.04	58	47		NE 2	NE 2	E 2	0	8	8	Cloudy, clear.	Cloudy, clear.
6	Off N. Pt. Anticosti	30.08	30.08	30.02	55	49	53	E 2	E 2	ENE 3	0	7	7	Cloudy, clear.	Cloudy, clear.
7	Blanc Sablon	29.94	29.91	29.74	52	47	58	ENE 4	E 3	E 3	0	5	4	Cloudy, clear.	O'cast, light rain, drizzle.
8	Off Greenly Island	29.72	29.78	29.88	49	43	48	ENE 2	ENE 2	ENE 2	0	4	3	Cloudy, drizzle.	O'cast, mod. fog.
9	Cape Norman	29.96	30.10	30.16	48	42	43	NE 3	NE 2	Calm	12	3	3	O'cast, fog, haze.	O'cast, mod. fog.
10	SW Belle Isle	30.14	30.00	29.94	50	42	43	Calm	W 4	W 5	0	5	6	O'cast, clear.	Cloudy, clear.
11	Quirpon	29.94	29.85	29.66	52	50	43	W 5	SSE 3	SW 2	0	7	7	Cloudy, clear.	Cloudy, clear.
12	Quirpon	29.63	29.52	29.62	56	49	43	W 6	W 5	W 4	12	4	2	O'cast, haze.	O'cast, thick fog.
13	Quirpon	29.69	29.74	29.78	51	46	44	Calm	SE 2	SE 2	24	2	2	Thick fog.	Thick fog.
14	Quirpon	29.71	29.62	29.64	56	46	45	SE 3	S 3	WSW 2	12	2	4	Thick fog.	Cloudy, distant fog.
15	St. Anthony	29.70	29.78	29.90	64	55	46	W 3	W 5	WNW 4	4	6	7	Cloudy, clear.	Cloudy, clear.
16	Cape Bauld	30.00	30.00	30.00	57	50	49	NW 2	SW 3	W 4	0	8	9	Cloudy, clear.	Cloudy, clear.
17	SW Belle Isle	29.97	29.90	29.84	56	47	39	W 3	ESE 2	NE 3	0	7	6	Cloudy, clear.	Cloudy, clear.
18	NE Belle Isle	29.82	29.80	29.72	46	44	38	E 3	SE 4	ESE 5	0	6	6	O'cast, light rain.	O'cast, clear.
19	Lark Cove	29.64	29.46	29.48	50	43	38	E 6	ESE 6	SW 2	22	2	0	Thick fog and rain.	Dense fog, light rain.
20	53 25N 55 25W	29.62	29.63	29.78	50	42	42	SW 3	E 5	ENE 4	8	4	3	Cloudy, clear.	Cloudy, mod. fog.
21	55 33N 55 45W	29.88	30.02	30.05	45	40	42	NE 4	NNE 3	NW 3	8	2	7	O'cast, fog.	Cloudy, clear.
22	58 31N 60 15W	30.04	30.02	29.96	41	36	39	WNW 3	WNW 2	NW 2	4	3	8	Cloudy, fog banks.	Cloudy, clear.
23	Off Resolution Is.	29.92	29.92	29.94	36	32	32	WNW 3	W 2	WNW 1	8	7	2	Cloudy, clear.	Cloudy, thick fog.
24	61 05N 68 10W	29.96	29.97	29.98	38	32	32	NNW 2	WNW 3	WNW 2	0	8	9	Cloudy, clear.	Cloudy, clear.
25	Wakeham Bay	29.93	29.84	29.77	60	38	47	SW 2	SE 2	WSW 1	0	8	8	Cloudy, clear.	Cloudy, clear.
26	Off Wales Island	29.68	29.60	29.56	60	45	39	Calm	S 3	NE 2	0	7	5	Cloudy, clear.	O'cast, rain.
27	Wakeham Bay	29.54	29.56	29.56	43	34	48	ESE 2	ENE 3	E 4	12	5	4	O'cast, rain.	O'cast, fog.
28	61 12N 67 38W	29.60	29.75	29.78	36	35	33	E 5	E 4	ENE 4	24	4	4	O'cast, mod. fog.	O'cast, mod. fog.
29	61 19N 69 15W	29.81	29.88	29.85	35	34	34	ENE 4	ENE 4	ENE 5	20	3	3	O'cast, fog.	O'cast, fog.
30	Off C. Hopes Advance	29.92	29.93	29.96	40	35	35	ENE 5	ENE 4	ENE 1	22	4	4	O'cast, mod. fog.	O'cast, mod. fog.
31	Cape Hopes Advance	29.97	29.95	29.86	40	38	35	NNW 3	NW 3	WNW 2	0	7	8	Cloudy, clear.	Fine, clear.
Aug.															
1	Diana Bay	29.84	29.82	29.72	43	38	35	WNW 4	NW 3	NW 3	0	8	7	Cloudy, clear.	Cloudy, clear.
2	Diana Bay	29.84	29.90	29.78	47	37	35	NW 4	NW 1	S 2	12	3	8	O'cast, fog.	Cloudy, clear.
3	Diana Bay	29.69	29.67	29.62	46	37	35	S 2	W 2	W 2	0	9	9	Cloudy, clear.	Cloudy, clear.
4	61 10N 65 45W	29.72	29.84	29.95	39	35	36	NW 3	NW 5	NW 3	3	7	9	Cloudy, clear.	Fine, clear.

METEOROLOGICAL REPORT C.G.S. N.B. MCLEAN

Date 1950		Barometer			Temperature			Wind True			Fog	Vis.		Remarks	
		8 a m	4 p m	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	Hrs	am	pm	a m	p m
Aug.								Dir F	Dir F	Dir F					
5	Charles Is. E end	30.00	29.87	29.83	49	35	35	SE 1	SW 2	WSW 1	4	7	6	Cloudy, clear.	O'cast, fog banks.
6	12 m. off Digges Is.	29.79	29.78	29.78	48	35	36	WSW 4	SW 4	WSW 4	4	5	7	Cloudy, fog banks.	O'cast, clear.
7	Off Nottingham Is.	29.78	29.82	29.88	47	40	30	SW 1	NNW 3	Calm	8	2	8	Fog.	Cloudy, clear.
8	Digges Island	29.88	29.89	29.90	48	39	38	NNE 2	NNE 2	N 1	0	9	9	Fine, clear.	Fine, clear.
9	16 m. N of Wales Is.	29.90	29.85	29.86	50	36	38	W 2	NW 3	W 3	0	8	9	Cloudy clear.	Fine, clear.
10	Wakeham Bay	29.81	29.71	29.58	54	44	46	W 2	NE 2	Calm	2	8	6	Fine, clear.	O'cast, clear.
11	61 30N 70 18W	29.49	29.41	29.29	48	38	40	Calm	S 3	NW 3	3	4	7	O'cast, mod. fog.	Cloudy, clear.
12	Diana Bay	29.32	29.46	29.56	38	37	34	NW 5	NW 6	NW 4	0	7	8	O'cast, clear.	Fine, clear.
13	61 36N 70 03W	29.52	29.62	29.63	42	34	37	WSW 3	NW 4	SW 2	0	8	7	Cloudy, clear.	Cloudy, clear.
14	Off Charles Is.	29.34	29.64	29.62	38	35	34	WSW 3	NE 3	NE 1	4	5	5	O'cast, rain, light fog bank.	O'cast, distant fog.
15	Off Charles Is.	29.66	29.47	29.44	53	34	34	E 5	SE 5	SW 4	3	4	6	O'cast, showers, fog bank.	O'cast, showers.
16	61 12N 68 40W	29.52	29.67	29.74	48	35	37	N 3	NW 5	NE 2	4	4	7	O'cast, showers, fog bank.	Cloudy, distant fog.
17	Acadia Cove	29.79	29.70	29.49	40	34	36	ENE 3	NE 3	E 4	7	8	3	O'cast, clear.	O'cast, int. fog.
18	Acadia Cove	29.54	29.72	29.87	38	34	35	SW 3	W 4	SW 3	0	5	8	O'cast, rain.	Fine, clear.
19	Acadia Cove	30.02	30.08	30.14	38	33	34	SW 2	W 3	Calm	0	9	8	Fine, clear.	Fine, clear.
20	Acadia Cove	30.08	29.90	29.73	38	34	34	E 3	E 5	E 6	0	9	7	Fine, clear.	Cloudy, clear.
21	Acadia Cove	29.63	29.62	29.76	37	34	34	E 4	ENE 3	Calm	0	6	8	O'cast, steady rain.	Cloudy, clear.
22	Acadia Cove	29.79	29.70	29.80	40	34	34	ENE 3	ENE 4	SW 3	12	6	3	O'cast, clear.	O'cast, fog.
23	Acadia Cove	29.90	29.78	29.54	41	36	34	SW 1	SE 4	ESE 6	0	8	5	Cloudy, clear.	O'cast, distant fog.
24	Acadia Cove	29.57	29.59	29.72	43	36	34	SE 3	SE 3	S 3	0	7	8	O'cast, int. rain.	Cloudy, clear.
25	Off Resolution Is.	29.78	29.71	29.69	38	35	35	S 3	ESE 3	WSW 2	0	9	9	Cloudy, clear.	Cloudy, clear.
26	Cape Hopes Advance	29.74	29.79	29.62	45	38	38	SW 3	SW 2	S 4	0	7	7	O'cast, clear.	O'cast, clear.
27	Cape Hopes Advance	29.36	29.35	29.34	46	37	38	S 6	SW 3	SW 1	0	7	8	O'cast, clear.	Cloudy, clear.
28	Cape Hopes Advance	29.24	29.14	28.89	42	35	38	WSW 2	W 3	WNW 4	0	6	6	O'cast, clear.	O'cast, light rain.
29	Cape Hopes Advance	29.24	29.34	29.48	37	34	38	N 4	NW 4	NW 2	12	3	6	O'cast, fog, int. rain.	Cloudy, clear.
30	Cape Hopes Advance	29.57	29.61	29.62	46	36	38	WNW 1	Calm	NNW 2	0	7	8	O'cast, clear.	Cloudy, clear.
31	62 06N 72 06W	29.64	29.65	29.70	37	32	37	WNW 2	NW 3	WSW 1	3	6	7	Cloudy, fog banks.	Cloudy, clear.
Sep.															
1	Sugluk	29.76	29.84	29.86	42	35	38	WSW 3	NE 2	NW 1	4	6	8	Cloudy, clear.	Fine, clear.
2	Nottingham Island	29.86	29.86	29.84	37	36	37	Calm	SW 2	SW 1	16	7	2	Cloudy, clear.	O'cast, thick fog.

METEOROLOGICAL REPORT C.G.S. N.B. MCLEAN

Date 1950	Noon Position	Barometer			Temperature			Wind True			Fog	Vis.		Remarks	
		8 a m	4 p m	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	Hrs	am	pm	a m	p m
Sep.								Dir F	Dir F	Dir F					
3	Nottingham Island	29.88	29.92	29.90	37	35	34	Calm	WSW 1	SW 3	14	3	3	Dense fog.	O'cast, fog.
4	62 48N 77 55W	29.88	29.85	29.90	42	35	38	SW 3	SW 3	NE 1	22	3	3	O'cast, fog.	O'cast, fog.
5	Erik Cove	29.80	29.22	29.19	45	34	38	Calm	S 8	S 4	8	5	4	Cloudy, clear.	O'cast, fog, light rain.
6	Erik Cove	29.06	29.20	29.50	45	38	38	S 3	N 2	SW 2	20	3	2	O'cast, rain and fog.	Thick fog.
7	Nottingham Island	29.71	29.80	29.90	42	36	36	N 3	SW 3	SW 1	4	7	9	Cloudy, clear.	Fine, clear.
8	62 18N 81 40W	29.75	29.60	29.82	40	36	42	E 4	NE 5	N 5	0	8	4	Fine, clear.	O'cast, mod. fog, int. rain.
9	60 18N 85 52W	30.04	30.21	30.27	40	38	43	NE 5	NW 3	W 3	0	8	8	Cloudy, clear.	Cloudy, clear.
10	Churchill	30.32	30.34	30.32	58	43	52	W 3	Calm	SW 2	0	9	9	Fine, clear.	Fine, clear.
11	Churchill	30.28	30.15	30.10	58	40	50	SW 3	SW 3	SSW 3	0	9	8	Fine, clear.	Fine, clear.
12	Churchill	30.04	29.98	29.90	51	46	50	SSW 3	SSW 3	SW 3	0	8	8	Cloudy, clear.	Cloudy, clear.
13	Churchill	29.84	29.94	29.75	54	47	50	WSW 3	Calm	SW 2	0	8	9	Cloudy, clear.	Fine, clear.
14	Churchill	29.82	29.95	30.04	48	42	49	NE 3	NNW 4	NNW 4	0	8	7	Cloudy, clear.	Occasional int. rain.
15	Churchill	30.10	30.11	30.02	43	40	49	NNE 2	W 1	WSW 2	0	6	7	Occasional int. rain.	O'cast, clear.
16	Churchill	29.86	29.85	29.92	46	38	49	WSW 2	WNW 1	NE 2	0	8	7	Cloudy, clear.	O'cast, clear.
17	Churchill	29.91	29.86	29.78	39	35	49	NNW 2	N 2	NNE 3	0	7	6	O'cast, clear.	O'cast, snow showers.
18	Churchill	29.94	30.04	30.06	35	34	47	N 3	NNW 3	WNW 2	0	6	7	O'cast, snow showers.	O'cast, clear.
19	Off Churchill	30.02	29.98	30.00	37	33	43	SE 2	E 3	NNE 3	0	8	8	O'cast, clear.	Cloudy, clear.
20	60 32N 88 15W	30.06	30.02	29.90	40	34	41	N 4	NNW 4	WNW 2	0	8	8	Cloudy, clear.	Cloudy, clear.
21	62 24N 81 56W	29.68	29.45	29.34	42	33	38	SW 3	SSE 4	E 4	0	6	6	O'cast, int. snow.	O'cast, int. snow.
22	63 35N 82 42W	29.58	29.84	29.96	32	28	35	ENE 6	NNE 5	N 3	0	5	8	O'cast, snow flurries.	Cloudy, clear.
23	Coral Harbour	30.00	30.00	30.00	32	25	34	NNW 3	SSE 2	E 1	0	8	7	Cloudy, clear.	O'cast, clear.
24	Coral Harbour	30.00	29.94	29.84	32	21	34	E 1	S 3	S 3	0	6	5	Cloudy, fog at dusk.	Occasional distant fog.
25	63 21N 82 52W	29.70	29.64	29.51	35	32	34	S 4	S 3	S 3	0	7	5	O'cast, clear.	O'cast, light snow.
26	63 18N 80 30W	29.46	29.64	29.84	34	33	36	W 2	NW 2	NW 2	3	5	7	O'cast, light rain.	Cloudy, clear.
27	Nottingham Island	29.94	30.05	30.08	34	32	36	NE 3	NE 3	Calm	0	8	9	O'cast, clear.	Cloudy, clear.
28	Erik Cove	30.06	29.94	29.76	34	32	36	NNE 3	NE 4	NE 3	4	5	5	O'cast, distant fog.	O'cast, distant fog.
29	Erik Cove	29.67	29.64	29.64	41	33	36	NW 1	S 3	NNW 1	20		2	Occasional fog, int. rain and snow.	O'cast, fog.

METEOROLOGICAL REPORT C.G.S. N.B. MCLEAN

Date 1950	Noon Position	Barometer			Temperature			Wind True			Fog	Vis.		Remarks	
		8 a m	4 p m	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	Hrs	am	pm	a m	p m
Sep.								Dir F	Dir F	Dir F					
30	Erik Cove	29.68	29.78	29.98	34	32	35	N 2	N 2	N 2	24	1	1	Thick fog.	Thick fog, light rain.
Oct.															
1	62 40N 77 48W	30.12	30.10	30.04	32	27	35	N 3	NNE 2	N 3	0	8	8	0'cast, clear.	Cloudy, clear.
2	Off Digges Island	29.94	29.92	29.82	27	26	35	NNE 4	N 3	Calm	0	8	7	0'cast, clear.	0'cast, clear.
3	Erik Cove	29.60	29.38	29.34	30	24	35	SW 3	SW 4	NW 4	0	6	6	0'cast, snow flurries.	0'cast, int. snow flurries.
4	Sugluk	29.34	29.19	29.18	23	18	34	SW 2	SSW 4	W 4	0	7	7	Cloudy, snow flurries.	Cloudy, snow flurries.
5	Sugluk	29.21	29.23	29.35	22	15	33	WSW 3	SW 3	WSW 3	0	8	9	Cloudy, clear.	Cloudy, clear.
6	Sugluk	29.44	29.46	29.58	24	20	33	W 3	W 5	W 5	0	6	6	Cloudy, light snow.	Cloudy, light snow.
7	63 00N 79 10W	29.69	29.94	29.93	26	24	32	WNW 6	NW 4	NW 3	0	8	9	Cloudy, clear.	Cloudy, clear.
8	Off Wales Island	29.89	29.91	29.98	26	24	34	NW 3	NW 2	W 2	0	8	8	Cloudy, clear.	Cloudy, clear.
9	Wakeham Bay	30.07	30.14	30.07	28	23	33	WSW 2	WSW 1	SW 3	0	8	8	Cloudy, clear.	Cloudy, clear.
10	Wakeham Bay	29.82	29.54	29.36	41	26	34	ESE 1	SE 4	SW 4	0	7	7	0'cast, clear.	0'cast, clear.
11	Wakeham Bay	29.45	29.86	29.98	36	31	34	W 6	W 2	NNE 3	0	8	9	Cloudy, clear.	Cloudy, clear.
12	Cape Hopes Advance	30.00	29.98	29.89	31	27	33	ENE 3	E 3	E 4	0	7	8	0'cast, clear.	Cloudy, clear.
13	Acadia Cove	29.85	29.78	29.60	33	29	34	ENE 4	ENE 4	ENE 4	0	5	5	0'cast, snow flurries.	0'cast, snow flurries.
14	61 03N 64 17W	29.32	29.19	29.20	34	31	34	NE 6	N 7	NNE 6	0	5	5	0'cast, snow flurries.	0'cast, snow flurries.
15	61 26N 62 48W	29.32	29.56	29.74	31	28	34	N 7	WNW 5	NW 5	0	5	8	0'cast, snow flurries.	Cloudy, clear.
16	57 43N 58 25W	29.88	29.98	30.08	32	28	38	NNW 6	NW 5	NW 4	0	8	8	Cloudy, clear.	Cloudy, clear.
17	53 02N 55 10W	30.18	30.04	29.60	42	30	38	NW 3	SW 5	SSE 6	0	8	7	Cloudy, clear.	Cloudy, clear.
18	50 09N 59 33W	29.72	30.01	30.18	40	34	44	NW 5	NW 5	NW 3	0	8	8	Cloudy, clear.	Cloudy, clear.
19	49 19N 66 33W	30.03	29.79	29.44	40	33	39	SE 4	E 4	SSW 3	0	7	7	Cloudy, snow.	0'cast, clear.
20	King's Wharf	29.52	29.77	29.90	49	40	49	WSW 5	SW 3	SSW 2	0	8	8	Cloudy, clear.	Cloudy, clear.

METEOROLOGICAL REPORT C.G.S. C.D. HOWE

Date	Noon Position		Wind		Barometer		Temp.		Vis.		Remarks	
1950	Lat. N	Long. W	Noon	8 p m	Noon	8 p m	Noon	Mid.	am	pm	am	pm
July	o '	o '					F°	F°				
25	47 52	69 48	N 2	NE 4	29.72	29.56	61	55	5	5	O'cast, light haze.	O'cast, occasional rain shwrs.
26	49 57	65 12	E 4	E 4	29.50	29.45	53	48	4	0	O'cast, light fog.	O'cast, dense fog.
27	50 08	59 18	NE 5	E 4	29.44	29.45	55	59	5	6	O'cast.	O'cast, occasional rain squalls.
28	53 18	55 18	WE 2	SE 5	29.65	29.77	45	43	8	5	O'cast, cloudy.	O'cast, light fog.
29	Webeck Harbour		SE 8	SE 10	29.55	29.74	52	43	10	7	Cloudy, clear.	O'cast, occasional rain squalls.
30	Tuchialik		SE 4	S 2	29.73	29.70	46	45	10	15	O'cast, clear.	Fine, clear.
31	Tuchialik		W 2	NW 3	29.58	29.60	50	42	12	12	Fine, clear.	Cloudy, clear.
Aug.												
1	56 53	59 36	NW 7	NW 7	29.58	29.60	41	42	10	10	O'cast.	Cloudy, clear.
2	60 28	63 25	NW 5	NW 5	29.86	29.86	38	38	8	½	O'cast, occasional fog patches.	O'cast, dense fog.
3	60 12	65 15	SW 4	SW 3	29.70	29.70	39	46	8	12	Light rain.	Fine, clear.
4	59 00	67 20	W 2	NW 3	29.80	30.00	38	42	½	10	Fog.	Cloudy, clear.
5	Koksoak River		NE 2	SW 4	30.10	30.00	59	54	15	15	Fine, clear.	Fine, clear.
6	Koksoak River		NW 4	Calm	29.86	29.96	59	60	10	10	Cloudy, clear.	Cloudy, clear.
7	Koksoak River		SSW 3	ESE 2	29.80	29.75	60	59	8	8	O'cast, clear, passing rain.	O'cast, rain showers.
8	Koksoak River		NE 4	NE 4	29.78	29.76	48	45	8	10	O'cast, rain.	Cloudy, clear.
9	Koksoak River		NE 3	NNE 3	29.72	29.70	60	45	10	12	Cloudy, clear.	Fine, clear.
10	Koksoak River		NE 2	ENE 3	29.78	29.63	50	50	12	12	Fine, clear.	Fine, clear.
11	58 52	67 47	W 3	WSW 2	29.57	29.40	49	42	8	10	O'cast, light rain.	Cloudy, clear.
12	62 00	71 24	NW 7	NNW 9	29.50	29.54	39	39	10	12	Cloudy, clear.	Fine, clear, occasional fog patches.
13	62 50	80 12	NW 3	W 3	29.65	29.59	43	46	15	10	Cloudy, clear.	Cloudy, clear.
14	60 35	88 30	NE 3	NE 5	29.59	29.56	45	48	5	3	Haze, occasional rain showers.	O'cast, rain.
15	Churchill		N 6	SE 2	29.85	29.83	48	50	5	7	O'cast, light rain.	Clear.
16	Churchill		WNW 2	ESE 4	29.83	29.80	50	46	10	10	O'cast, cloudy, clear.	Fine, cloudy, clear.
17	Churchill		NW 3	NW 2	29.94	30.08	49	48	8	12	O'cast, occasional rain.	Fine, clear.
18	Churchill		W 2	SW 2	30.10	30.04	50	47	12	12	Cloudy, clear.	Cloudy, clear.
19	Churchill		W 1	SW 2	29.80	29.65	52	50	12	8	Cloudy, clear.	O'cast, rain.
20	Churchill		NE 4	N 2	29.57	29.60	41	44	8	3	O'cast, rain.	Light fog, cloudy.
21	Churchill		W 3	W 2	29.57	29.40	49	47	10	7	Cloudy, clear.	O'cast, raining.
22	Churchill		NE 4	NE 7	29.09	29.20	42	45	7	8	O'cast, occasional rain squalls.	O'cast, occasional rain squalls.
23	Churchill		N 3	NE 4	29.45	29.45	50	45	10	12	Fine, clear.	Cloudy, clear.
24	60 16	89 01	N 6	N 6	29.40	29.35	47	41	10	10	O'cast, clear.	O'cast, occasional rain squalls.

METEOROLOGICAL REPORT C.G.S. C.D. HOWE

Date 1950	Noon Position Lat. N	Long. W	Wind Noon	8 p m	Barometer Noon	8 p m	Temp. Noon F°	Mid. F°	Vis. am	pm	Remarks a m	p m
Aug.	o '	o '										
25	62 17	80 06	NNW 3	SW 2	29.45	29.54	48	38	12	0	O'cast, cloudy.	Dense fog.
26	Cape Dorset		SW 2	NE 2	29.59	29.56	35	35	½	7	Fog.	O'cast, rain.
27	64 02	75 55	W 4	W 4	29.19	29.19	35	35	7	¼	O'cast, cloudy, drizzle.	Dense fog.
28	Lake Harbour		N 3	NE 3	29.03	28.87	42	46	8	10	Rain.	O'cast, cloudy.
29	62 37	69 48	SW 3	SE 2	29.25	29.39	39	35	12	12	Cloudy, clear.	Cloudy, clear.
30	Abm. Fletcher Is.		SE 2	Calm	29.51	29.52	40	35	12	15	Cloudy, clear.	Cloudy, clear.
31	63 52	63 52	SW 2	Calm	29.60	29.65	41	46	15	15	Cloudy, clear.	Fine, clear.
Sept.												
1	Pangnirtung		Calm	Calm	29.76	29.76	39	35	15	15	Fine, clear.	Fine, clear.
2	65 07	61 42	NE 2	NE 3	29.60	29.61	35	36	8	½	Cloudy, light fog.	Fog.
3	68 46	63 52	NW 2	Calm	29.64	29.55	37	36	1	10	O'cast, fog.	Cloudy, clear.
4	Clyde River		Calm	NW 6	29.48	29.56	39	36	10	0	Cloudy, clear.	Heavy snow.
5	71 16	69 34	NW 3	SSW 2	29.70	29.67	36	36	15	15	Cloudy, clear.	Cloudy, clear.
6	Pond Inlet		SW 1	SW 1	29.69	29.70	40	36	15	4	Cloudy, clear.	Cloudy, light fog.
7	73 41	80 55	NW 2	NW 6	29.76	29.91	31	28	1	0	Light snow, fog.	Snow flurries.
8	Arctic Bay		SE 1	NW 6	30.05	29.96	31	31	15	15	Cloudy, clear.	Fine, clear.
9	74 14	81 36	NE 2	NNE 3	29.90	29.89	32	33	15	15	Cloudy, clear.	O'cast, clear.
10	71 28	69 49	S 2	SW 2	29.80	29.71	35	35	12	15	O'cast, cloudy, clear.	Cloudy, clear.
11	67 44	62 12	SE 5	SW 6	29.50	29.19	38	42	15	3	Cloudy, clear.	Light fog.
12	63 39	62 42	SW 5	SW 5	29.49	29.60	40	38	15	15	Cloudy, clear.	Fine, clear.
13	63 32	68 15	SW 2	Calm	29.70	29.58	36	36	15	15	Fine, clear.	Fine, clear.
14	Frobisher Bay		SW 1	ESE 1	29.57	29.62	39	40	15	15	Fine, clear.	Fine, clear.
15	62 46	66 45	S 2	W 2	29.72	29.64	41	36	15	15	Cloudy.	O'cast, clear.
16	59 21	60 32	SE 3	SW 6	29.50	29.19	39	42	8	5	O'cast, raining.	O'cast, raining.
17	56 04	56 52	W 5	NW 8	28.80	28.93	42	35	5	1	O'cast, raining.	O'cast, snow and rain.
18	54 02	53 15	WNW 8	WNW 6	29.65	29.96	37	48	10	15	Cloudy, clear.	O'cast, clear.
19	Forteau Bay		NW 4	NNW 5	29.61	29.79	50	42	6	12	Rain.	Fine, clear.
20	50 35	58 56	W 5	SW 4	30.05	30.00	48	46	15	15	Fine, clear.	Fine, clear.
21	49 52	65 54	NW 4	NW 2	29.85	30.00	42	53	15	15	Cloudy, clear.	Fine, clear.
22	Quebec		SW 5	NE 2	29.65	29.42	52	54	15	5	Fine, clear.	Heavy rain.

METEOROLOGICAL REPORT M.V. RUPERTSLAND

Date 1950	Noon Position Lat.N	Long.W	Barometer 8 am	4 pm	Mid.	Temp. F° Max	Min	Sea	Wind 8 a m	4 p m	Mid.	Vis. am	pm	Remarks a m	p m
July	o '	o '													
16	46.55	70.53	1020	1018	1014	80	52	56	Calm	NW 3	NE 2	8	8	Fine, clear.	O'cast, clear.
17	49.11	66.49	1009	1006	1006	63	57	51	NE 2	SE 2	SSE 2	8	8	Lightly o'cast, clear.	O'cast, clear.
18	49.54	61.47	1002	1001	998	58	52	48	SE 2	ESE 2	ESE 2	5	6	O'cast, hazy.	O'cast, light rain.
19	51.06	57.26	992	995	995	57	45	45	SSE 4	SE 1	NE 2	0	5	Dense fog.	O'cast, hazy.
20	53.44	55.36	998	1002	1007	50	46	40	SE 3	SE 3	Ely 5	8	8	Fine, clear.	O'cast, clear.
21	56.01	54.54	1014	1018	1019	43	38	36	N 4	Nly 1	NNW 2	8	4	O'cast, clear. Bergs and field ice in sight.	Fog patches.
22	58.31	60.21	1019	1018	1017	48	36	35	NW 3	NW 1	NW 1	8	8	Fine, clear. Numerous pieces ice in sight.	Fine, clear.
23	60.31	64.36	1015	1018	1017	47	38	32	WNW 3	SW 1	SW 1	8	4	Fine, clear.	Fog patches. Vessel working through field ice.
24	59.21	66.22	1016	1016	1016	52	35	32	Calm	NW 2	NW 2	8	1	Cloudy, clear. Vessel working through field ice.	Fog.
25	George River		1016	1012	1011	63	42	33	NE 1	NE 2	Calm	8	6	Fine, clear.	Hazy.
26	Chimo River		1010	1008	1008	50	36	38	Calm	SE 1	Calm	8	8	Fine, clear.	Cloudy, clear.
27	Fort Chimo		998	996	997	56	48	57	Nly 1	SW 1	SW 1	8	8	O'cast, clear.	O'cast, clear.
28	Chimo River		999	1002	1005	54	40	35	Wly 2	Wly 1	SE 2	8	0	Cloudy, clear.	Dense fog. Vessel working through field ice.
29	Payne Bay		1007	1004	1003	43	37	34	ENE 3	ENE 3	NE 2	8	8	O'cast, clear.	O'cast, clear.
30	Payne Bay		999	1012	1012	45	40	37	NW 4	NE 4	NE 5	4	6	O'cast, heavy rain.	O'cast, rain.
31	Payne Bay		1012	1013	1012	43	38	35	NE 5	NE 4	Nly 1	6	8	O'cast, light rain.	Fine, clear. Passing through large pieces of ice.
Aug.															
1	62.28	69.38	1010	1009	1007	50	40	33	NW 4	NW 1	Wly 1	8	8	Cloudy, clear. Vessel working through field ice.	Fine, clear.
2	Lake Harbour		1011	1013	1010	53	37	33	Calm	Sly 2	SE 2	8	0	O'cast, clear.	Dense fog. Vessel working through field ice.
3	62.00	71.02	1006	1006	1008	40	38	32	Calm	SW 3	SW 5	8	8	Cloudy, clear. Vessel working through heavy ice.	Cloudy, clear. Occasionally heavy patches ice.
4	62.15	75.32	1012	1016	1018	47	38	35	WNW 4	WNW 2	Nly 1	8	8	Fine, clear.	Fine, clear.
5	63.16	75.27	1018	1012	1011	46	43	35	Calm	Wly 2	SW 4	8	1	O'cast, clear. Heavy ice in all directions.	O'cast, fog. Course altered account of ice.
6	60.46	78.38	1013	1014	1014	45	39	35	SW 1	Calm	Calm	8	0	Fine, clear.	Dense fog.
7	60.30	80.10	1009	1009	1006	44	41	40	Calm	NE 1	ENE 4	0	6	Dense fog.	O'cast, light rain.

METEOROLOGICAL REPORT M.V. RUPERTSLAND

Date	Noon Position		Barometer			Temp.			Wind			Vis.		Remarks	
1950	Lat.N	Long.W	8 am	4 pm	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	am	pm	am	pm
Aug.	o '	o '													
8	59.41	87.23	1006	1010	1015	46	39	39	NE 5	NE 4	NE 3	6	8	O'cast, rain. Passing through large pieces ice.	Cloudy, clear.
9	Churchill		1020	1023	1023	57	48	52	Calm	Calm	Calm	8	8	Fine, clear.	Fine, clear.
10	Churchill		1020	1018	1014	69	56	54	NW 2	NW 3	NW 3	8	6	Fine, clear.	O'cast, rain.
11	Churchill		1018	1018	1018	60	54	58	NE 2	NE 2	NE 2	8	8	O'cast, clear.	O'cast, clear.
12	58.58	92.43	1019	1018	1011	60	48	45	Calm	SW 2	SW 3	8	8	Fine, clear.	Cloudy, clear.
13	58.44	85.35	1010	1008	1006	48	44	40	SW 2	SW 1	SW 2	8	6	Fine, clear.	O'cast, rain.
14	58.30	78.50	1004	1001	1001	52	42	40	SSW 4	SE 1	SE 1	8	8	Cloudy, clear.	Fine, clear.
15	Port Harrison		1006	1004	1001	52	42	40	Sly 3	Sly 3	NNW 5	8	0	Fine, clear.	Dense fog.
16	60.11	79.15	1009	1011	1010	46	43	39	N 4	SW 2	WNW 1	8	8	Cloudy, clear.	O'cast, clear.
17	63.05	76.40	1008	1006	999	39	33	33	NE 3	Nly 3	N 2	8	3	O'cast, clear.	O'cast, snow.
18	Cape Dorset		1004	1004	1002	38	34	32	NNW 4	NW 2	SW 1	8	8	O'cast, clear.	O'cast, clear.
19	63.46	77.53	1010	1013	1012	40	34	31	SW 3	SW 2	SW 2	8	8	O'cast, clear.	O'cast, clear.
20	63.26	80.32	1010	1004	1000	39	34	29	Calm	SE 2	Ely 4	6	6	Rain. Vessel working through ice.	Rain. Vessel working through ice.
21	Southampton I.		998	998	997	39	34	31	NE 4	NE 4	NE 2	6	8	Rain. Vessel working through ice.	Overcast, clear.
22	Southampton I.		993	995	997	41	35	35	NE 3	ENE 2	E 2	8	8	Fine, clear.	O'cast, clear. Scattered ice.
23	62.18	86.52	995	992	992	45	40	44	NE 5	ENE 8	Nly 5	8	8	Cloudy, clear.	Cloudy, clear.
24	59.45	92.30	996	1004	1006	49	44	43	Nly 4	NW 2	WNW 3	8	8	O'cast, clear.	O'cast, clear.
25	Churchill		1005	1003	1000	40	39	42	NW 2	NW 2	NW 3	6	6	O'cast, rain.	O'cast, rain.
26	Churchill		998	996	995	42	39	40	NNW 3	NNW 3	NW 2	6	5	O'cast, rain.	O'cast, heavy rain.
27	Churchill		1008	1008	1010	45	43	40	N 5	N 3	Calm	8	8	O'cast, clear.	O'cast, clear.
28	Churchill		1014	1013	1014	45	40	40	Calm	Calm	Calm	8	8	Fine, clear.	Fine, clear.
29	58.56	92.18	1010	1009	1006	62	44	40	Calm	Calm	Calm	8	8	Fine, clear.	Fine, clear.
30	58.40	85.16	1004	1003	1003	42	40	39	NE 2	NE 1	NE 2	8	4	O'cast, clear.	O'cast, fog patches.
31	58.27	78.52	1002	1004	1006	48	36	36	NE 2	NE 2	NE 2	8	8	O'cast, clear.	O'cast, clear.
Sept.															
1	Port Harrison		1006	1008	1010	43	42	42	NW 1	NW 1	Calm	1	1	O'cast, fog.	O'cast, fog.
2	Port Harrison		1018	1012	1010	39	38	41	SW 1	SSW 1	W 2	8	8	O'cast, clear.	O'cast, clear.
3	Povungnituk		1011	1013	1014	43	39	41	Calm	NW 2	Nly 2	8	8	Cloudy, clear.	Cloudy, clear.
4	Cape Smith		1014	1010	1008	44	40	40	Wly 1	WSW 3	NW 1	8	8	O'cast, clear.	O'cast, clear.
5	63.24	82.28	994	995	995	45	42	39	SE 5	WNW 4	NE 4	8	8	O'cast, clear.	O'cast, clear.
6	Southampton I.		996	1000	1004	39	38	39	NE 5	NE 5	N 4	8	8	Cloudy, clear.	Cloudy, clear.

METEOROLOGICAL REPORT M.V. RUPERTSLAND

Date	Noon Position		Barometer			Temp. F°			Wind			Vis.		Remarks	
1950	Lat. N	Long.W	8 am	4 pm	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	am	pm	a m	p m
Sep.	o '	o '													
7	Southampton I.		1018	1017	1016	47	36	39	N 1	N 1	Sly 1	8	8	Fine, clear.	O'cast, clear.
8	63.11	84.11	1008	1009	1017	38	39	37	NE 5	NE 4	Nly 4	8	8	O'cast, clear.	O'cast, clear.
9	63.19	90.42	1022	1025	1026	44	38	38	NNW 4	NW 1	Calm	8	8	Cloudy, clear.	O'cast, clear.
10	64.48	87.00	1020	1022	1008	42	38	28	Calm	Sly 2	Sly 4	8	8	O'cast, clear.	O'cast, clear. Vessel working through heavy ice.
11	66.25	86.01	1006	1006	1006	44	38	29	SW 2	NW 3	Calm	8	8	Cloudy, clear. Vessel working through ice.	Cloudy, clear.
12	Repulse Bay		1007	1010	1008	35	40	30	NW 2	NW 1	NW 1	8	8	Fine, clear.	O'cast, clear. Vessel working through heavy ice.
13	65.17	86.35	1006	1007	1002	41	34	30	Nly 3	Calm	SW 2	8	6	Cloudy, clear. Vessel working through ice.	O'cast, rain.
14	Chesterfield		1005	1012	1018	43	40	39	N 5	NNE 4	N 3	6	8	O'cast, rain.	O'cast, clear.
15	61.04	91.54	1018	1019	1018	45	40	40	NW 4	NW 3	Wly 2	8	8	Cloudy, clear.	O'cast, clear.
16	Churchill		1014	1012	1013	48	44	42	SW 3	Ely 1	SE 2	8	6	O'cast, clear.	O'cast, rain.
17	Churchill		1015	1014	1014	38	36	41	SE 2	Ely 2	NE 2	8	8	O'cast, clear.	O'cast, clear.
18	Churchill		1016	1017	1018	40	39	40	NE 3	NE 1	Var 1	8	8	Cloudy, clear.	O'cast, clear.
19	Churchill		1019	1020	1022	43	39	38	Nly 3	Nly 1	Sly 2	8	8	Cloudy, clear.	O'cast, clear.
20	Churchill		1026	1012	1003	46	35	38	SW 2	NE 3	NE 4	8	8	Cloudy, clear.	O'cast, clear.
21	Churchill		1001	1001	1003	40	38	38	Wly 4	NW 2	Nly 3	8	8	O'cast, clear.	O'cast, clear.
22	Churchill		1005	1009	1012	36	35	40	Nly 5	Nly 4	NE 5	8	8	O'cast, clear.	Cloudy, clear.
23	59.22	92.49	1021	1014	1010	43	37	40	SW 3	SSW 4	Sly 5	8	8	Heavily o'cast, clear.	Heavily o'cast, clear.
24	61.32	87.52	1011	1011	1010	40	37	35	SSW 6	SSE 5	SSE 4	8	8	O'cast, clear.	O'cast, clear.
25	64.04	83.10	1007	1001	995	39	35	32	SE 3	SSE 1	Sly 3	6	8	O'cast, rain.	Heavily o'cast, clear.
26	Southampton I.		1004	1006	1012	38	34	30	WNW 2	NNW 2	NE 2	8	8	Cloudy, clear.	O'cast, clear. Working through heavy ice.
27	64.02	78.50	1016	1021	1024	36	30	30	Nly 2	NW 1	Nly 2	8	8	O'cast, clear.	O'cast, clear.
28	66.55	79.35	1026	1026	1025	31	28	28	Nly 3	Nly 4	Nly 2	8	8	O'cast, clear.	O'cast, clear.
29	69.17	81.33	1021	1020	1019	29	25	30	Nly 2	NW 2	NW 1	8	8	O'cast, clear.	O'cast, clear. Vessel anchored Igloolik.
30	67.31	80.10	1018	1018	1022	26	24	29	NNW 3	NW 3	NW 3	8	8	O'cast, clear.	O'cast, clear.
Oct.															
1	64.19	79.26	1022	1023	1018	32	26	30	NW 4	NW 1	NE 3	8	8	O'cast, clear.	Heavily o'cast, clear.
2	61.20	78.43	1016	1017	1012	33	30	34	Nly 5	NNE 5	NNE 3	8	8	O'cast, clear.	O'cast, clear. Anchd. Cape Smith.

METEOROLOGICAL REPORT M.V. RUPERTSLAND

Date	Noon Position		Barometer			Temp. F°			Wind			Vis.		Remarks	
1950	Lat. N	Long.W	8 am	4 pm	Mid.	Max	Min	Sea	8 a m	4 p m	Mid.	am	pm	a m	p m
Oct.	o '	o '													
3	62.22	78.28	1006	995	994	32	29	31	NW 3	Nly 5	Nly 3	4	4	O'cast, snow.	O'cast, snow.
4	63.50	75.20	986	983	982	29	22	30	NW 4	SW 2	Sly 4	4	4	O'cast, snow. At C. Dorset	O'cast, snow.
5	62.25	69.56	988	990	990	28	24	31	SW 5	SW 2	SW 1	8	8	O'cast, clear.	Fine, clear. Anchd. Lake Harbour.
6	62.14	69.08	994	998	1000	29	26	31	WSW 4	WSW 3	WSW 4	4	8	O'cast, rain.	Cloudy, clear. Passed several large ice bergs.
7	63.01	67.12	999	1002	1004	30	28	30	NW 4	NW 4	NW 4	8	4	Cloudy, clear. 0010 clear of Gabriel Strait.	O'cast, snow.
8	Frobisher Bay		1008	1001	1010	30	20	30	NW 2	NW 2	NW 3	8	8	Fine, clear.	Fine, clear.
9	Frobisher Bay		1019	1020	1021	22	14	15	NW 3	NW 2	NE 1	8	8	O'cast, clear.	Fine, clear.
10	63.27	68.08	1016	1006	999	31	20	30	SE 3	SE 5	ESE 6	8	8	Cloudy, clear.	O'cast, clear. Anchd. N of Bartlett Narrows.
11	62.55	66.38	996	1006	1014	38	32	30	ESE 3	WNW 2	NW 2	8	8	O'cast, clear.	Fine, clear.
12	63.27	63.27	1018	1018	1018	32	29	32	Nly 3	Nly 4	NNW 3	8	8	Fine, clear.	Cloudy, clear.
13	65.49	66.09	1018	1018	1018	30	28	30	NW 4	Airs	Calm	8	8	Cloudy, clear.	Cloudy, clear.
14	Pangnirtung		1012	1002	997	33	24	26	Nly 1	NW 2	NW 4	8	8	O'cast, clear. Fiord frozen for 1 sq. mile.	Cloudy, clear. Passed numerous ice bergs.
15	63.18	63.22	997	1001	1004	32	28	30	NW 5	NW 4	NNW 4	8	8	Cloudy, clear.	O'cast, clear.
16	59.59	60.13	1011	1018	1020	32	28	34	NW 5	NW 5	NW 5	8	8	O'cast, clear.	O'cast, clear.
17	56.50	57.33	1022	1013	1004	34	29	35	W 4	Sly 5	SSW 5	8	4	O'cast, clear.	O'cast, snow.
18	54.57	56.09	1004	1008	1012	38	35	33	E 1	NW 2	NNW 4	4	8	O'cast, snow	O'cast, clear.
19	51.39	56.17	1018	1019	1006	40	36	35	NW 6	Wly 1	Sly 2	8	8	Cloudy, clear. Passed large ice bergs. 0700 abeam Belle Isle.	Cloudy, clear.
20	49.51	60.38	995	984	982	46	38	42	SE 6	WNW 5	Wly 6	5	8	O'cast, rain.	O'cast, clear.
21	49.53	62.31	994	1001	1008	42	36	37	NW 6	NW 6	NW 5	8	8	Cloudy, clear.	O'cast, clear.
22	50.09	64.45	1016	1022	1027	37	32	36	WNW 5	NNW 2	Nly 2	8	8	Cloudy, clear.	Fine, clear.
23	48.23	69.03	1027	1024	1022	38	34	36	Sly 1	Ely 2	Ely 5	8	8	O'cast, clear.	O'cast, clear.
24	46.23	72.27	1023	1018	1010	48	39	46	Ely 2	Ely 2	SSW 4	8	8	O'cast, clear.	O'cast, clear.
25	Montreal		1006	1007	1012	51	48	47	Wly 2	Wly 1	Wly 1	8	8	Fine, clear.	Fine, clear.

RESOLUTION ISLAND METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
July	Mbs.	Fº	Fº								
1	1015.5	40	30	NE 9	NE 7			¼	¼	Fog.	Fog.
2	1012.1	37	30	NE 14	E 15			5	6	Fog.	Fog.
3	1011.1	37	29	N 3	W 11			12	12	Clear.	Clear.
4	1011.0	43	28	WNW 8	WNW 10			12	10	Cloudy.	O'cast.
5	1013.4	42	31	NW 8	NW 6			12	12	Cloudy.	Part cloudy.
6	1010.8	50	35	SW 13	NE 4		.01	12	12	Part cloudy.	Part cloudy.
7	1008.1	48	33	NE 10	Calm		.04	10	5	O'cast.	Rain.
8	1016.8	48	32	NW 3	NNW 8	.08		10	12	O'cast.	Part cloudy.
9	1018.5	45	32	NW 5	E 10			12	12	Clear.	Part cloudy.
10	1008.6	38	32	E 18	NW 9	.03		10	¼	Drizzle.	Fog.
11	1005.5	39	30	Calm	E 5			10	5	Cloudy.	Fog.
12	996.6	40	31	Calm	NW 16			¼	10	Fog.	O'cast.
13	1007.6	44	32	NE 6	E 15			10	10	O'cast.	O'cast.
14	998.3	38	35	E 20	E 25	Trace	.12	10	1	O'cast.	Drizzle.
15	996.9	37	31	NW 19	SW 8	.11	.01	5	12	Drizzle.	Cloudy.
16	1015.6	40	32	SW 8	Calm			12	12	Cloudy.	Clear.
17	1012.2	42	33	E 24	E 26			12	12	Clear.	Cloudy.
18	1012.2	40	34	E 24	E 23		.15	¼	1	Fog.	Drizzle.
19	1016.6	43	35	E 25	NE 22	Trace		5	8	Fog.	Cloudy.
20	1022.8	52	38	NE 18	NW 03			10	12	O'cast.	Part cloudy.
21	1023.2	54	42	Calm	NW 9			10	12	Cloudy.	Part cloudy.
22	1018.2	39	34	NW 13	NW 14			12	12	O'cast.	Part cloudy.
23	1014.7	43	33	NW 7	NW 10			12	¼	Part cloudy.	Fog.
24	1016.4	42	31	NW 4	NE 9			12	¼	O'cast.	Fog.
25	1015.2	38	30	Calm	SE 6			¼	¼	Fog.	Fog.
26	1010.6	39	31	E 10	E 16			1	¼	Fog.	Fog.
27	1004.0	40	32	E 22	E 24			1	¼	Fog.	Fog.
28	1010.6	43	34	E 25	E 26			10	½	O'cast.	Fog.
29	1015.2	44	38	E 24	ENE 27			¼	6	Fog.	Fog.
30	1017.4	46	39	E 18	NE 15			10	10	Part cloudy.	Part cloudy.
31	1013.4	53	33	NE 18	NE 20			10	12	Part cloudy.	Part cloudy.
Aug.											
1	1006.6	55	36	NW 8	NW 9		.02	15	15	Cloudy.	O'cast.
2	1010.8	49	34	NE 14	NW 10			10	15	Part cloudy.	O'cast.
3	1004.8	43	33	NW 10	NW 16	.03		4	¼	Distant fog.	Dense fog.
4	1015.0	46	32	NE 10	NE 7			15	10	Cloudy.	O'cast.
5	1018.2	42	34	NE 5	NW 8			15	10	Cloudy.	O'cast.
6	1010.8	39	33	NW 6	NW 20	.05	Trace	2	8	Light int. rain.	Light int. rain.
7	1007.4	38	33	SW 7	NW 9			10	¼	O'cast.	Dense fog.
8	1009.2	47	29	NW 11	NW 3			10	15	Clear.	Clear.
9	1011.9	43	33	SE 3	E 10			5	¼	Thin fog.	Dense fog.
10	1007.4	40	32	E 7	NW 5			1	10	Thin fog.	Distant fog.
11	998.7	40	33	SW 7	Calm	.04	.02	15	10	Cloudy.	Cloudy.
12	993.2	41	34	SW 4	NW 11	.13		¼	10	O'cast.	Mod. drizzle.
13	1001.2	38	33	NW 20	NW 23			10	10	O'cast.	Part cloudy.
14	1005.0	40	32	SW 10	NW 15	.04	Trace	10	3	Light int. rain.	Distant fog.
15	1009.8	50	35	E 9	SW 14	.01		10	10	Light int. rain.	O'cast.
16	1004.8	48	33	SW 14	Calm			10	10	Clear.	O'cast.
17	1002.2	40	33	NE 19	NE 16		.11	10	1	O'cast.	Thick fog.
18	1006.8	38	34	SW 27	W 16			10	10	Cloudy.	Cloudy.
19	1021.0	39	32	SW 12	NW 9			15	15	Part cloudy.	Clear.
20	1015.1	44	32	NE 22	E 33		.02	10	10	Part cloudy.	O'cast.
21	1005.3	41	34	NE 26	Calm	.11	Trace	5	8	Cont. mod. rain	Clear.
22	1008.6	41	32	NE 16	SE 23		Trace	½	3	Mod. fog.	Light int. rain.

RESOLUTION ISLAND METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind			Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.		a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	F°	F°									
23	1010.2	41	34	SW 6	W 34			.01	15	8	Clear.	O'cast.
24	1003.4	43	34	SE 11	W 20		Trace		10	15	Part cloudy.	Part cloudy.
25	1008.8	43	35	SW 18	NE 6			Trace	15	3	Cloudy.	Light rain.
26	1010.6	44	32	NW 10	SW 6			.01	15	10	Cloudy.	Part cloudy.
27	1001.0	42	34	SW 20	SW 19		.02	.09	5	1	Light rain.	Mod. rain.
28	985.9	38	33	NW 22	SW 14		.18	.01	2	1	Cont. mod. rain	Fog.
29	990.6	44	33	NE 14	NW 5		Trace		6	10	O'cast.	O'cast.
30	1002.2	36	31	SW 6	NW 12				½	10	Fog.	O'cast.
31	1004.1	38	29	NW 13	NW 9				½	10	Mod. fog.	Clear.
Sep.												
1	1007.2	40	33	NE 14	NE 13				10	10	Part cloudy.	O'cast.
2	1009.6	41	30	NW 12	NW 24				12	12	O'cast.	Clear.
3	1010.2	36	31	NW 16	NW 16				12	½	O'cast.	Fog.
4	1011.5	36	29	NW 12	NW 18			.02	0	6	Fog.	O'cast.
5	1007.0	39	30	NW 10	SW 13		.14		10	12	O'cast.	O'cast.
6	990.6	39	30	SE 24	NE 11		.14	.06	¾	½	Rain.	Fog.
7	1007.8	41	35	NE 20	NW 7		Trace		10	8	O'cast.	O'cast.
8	1011.0	36	31	NW 14	NE 14				¼	12	Fog.	O'cast.
9	1002.2	37	33	NE 30	NE 17		.15	Trace	1	5	Rain.	O'cast.
10	1016.2	37	31	NW 8	NW 13				12	8	Part cloudy.	O'cast.
11	1014.2	43	31	NW 30	SW 35				10	1	O'cast.	O'cast.
12	1008.4	36	28	NW 24	NW 6				3	10	O'cast.	O'cast.
13	1006.5	37	31	NW 16	Calm				¼	¼	Fog.	Fog.
14	1001.2	38	32	NE 12	NE 10		.01	.02	5	10	Rain.	Clear.
15	1005.4	40	31	NE 5	NW 6				12	12	Part cloudy.	Clear.
16	1002.4	37	25	NW 7	NE 2				¼	6	Fog.	O'cast.
17	998.0	39	31	NW 9	NW 22				12	10	Cloudy.	Cloudy.
18	1003.0	36	24	NW 19	SW 4				12	10	Part cloudy.	Clear.
19	978.0	34	27	NE 30	NW 20		.05	.02	¼	1	Snowflakes.	Snowflakes.
20	981.2	38	29	NW 30	NW 30		.01	.04	1	2	Drifting snow	Snowflakes.
21	991.7	37	29	NW 30	NW 11		.03	.03	1	12	Snowflakes.	Clear.
22	998.7	34	30	NE 12	NE 10		Trace	Trace	12	10	Cloudy.	Cloudy.
23	1007.9	36	31	NE 6	NW 21				12	3	Part cloudy.	Drizzle.
24	1006.5	37	32	NE 12	NE 24		Trace	.03	3	½	Drizzle.	O'cast.
25	989.8	40	32	NE 20	NE 24		Trace		3	8	Drizzle.	O'cast.
26	1001.2	38	32	NW 12	NW 20				12	5	Cloudy.	O'cast.
27	1010.3	33	32	NW 9	NW 12				5	5	O'cast.	O'cast.
28	1021.0	34	31	NW 9	NW 2				12	9	Cloudy.	O'cast.
29	1013.5	33	29	NW 13	NE 18		.01		3	2	Rain.	Snowflakes.
30	1008.0	35	31	NE 20	NE 24		Trace	Trace	¼	½	Fog.	Rain.
Oct.												
1	1008.0	35	31	NE 17	NE 21		Trace	Trace	¼	½	Fog.	Light rain.
2	1007.2		30	NE 5	NW 12		.01		3	4	Light snow.	O'cast.
3	999.6		27	Calm	NE 14				36	10	O'cast.	O'cast.
4	992.5	31	29	NW 16	NW 17				10	5	Cloudy.	Cloudy.
5	994.5		24	NW 16	NW 9				10	5	O'cast.	O'cast.
6	998.6	29	24	NW 31	NW 18				12	10	Part cloudy.	Cloudless.
7	1008.0	29			NW 23					8		Part cloudy.
8	1008.3	30	28	NW 30					10		O'cast.	
9	1018.7	29	24	NW 14	NW 17				12	10	Part cloudy.	Cloudless.
10	1017.2	28	25	WNW 15	SE 24				12	10	Cloudy.	O'cast.
11	1008.2	36	31	SW 21	NW 26				10	5	O'cast.	O'cast.
12	1018.4	31	26	NE 1					12		Part cloudy.	
13	1010.7	30	28	NE 14	SE 17			Trace	10	½	O'cast.	Light snow.
14	992.8	33	30	NE 31	NE 30		Trace	Trace	½	3	Light snow.	O'cast.
15	1002.0	29	26	NW 7	NW 26				10	5	O'cast.	O'cast.

RESOLUTION ISLAND METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	F°	F°								
16	1016.2	32	19	NW 16	NW 21			10	10	Cloudy.	O'cast.
17	1012.6	27	26	NW 10	NE 5			10	10	O'cast.	O'cast.
18	1019.0	29	23	NW 12	NW 17			10	10	Cloudy.	O'cast.
19	1017.3	30	28	NW 19	NW 6		Trace	12	5	O'cast.	Light snow.
20	1011.8	28	26	SE 6	NE 14		Trace	10	10	O'cast.	Light snow.
21	1008.7	30	30	SE 11	E 9	Trace		5	5	Light snow.	O'cast.
22	1010.4	27			NW 12				12		Cloudless.
23	1010.0	28	19	Calm	NW 8			10	½	O'cast.	O'cast.
24	1010.2	28	25	NW 26	NW 16			10	12	O'cast.	Cloudless.
25	1018.0	20			E 7				12		Part cloudy.
26	1021.5	24	18	NW 10	NE 11	Trace		12	½	O'cast.	Light snow.
27	1021.2	28	19	NE 3	Calm			12	12	Part cloudy.	Part cloudy.
28	1012.9	30	19	SW 23	NW 7		Trace	10	3	O'cast.	Light snow.
29	1007.8	32	29	SE 4	SE 15			0	12	Fog.	Cloudy.
30	997.8	33	31	NE 10	Calm	Trace	.13	24	4	O'cast.	O'cast.
31	1000.7	33	29	NW 17				10		O'cast.	
Nov.											
1	998.3	29	25		SE 28		Trace		10		O'cast.
2	998.6	31	27	W 36	SW 21	.25		10	10	O'cast.	O'cast.
3	1005.0	28	27	SW 19	NW 17			10	5	O'cast.	O'cast.
4	1011.4	28	22	SW 23	SW 20		.02	10	½	O'cast.	O'cast.
5	1011.4	26	23	SW 14	SW 4		Trace	10	10	Cloudy.	Cloudy.
6	1004.0	23	22	NW 4	NW 27	.01		10	5	Cloudy.	Cloudless.
7	1020.2	24	16	NW 33	NW 16			10	10	O'cast.	Cloudy.
8	1023.5	25	17	NW 9	NE 4			10	10	Part cloudy.	Part cloudy.
9	1018.8	27			E 14		.01		2		Light snow.
10	998.2	24	21	NE 28	E 35	.02	.03	10	¼	O'cast.	Moderate snow.
11	998.1	26	22	NE 21	NE 1	Trace		3	10	O'cast.	Cloudy.
12	1005.3	27	21	SW 17				10		O'cast.	
13	1005.8	25	24	SW 17	SW 23	Trace	Trace	10	½	O'cast.	Snow showers.
14	1000.6	24	21	SW 16	SW 4			10	5	O'cast.	O'cast.
15	1005.0	21	19	NW 8				10		O'cast.	
16	1017.4	22	14	NW 23	NE 10	.03	.01	10	1	Part cloudy.	O'cast.
17	1019.9	27	17	Calm	SE 30		.01	10	3	O'cast.	O'cast.
18	1003.0	28	21	NE 31		.01	.01	½		Moderate snow	
19	1008.6	33	27	SE 21	SE 26	Trace		1	3	O'cast.	O'cast.
20	995.8	32	27	SE 21	SW 29	Trace		½	5	Moderate snow	O'cast.
21	1007.4	27			NW 21				10		O'cast.
22	1004.9	30	22	NE 4	NE 35	.01	.01	½	¼	Moderate snow	Moderate snow.
23	1023.2	31	26	SW 18	NW 24			3	10	O'cast.	Cloudy.
24	1037.0	23	17	WNW 17	SW 11			10	10	Cloudy.	Cloudy.
25	1037.2	25	16	Calm	SW 14			10	4	Part cloudy.	Cloudy.
26	1026.8	30	22	SW 16	NW 19	Trace		¼	5	Heavy snow.	O'cast.
27	1022.0	26			NW 22				10		O'cast.
28	1029.2	-5	-17	N 6				10		Part cloudy.	
29	1041.9		-2	NE 4				12		Part cloudy.	
30	1026.4		7	E 31				3		O'cast.	

CAPE HOPES ADVANCE METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
July	Mbs.	F	F								
1	1014.9	38	29		E 7				0		Fog.
2	1012.2	45	29	NW 6	Calm			0	10	Fog.	Part cloudy.
3	1011.0	48	34	WNW 19	NW 5			12	12	Part cloudy.	Clear.
4	1011.0	57	42	NW 9	Calm			12	10	Part cloudy.	O'cast.
5	1012.3	62	46	NW 9	SSW 12			12	12	Cloudy.	O'cast.
6	1010.3	56	53	SW 12	NW 7		.29	12	10	Part cloudy.	O'cast.
7	1012.2	38			W 21				12		Cloudy.
8	1019.8	44	32	NW 16	NW 9			10	10	Part cloudy.	Clear.
9	1016.0	55	35	S 7	SE		.14	12	12	Part cloudy.	Cloudy.
10	1008.8	46	38	WNW 19	SE 6	.02		10	10	Cloudy.	O'cast.
11	1004.0	46	39	SE 4	SSE 14		.03	12	12	Cloudy.	Cloudy.
12	997.7	40	36	WNW 17	NW 23	.25		10	10	Cloudy.	O'cast.
13	1007.2	45	33	NW 13	SSW 10			10	¼	Part cloudy.	Fog.
14	999.8	36	34	E 16			.25	8		O'cast.	
15	997.8	53	33	NW 19	SSW 17	.05		10	12	Cloudy.	O'cast.
16	1011.9		46	W 4				12		Cloudy.	
17	1003.3	43			SSE 33	Trace	.70		½		Rain.
18	1009.0	35	33	E 9	E 15	.49	.55	4	0	Rain.	Rain.
19	1011.5	37	33	SE 17	SSE 23	.28		0	0	Rain.	Fog.
20	1018.5	42	34	ESE 18	Calm			10	12	Cloudy.	Cloudy.
21	1024.7	56	36	W 9	Calm			10	12	Cloudy.	O'cast.
22	1020.4	51	45	WNW 13	NW 16			12	12	Part cloudy.	Part cloudy.
23	1016.6	46			NW 21				0		Fog.
24	1017.0	42	35	NW 16	W 11			10	10	Part cloudy.	O'cast.
25	1015.8		37	NW 4				12		Part cloudy.	
26	1008.1	58	47	S 16				10		Cloudy.	
27	1000.3	36	34	SE 26	SSE 19	.04		8	0	Rain.	Fog.
28	1005.4	38	33	SE 28	E 26	.42	.42	0	0	Rain.	Fog.
29	1011.4	36	35	E 26		.05		0		Fog.	
30	1014.8	39	35	E 26	SE			0	10	Fog.	O'cast.
31	1016.7		35	NW 4				12		Part cloudy.	
Aug.											
1	1011.3	47	37	NW 28	NW 22			10	10	Clear.	O'cast.
2	1011.5	53	36	NW 19	NW 16			0	10	Fog.	O'cast.
3	1007.1	56	37	SSW 4	NW 10		.05	12	12	O'cast.	Part cloudy.
4	1009.3	41	36	NW 19	NW 14			0	10	Fog.	O'cast.
5	1016.9	54	38	NW 21	ESE 6			10	12	Part cloudy.	Cloudy.
6	1012.2	58	39	NW 15	NW 7	.20		¼	0	Rain.	Fog.
7	1008.8	55	40	Calm	NW 7			10	¼	O'cast.	Fog.
8	1009.8	42	34	NW 19	NW 12			10	10	Clear.	Cloudy.
9	1011.2	42	36	NW 18	NW 13			10	¼	Clear.	Fog.
10	1008.9	53	36	NNW 20	NW 13			10	12	Clear.	Clear.
11	999.4	55	37	W 8	S 12	.03		10	10	O'cast.	O'cast.
12	993.3	45	35	NW 15	NW 30	.09		0	8	O'cast.	O'cast.
13	1002.2	44	36	W 6	NW 16			10	12	Cloudy.	Cloudy.
14	1003.0	60	34	S 18	W 31	.03	.07	½	10	O'cast.	O'cast.
15	1007.1	74	35	NW 8	NW 8	.17		0	12	Rain.	Cloudy.
16	1003.1	59	35	NNW 12	NW 30	.07	.04	5	4	Part cloudy.	O'cast.
17	1007.9	42	32	NW 16	ESE 16		.34	10	1	Part cloudy.	Rain.
18	999.4	44	35	ESE 14	W 30	.11		10	12	O'cast.	Cloudy.
19	1016.9	50	35	SW 15	W 3			12	12	Part cloudy.	Cloudy.
20	1013.2	38	34	SE 20	E 35		.52	12	1	Clear.	Rain.
21	1000.9	36	34	ESE 38	SE 30	.30		0	0	Rain.	Fog.
22	1002.6	43	34	SE 27	SE 31			0	5	Fog.	O'cast.
23	1004.7	43	36	SW 14	SE 36			10	8	Part cloudy.	Fog.
24	994.5	66	40	SSE 16	SW 24	.16	.61	10	12	Part cloudy.	Cloudy.

CAPE HOPES ADVANCE METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	Fo	Fo								
25	1002.6	50	40	SW 21	SW 19			12	12	Part cloudy.	Cloudy.
26	1008.3	48	39	W 13	SW 10	Trace		10	12	Cloudy.	O'cast.
27	997.1	50	39	SE 24	SW 18	.07		8	12	Rain.	Rain shower.
28	989.0	42	37	SW 11	W 24		.14	12	5	Cloudy.	Rain.
29	985.2	37	32	NW 26	NW 20	.16		½	5	Rain.	Fog.
30	996.8	62	33	NW 14	Calm	.01		5	12	Rain shower.	Cloudy.
31	1004.2	61	36	NW 10	NW 7			2	12	O'cast.	Part cloudy.
Sep.											
1	1006.8	38	32	NW 11	NW 16			12	0	Part cloudy.	Fog.
2	1011.8	48	32	W 18	NW 10			10	12	O'cast.	Clear.
3	1011.4	43	35	W 16	NW 22			12	6	Part cloudy.	O'cast.
4	1013.2	51	33	NW 18	Calm		.04	1	12	Fog.	Cloudy.
5	1009.5	45	31	NW 20	Calm	.08	.05	0	12	Fog.	Part cloudy.
6	988.8	49	34	NW 12	WSW 16	.22	.12	5	10	O'cast.	Rain showers.
7	1003.0	40	34	NE 23	E 4	.04		0	12	Rain showers.	O'cast.
8	1011.2	41	34	W 10	SSE 20		.08	0	12	Fog.	O'cast.
9	1002.0	38	31	E 24	NE 18	.10		½	5	Rain and snow.	O'cast.
10	1016.1	35	33	NW 14	NW 22			5	2	O'cast.	Fog.
11	1019.4	42	29	NW 28	W 26			10	12	O'cast.	O'cast.
12	1011.2	49	36	W 24	SW 16	.05		5	12	Rain.	Part cloudy.
13	1007.9	44	38	NW 30	W 11		.09	8	1	O'cast.	Rain.
14	999.2	41	34	Calm	E 12		.21	10	0	Clear.	Rain.
15	1005.2	42	31	NNE 16	N 5	Trace		0	12	O'cast.	Part cloudy.
16	1003.8	38	29	NW 19	NW 6			12	12	Clear.	Cloudy.
17	1000.2	34	29	SW 4	NW 31	Trace		10	12	O'cast.	O'cast.
18	1003.6	38	26	W 16	W 8			12	12	Part cloudy.	Part cloudy.
19	991.2	30	26	NE 21	NW 53	.18	Trace	0	3	Snowflakes.	Fog.
20	998.0	32	26	NW 54	NW 46		.01	½	5	Fog.	Fog.
21	995.8	32	29	NW 26	NW 38		.05	12	2	Clear.	Snow shower.
22	998.4	36	28	NW 19	NE 16			3	8	Fog.	Snowflakes.
23	1005.2	39	27	E 20	NE 24			0	5	Fog.	Fog.
24	1011.4	35	31	NE 20	NE 17			10	¼	O'cast.	Fog.
25	996.3	35	31	N 29	NW 28	.02	.02	5	10	O'cast.	O'cast.
26	1003.2	38	30	NW 32	W 16			10	5	O'cast.	O'cast.
27	1012.0	38	32	NW 20	NW 19			12	12	O'cast.	O'cast.
28	1021.4	32	28	NW 10	Calm	.01		1	12	Snowflakes.	O'cast.
29	1012.6	40	29	NNE 17	SSE 12	.23		¼	0	Freezing driz.	Fog.
30	1005.3	37	30	SE 16	Calm	.19		0	0	Fog.	Fog.
Oct.											
1		34					.30		8		
2	1007.2	28	29	E 9	NW 22	.25		¼	5	Mod. snowfall.	O'cast.
3	999.8		23	NW 9	NW 10			12	10	O'cast.	O'cast.
4	992.8	25	21	NW 16	S 10	.05		¼	12	Mod. snowfall.	Cloudy.
5	992.5		17	SW 10	SSW 16		Trace	12	12	Part cloudy.	Part cloudy.
6	1000.0	28	20	W 19	NNW 25			12	10	Part cloudy.	O'cast.
7	1010.6	29			NW 23	Trace			5		Obscured.
8	1012.3	28	26	NW 23				10		O'cast.	
9	1021.4	29	24	NW 16	NW 4			12	10	Clear.	O'cast.
10	1010.4	35	19	SE 26	SSE 28			12	12	O'cast.	Cloudy.
11	1008.6	35	28	SW 21	NW 17	Trace		12	12	Part cloudy.	Clear.
12	1018.4	29	26	NE 7			Trace	12		O'cast.	
13	1010.6	30	26	E 23	NE 23	.02	.04	¾	0	Mod. snowfall.	Mod. snowfall.
14	997.4	30	26	NE 19	NW 26	.02		¼	12	Light snow-fall.	O'cast.
15	1006.6	28	23	NW 35	NW 26			12	10	O'cast.	Obscured.
16	1018.7	26	15	NW 24	SW 7	Trace	Trace	1¾	10	Snow shower.	O'cast.

CAPE HOPES ADVANCE METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	F°	F°								
17	1013.5	28	23	SW 3	NNW 14			12	10	0'cast.	0'cast.
18	1020.2	30	24	W 12	SSW 14			12	10	0'cast.	0'cast.
19,	1017.0	29	25	NW 12	SSW 9			8	12	Precip. in sight.	Part cloudy.
20	1011.5	29	21	Calm	NE 12		.20	12	8	0'cast.	Light snow shower.
21	1008.0	28	23	N 14	NW 19	.13	.05	2½	2	Light snow shower.	Light snow-fall.
22	1013.3	28			NW 7				12		Part cloudy.
23	1008.7	28	19	SW 4	W 21		.02	12	12	Part cloudy.	Clear.
24	1014.3	24	19	NW 29	NW 4	Trace		12	12	0'cast.	Cloudy.
25	1016.1	25			E 8				10		0'cast.
26	1021.4	25	18	NE 8	NW 12	Trace	.77	12	½	0'cast.	Mod. snow-fall.
27	1018.6	25	20	Calm	SSE 17	.03		10	5	0'cast.	0'cast.
28	1010.2	34	17	SW 16	SE 4	.20		½	10	Mod. snow-fall.	0'cast.
29	998.2	34			SE 24				5		Obscured.
30	993.2		30	S 13				0		Fog.	
31	1002.8	36	25	NW 16				12		0'cast.	
Nov.											
1	998.2	28	16	SE 9	SSE 15		.10	12	¾	0'cast.	Light snow.
2	994.0	26	23	SW 12	W 14			12	12	Part cloudy.	Shallow fog.
3	1004.6	24	21	W 14	W 18			12	8	0'cast.	0'cast.
4	1011.0	23	16	SW 11	SW 17			12	10	0'cast.	Cloudy.
5	1010.6	22	17	W 14	NW 6		.05	12	3	Cloudy.	Sky obscured.
6	1007.2	22	16	NW 19	NW 26	.05	.02	4	3	Precip. in sight.	Sky obscured.
7	1023.3	24	17	NW 26	NW 9	.05		3	5	Snow showers.	0'cast.
8	1022.6	25	19	Calm	NNW 17			12	5	0'cast.	0'cast.
9	1017.2	26			E 22		.01		4		0'cast.
10		27				.10	.10		½		
11	1000.2	23	22	NE 10	SE 3	.01		1	12	Snow showers.	Part cloudy.
12	1003.5	23	15	SW 18			Trace	12		0'cast.	
13	1000.6	18	12	SW 16	S 18	.05		12	10	Cloudy.	Cloudy.
14	998.4	19	12	S 12	W 7	.02	Trace	4	10	Snow showers.	Cloudless.
15	1008.5	19	13	NW 23		.05		10		0'cast.	
16	1021.9	16	13	NW 33	NW 23	Trace		9	5	0'cast.	Cloudy.
17	1016.2	27	10	Calm	E 35	.02	.15	8	¾	0'cast.	Light snow.
18	999.3	29	23	E 16		.07		2		Light snow.	
19	1004.4	25	18	SSE 16	SSE 25	Trace	.05	12	5	0'cast.	0'cast.
20	987.9	30			SSW 29	.05			10		Drifting snow.
21	1006.6	22			NW 21				10		Cloudless.
22	1007.0	20	11	NNE 13	NW 21	Trace	.15	12	3	0'cast.	Light snow.
23	1017.0	17	12	W 23	SSW 13	.03		12	12	0'cast.	Cloudless.
24	1036.4	14	-2	SSW 14	Calm			12	10	0'cast.	0'cast.
25	1037.3	17	9	SE 5	SSE 16		Trace	12	4	0'cast.	0'cast.
26	1025.8	23	11	SW 16	NW 13	.10	.05	¼	5	Mod. snow.	0'cast.
27	1025.2	18			NNW 22	.10			10		Part cloudy.
28	1037.2	2	-2	NW 19	NW 16			12	5	Cloudy.	0'cast.
29	1042.3		-2	N 11				12		Part cloudy.	
30	1015.7		-2	ESE 39		.07		6		Drifting snow.	

NOTTINGHAM ISLAND METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm.	a.m.	p.m.
July	Mbs.	F°	F°								
1	1016.2	58	42	NE 06	NE 06			12	12	Part cloudy.	Clear.
2	1015.2	57	43	NE 04	W 05			24	12	Clear.	Clear.
3	1012.2	50	35	Calm	S 10			12	10	Cloudy.	Cloudy.
4	1010.4	42	35	W 06	S 09			12	½	O'cast.	Fog.
5	1005.8	41	32	S 13	SSW 24	.01	.14	5	4	O'cast.	Rain.
6	1010.5	41	33	W 06	S 04		.11	12	24	Clear.	Cloudy.
7	1013.1	41	31	SW 08	W 07			¼	12	Fog.	Clear.
8	1020.1	43	31	S 09	WSW 06			12	12	Clear.	Part cloudy.
9	1006.8	46	34	E 14	E 28			12	3	O'cast.	Rain.
10	1004.1	38	32	SW 18	SW 24	.04	.58	10	5	O'cast.	Fog.
11	1000.5	41	30	S 19	E 12		.02	3	8	Snowflakes.	Rain.
12	1007.2	49	33	N 10	NNW 12	.10	.15	12	12	Part cloudy.	Clear.
13	1008.4	46	31	NW 06	W 07			12	12	Cloudy.	Clear.
14	1002.4	49	36	E 08	SE 16			24	12	Cloudy.	Cloudy.
15	996.5	36	34	SE 04	W 07			2	½	Fog.	Fog.
16	1004.8	49	31	SW 20	SE 16	Trace	.01	10	12	O'cast.	O'cast.
17	1003.2	44	35	E 14	W 16			5	¼	Rain.	Fog.
18	1012.8	44	31	SW 12	SW 03	.25		1	12	Fog.	O'cast.
19	1015.4	50	34	Calm	NE 08			12	5	O'cast.	Rain.
20	1022.1	51	35	E 14	E 08	.02	.09	5	12	Drizzle.	Cloudy.
21	1024.8	57	37	E 07	SW 04	.06		12	12	Clear.	Clear.
22	1024.9	49	39	W 06	W 03			12	5	Clear.	Fog.
23	1021.4	49	35	Calm	W 05		Trace	5	¼	Fog.	Fog.
24	1019.2	54	35	W 03	Calm			12	12	Clear.	O'cast.
25	1012.0	45	38	W 05	SW 08			12	6	O'cast.	Rain showers.
26	1004.2	48	35	SW 09	N 16	Trace	.41	¼	12	Fog.	O'cast.
27	1005.6	49	37	NW 12	E 05	.46	.05	12	8	O'cast.	Rain.
28	1010.9	50	36	NE 12	E 24	.03		10	12	O'cast.	Cloudy.
29	1017.4	55	36	Calm	ENE 06			12	12	Clear.	Part cloudy.
30	1020.5	60	37	NE 08	E 09			12	24	Clear.	Clear.
31	1020.1	66	38	NE 05	NW 07			12	12	Clear.	Part cloudy.
Aug.											
1	1015.6	50	40	NW 9	NW 4			10	10	O'cast.	Part cloudy.
2	1012.9	45	34	W 7	SW 10			1	5	Fog.	Fog.
3	1008.4	49	37	NW 16	NW 24			6	12	O'cast.	Part cloudy.
4	1017.0	59	37	NW 8	SW 11			12	0	Clear.	Fog.
5	1014.2	41	36	SSW 14	W 06			4	8	Rain.	Fog.
6	1010.6	45	36	W 8	W 16	.07	.06	0	4	Fog.	Rain.
7	1012.0	56	35	Calm	N 19	.05	.04	½	12	Fog.	Clear.
8	1014.7	51	36	NNE 7	SW 3	.08		12	12	O'cast.	Clear.
9	1015.4	49	37	NE 4	WNW 7			12	12	Clear.	Clear.
10	1008.0	44	34	SW 6	WNW 6			12	10	Clear.	Clear.
11	998.0	43	36	Calm	NW 6		.05	2	10	Fog.	O'cast.
12	1002.7	43	34	NW 18	SW 21	.04	.04	10	12	O'cast.	O'cast.
13	1004.6	42	33	NW 12	NW 10		.01	10	12	O'cast.	Clear.
14	1002.0	46	36	N 14	NE 8		.32	12	12	O'cast.	O'cast.
15	1001.1	38	32	E 23	N 17	.15		5	12	Rain.	O'cast.
16	1009.6	42	32	NW 12	SW 10	.50	.12	12	12	O'cast.	O'cast.
17	1009.0	39	36	E 8	NE 15			7	10	Rain.	O'cast.
18	1006.4	39	33	NW 17	NNW 10	.04	.14	10	10	O'cast.	O'cast.
19	1015.0	43	34	SW 12	SW 22	.02		10	8	O'cast.	Fog.
20	1007.6	39	34	E 10	E 25		.04	10	10	O'cast.	O'cast.
21	998.5	44	33	E 18	S 8		.06	9	12	O'cast.	O'cast.
22	999.0	44	32	SE 15	SE 11	.02	.01	10	12	Rain.	O'cast.
23	996.2	48	37	ESE 7	NE 30	.12		12	5	Part cloudy.	Rain.
24	985.2	45	32	E 18	W 4		.42	10	7	O'cast.	Part cloudy.
25	997.0	41	34	SW 15	SW 10			4	12	Rain.	O'cast.

NOTTINGHAM ISLAND METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	F°	F°								
26	1002.6	42	37	SW 11	S 12	.13	.04	5	8	Fog.	Rain.
27	994.3	45	36	NE 12	N 18	.06	.11	8	10	Rain.	O'cast.
28	992.7	46	36	NNE 12	N 18	.07		10	12	O'cast.	O'cast.
29	999.6	42	34	NNW 18	NW 9	.05		10	½	O'cast.	Fog.
30	1004.8	49	30	NNW 4	N 12			0	24	Fog.	O'cast.
31	1006.1	46	34	NW 6	NW 8			12	12	Clear.	Part cloudy.
Sep.											
1	1011.8	45	32	NW 2	E 3			12	12	Cloudless.	Cloudless.
2	1013.3	40	32	W 4				12		Cloudy.	
3	1014.6		35	E 2		.01		¼		Fog.	
4	1014.4	40	35	SW 12	NE 6	.06		0	10	Fog.	O'cast.
5	998.8	42	33	SE 16	S 24	.17	.39	10	¼	O'cast.	Light rain.
6	990.0	49	38	S 7	SSW 4	.10		¼	12	Drizzle.	O'cast.
7	1011.9	51	36	N 8	S 7			10	12	O'cast.	Part cloudy.
8	1008.2	37	32	E 16	NE 22			1	12	Fog.	O'cast.
9	1018.5	37			N 16				10		O'cast.
10	1024.8	38	30	NW 10	W 10	.02		10	12	Light snow.	Part cloudy.
11		40									
12	1011.0	39	36	W 4	NW 8			¼	¼	Fog.	Fog.
13	1004.6	39	29	SE 8	E 10	.02	.06	¼	¼	Light rain.	Fog.
14	1002.4	40	33	E 10				10		O'cast.	
15	1010.6	35			NW 8				10		Cloudy.
16	1003.3	39	30	NW 7	N 16			10	10	O'cast.	O'cast.
17	1004.4	33	25	W 5	NW 18	.01	.06	12	12	Part cloudy.	Cloudy.
18	998.6	30			NW 13		.09		12		Cloudy.
19	1015.6	32	22	NW 13	NW 17		.02	12	10	O'cast.	Light snow.
20	1006.0		27	NW 18		.03		10		Light snow.	
21	1006.8	30	28	NW 10	NW 20		.01	10	10	O'cast.	O'cast.
22	1001.3	33					Trace		10		O'cast.
23	1001.0	38	28	ENE 16		.01		12		O'cast.	
24	1016.0	42	30	NE 8	NE 4			12	12	Cloudless.	Cloudless.
25	1017.1	42			Calm				12		Part cloudy.
26	1009.0	37	28	N 4	SW 7		.01	12	12	O'cast.	O'cast.
27	1004.2	36	32	SSW 24	NW 10	.05		¾	5	Light drizzle	O'cast.
28	1022.3	36			E 5				10		O'cast.
29	1019.0	32	29	ENE 21	E 26		.01	10	10	O'cast.	O'cast.
30											
Oct.											
1		29									
2	1015.4	30	25	NE 13	NW 5			12	10	O'cast.	O'cast.
3	999.7		25	SW 31	NW 10	.01		2	10	Cont. snow.	O'cast.
4	987.2	20	14	SW 14	W 21	.07	.06	4	4	Slight snow-fall.	Slight snow-fall.
5	987.6		10	W 3	NW 15	.01	.03	12	¼	Part cloudy.	Mod. snowfall.
6	996.8	24	18	W 26	WNW 16	.02	.06	10	¼	Mod. snowfall	Mod. snowfall.
7	1016.0	27			NW 16	.01			10		O'cast.
8	1017.8	26	22	NW 11				12		Cloudy.	
9	1019.5	29	22	SW 7	SE 16		Trace	10	12	O'cast.	Clear.
10	992.5	35	22	SE 31	S 37	.02	.02	10	5	O'cast.	Light drizzle.
11	1006.4	31	25	W 21	W 10	Trace		10	10	O'cast.	O'cast.
12	1018.5	28		S 4				10		O'cast.	
13	1017.1	29	25	NE 7	NE 12			12	12	O'cast.	O'cast.
14	1011.2	28	25	N 13	N 8		Trace	12	12	O'cast.	Clear.
15	1015.2	22	19	NW 10	NW 14	Trace	.03	10	1¾	Light snow-fall.	Light snow-fall.
16	1019.9	24	18	W 16	W 16			10	10	O'cast.	O'cast.

NOTTINGHAM ISLAND METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	Fº	Fº								
17	1016.0	28	20	NW 9	WNW 14			10	12	0'cast.	Clear.
18	1018.0	28	24	SW 21	NW 16		.01	10	12	0'cast.	Part cloudy.
19	1013.9	30	23	W 13	SW 10	Trace	.02	5	5	Light snow-fall.	Light snow-fall.
20	1010.1	30	24	NW 5	Calm	.16		1½	12	Light snow-fall.	Cloudy.
21	1012.6	27	18	E 7	E 6	Trace	.02	12	3	Part cloudy.	Slight snow-fall.
22	1014.3	22			E 9		.06		10		Slight snow-fall.
23	1010.5	23	17	NE 11	N 9	.03		10	5	0'cast.	0'cast.
24	1018.0	15	08	N 8	N 3		.01	10	12	Obscured.	Part cloudy.
25		20			SW 17				10		0'cast.
26	1018.8	24	18	SSW 30	S 26	.05		1	10	Cont. light snow.	0'cast.
27	1008.2	31	22	SE 22	S 26	.01	.02	5	½	Cont. light snow.	Drifting snow.
28	1003.2	31	20	W 8	S 10			2	10	Fog.	0'cast.
29	993.4	36	27	SE 14	SSE 21		.04	10	10	0'cast.	0'cast.
30	991.8	31	29	S 16	N 21	.01		5	10	Light snow-fall.	0'cast.
31	1004.2	31	18	NW 16			Trace	5		0'cast.	
Nov.											
1	998.5	26	16	NW 10	NE		.01	10	10	0'cast.	Freezing rain.
2	995.9	23	21	N 10		.02	.02	10		Light snow.	
3	1002.9	17	12	NW 10	W	.02	.04	5	5	Cloudy.	Light snow.
4	1008.6	17	12	W 13	N	.02	Trace	6	10	Light snow.	0'cast.
5	1014.4	15	4	N 5	W			10	12	Part cloudy.	Part cloudy.
6	1015.7	20	5	N 9	SW	Trace	.01	12	5	0'cast.	Light snow.
7	1024.2	26	5	N 3		Trace	.06	12		Cloudy.	
8	1023.2	23	19	SE 10	SE			10	10	0'cast.	0'cast.
9	1019.6	22			NE				10		0'cast.
10	1009.4	22	16	NE 13	N			12	12	Part cloudy.	Cloudless.
11	1000.2	18	8	N 4	W		.29	12	1	Cloudless.	Mod. snow.
12	999.9	19	11	N 21		.07	.03	½		Light snow.	
13	993.8	21	6	SW 17	SSW	.10	.19		½	0'cast.	Light snow.
14	1002.8	14	10	NE 5	N	.16		5	12	Light snow.	Cloudless.
15	1015.3	11	1	NNW 14				10		0'cast.	
16	1029.0	10	-4	N 11	SW		.01	10	5	0'cast.	0'cast.
17	1020.6	11	8	E 6	E	.01	.06	5	¼	Light snow.	Mod. snow.
18	1012.6	9	-4	NE 4		.01		2		Cloudless.	
19	1005.6	25	-2	NE 21	E	.01	.02	5	5	Light snow.	Light snow.
20	991.0	25	20	NE 24	N	.02	.02	5	5	Light snow.	Light snow.
21	1004.0				SW	.01	.02		2		Light snow.
22	1009.0	16	4	SE 13	W	.03	.04	5	5	Light snow.	Light snow.
23	1013.9	10	4	SSW 17	W			12	10	0'cast.	Cloudy.
24	1031.9	6	-2	W 11				10		Cloudy.	
25	1032.6	14	1	S 8	NNW		.01	12	10	Cloudy.	0'cast.
26	1029.8	15	9	W 7	N	.01		1	12	Light snow.	Cloudless.
27	1033.4	-11			NW				12		Part cloudy.
28	1040.3	-9	-14	W 8	Calm			12	12	0'cast.	Cloudless.
29	1043.9		-14	E 6				12		0'cast.	
30	1023.8		-2	NE 23		.03		1		Part cloudy.	

CHURCHILL METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
July	Mbs.	F°	F°								
1	1015.1	54	38	NNW 6	NNE 8			12	12	O'cast.	Cloudy.
2	1016.5	42	36	NNW 6	ENE 10	.02	.07	4	½	Mist.	O'cast.
3	1019.6	57	37	NE 10	E 8			12	12	Cloudy.	Clear.
4	1015.8	78	41	SW 12	WSW 20			12	12	Cloudy.	Clear.
5	1011.2	77	39	WSW 18	NE 12			12	4	Part cloudy.	Rain.
6	1019.3	53	39	N 3	E 6	.01		12	12	Part cloudy.	Precip. in sight.
7	1018.2	61	38	WSW 12	SSE 18			12	12	Part cloudy.	O'cast.
8	1007.9	54	40	SE 16	NNE 4	.06		8	12	Rain.	O'cast.
9	1010.2	62	40	W 10	NNW 20			12	12	Clear.	O'cast.
10	1015.0	54	45	WSW 6	N 6			12	12	Cloudy.	Part cloudy.
11	1016.2	55	42	WNW 15	NNE 12			12	12	Clear.	O'cast.
12	1017.4	53	43	N 12	ENE 6			12	12	Cloudy.	Cloudy.
13	1013.2	57	43	N 6	NNE 6			12	12	O'cast.	Part cloudy.
14	1007.6	62	46	W 12	E 10		.03	12	12	Precip. in sight.	O'cast.
15	1003.4	70	46	W 8	SW 16		.08	12	12	Part cloudy.	Cloudy.
16	1002.6	57	47	NNW 14	N 10	.01		12	12	Rain.	Cloudy.
17	1007.8	60	44	WNW 10	W 4		Trace	12	12	Clear.	Rain showers.
18	1010.2	66	43	SW 6	S 8			12	12	Cloudy.	Cloudy.
19	1012.5	74	45	SSW 6	SSE 18			12	12	Part cloudy.	Part cloudy.
20	1012.3	78	54	SSE 16	SSE 24			12	12	Cloudy.	Cloudy.
21	1013.6	81	52	S 10	SE 14			12	12	Part cloudy.	Part cloudy.
22	1021.0	51	39	ENE 10	E 16			12	12	Part cloudy.	Clear.
23	1021.6	56	40	N 7	ENE 7		.05	½	12	Fog.	Drizzle.
24	1017.3	59	44	W 10	SSE 4			12	12	Cloudy.	Cloudy.
25	1010.0	77	48	WSW 7	SSW 20		.32	12	12	Cloudy.	Rain.
26	1012.5	52	46	NE 18	E 10			10	12	O'cast.	Clear.
27	1011.2	73	42	SW 12	E 18			12	12	Clear.	Part cloudy.
28	1013.9	54	41	ESE 20	E 18			10	12	O'cast.	Part cloudy.
29	1018.2	59	37	E 12	SE 16			4	12	Fog.	Part cloudy.
30	1020.0	64	38	SSE 9	SE 16			12	12	Part cloudy.	Part cloudy.
31	1021.5	60	40	E 6	SE 12			12	12	Clear.	Clear.
Aug.											
1	1022.6	71	38	SSW 7	SW 4			12	12	Clear.	Cloudy.
2	1017.7	84	48	SW 14	E 8			12	12	Clear.	Part cloudy.
3	1016.1	74	57	WSW 4	SE 16			12	12	Part cloudy.	Clear.
4	1013.9	85	54	SSW 10	N 14		.05	12	12	Part cloudy.	Cloudy.
5	1015.8	69	54	NW 4	SW 10	.09		10	12	O'cast.	Cloudy.
6	1010.1	63	48	S 6	ESE 8	.04	.14	10	12	Cloudy.	Cloudy.
7	1002.3	60	45	E 26	E 20	.40	.33	10	2	Rain.	Rain.
8	1016.0	49	43	NNE 28	NNE 20	.09		8	12	O'cast.	Cloudy.
9	1023.8	60	43	N 10	NNW 4			12	12	O'cast.	Cloudy.
10	1019.6	69	46	WSW 9	NNW 10		Trace	12	12	Part cloudy.	Cloudy.
11	1017.8	66	53	WNW 10	NE 2			12	12	Part cloudy.	O'cast.
12	1019.1	72	44	WNW 5	WSW 16			12	12	Part cloudy.	O'cast.
13	1009.2	79	51	WSW 6	W 26		Trace	12	12	Part cloudy.	Thunderstorm.
14	1001.5	51	47	ENE 18	ENE 24	.32	.58	10	5	O'cast.	Rain.
15	1011.2	53	41	N 24	Calm	.18		12	12	O'cast.	Cloudy.
16	1013.7	51	43	WSW 4	SW 12			12	12	O'cast.	Cloudy.
17	1016.4	47	38	ENE 14	N 8	.31	Trace	9	12	O'cast.	Cloudy.
18	1020.4	49	41	NNW 8	Calm			12	12	Part cloudy.	Cloudy.
19	1010.4	56	38	W 10	SW 12		.18	12	12	Cloudy.	Rain.
20	1002.6	44	33	NNW 24	NNE 26	Trace	.38	12	10	Cloudy.	Rain.
21	1002.7	53	39	NW 15	S 18	.01	.18	12	12	Part cloudy.	Rain showers.
22	988.3	45	35	NNW 18	NE 24	.21	.13	12	6	O'cast.	Rain.
23	998.4	48	40	NNW 24	N 14		.03	12	12	O'cast.	Part cloudy.

CHURCHILL METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	F°	F°								
24	1008.8	47	41	NNW 24	NNW 14	.12	Trace	12	12	O'cast.	O'cast.
25	1013.0	53	43	NNW 18	WNW 12	Trace	.02	12	12	O'cast.	Rain.
26	1010.0	50	41	NNW 12	NNW 10	.01		12	12	Cloudy.	Precip. in sight.
27	1013.4	47	37	N 26	NNW 15			12	12	O'cast.	Cloudy.
28	1017.3	57	40	NNW 10	NNW 6			12	12	Part cloudy.	Part cloudy.
29	1012.4	60	35	WNW 6	ESE 6			12	12	Clear.	Part cloudy.
30	1007.1	59	38	E 8	ENE 8			12	12	Part cloudy.	Part cloudy.
31	1014.4	54	40	NE 4	S 7			12	12	O'cast.	Clear.
Sep.											
1	1014.5	64	33	SSW 6	SE 8			¼	12	Fog.	Cloudy.
2	1015.6	53	43	N 10	NE 12			12	12	Cloudy.	Cloudy.
3	1019.3	65	42	WNW 3	SSW 10			12	12	Clear.	Cloudy.
4	1012.2	75	46	SW 4	S 18		Trace	10	12	Part cloudy.	Rain showers.
5	1002.4	70	56	WNW 20	WNW 18	.02		12	12	Clear.	Part cloudy.
6	1012.6	48	42	NNW 22	E 10			12	12	Cloudy.	Part cloudy.
7	1007.4	45	37	SSE 14	SE 22	.09	.57	12	5	Rain.	Rain.
8	1013.3	44	37	NNE 24	N 15	.07	Trace	6	12	Rain.	O'cast.
9	1028.2	46	39	NNW 16	Calm		Trace	12	12	O'cast.	Part cloudy.
10	1032.0	58	33	WSW 6	WSW 2			12	12	Part cloudy.	Clear.
11	1027.3	60	36	WSW 6	SW 14			12	12	Clear.	Part cloudy.
12	1020.1	54	36	WSW 10	SW 14	Trace	.04	12	12	Part cloudy.	Cloudy.
13	1014.5	54	44	W 14	Calm			12	12	Cloudy.	Clear.
14	1015.3	47	42	NNW 19	N 22		Trace	12	12	O'cast.	Cloudy.
15	1022.8	45	39	NNE 14	Calm	Trace		6	12	Drizzle.	O'cast.
16	1014.8	47	41	W 10	NNE 4		.03	12	12	O'cast.	O'cast.
17	1014.2	38	33	NE 4	NE 14		.02	12	12	O'cast.	Cloudy.
18	1017.7	35	30	NNE 22	NNW 15	.02		4	12	Snow showers.	O'cast.
19	1019.6	41	30	S 6	ESE 6			12	12	O'cast.	O'cast.
20	1022.8	46	33	WSW 4	WSW 17	Trace		12	12	O'cast.	O'cast.
21	1001.0	59	39	SW 20	NNE 30	.07	.08	12	12	Rain.	O'cast.
22	1017.6	35	29	NNW 30	N 20		.01	12	2	O'cast.	Snow showers.
23	1016.8	39	30	SSW 4	S 20	Trace	.04	12	12	O'cast.	O'cast.
24	1005.3	45	35	S 15	S 20			12	12	O'cast.	O'cast.
25	1001.9	52	38	SSW 17	Calm		Trace	12	1½	O'cast.	Rain.
26	1003.8	45	42	Calm	E 20	.01		2½	5	O'cast.	O'cast.
27	1001.6	42	39	E 22	E 16	Trace	Trace	6	¼	O'cast.	Drizzle.
28	990.7	49	60	ESE 16	E 8	.04	.02	2	¼	Mist.	Fog.
29	994.5	41	36	N 18	N 28	.13	.14	4	1	Drizzle.	Rain.
30	1016.5	40	37	N 26	E 8	.04	Trace	1	3	O'cast.	Drizzle.
Oct.											
1	1016.2	38	36	E 12	NNE 10	.48	.01	10	4	Light rain.	Light drizzle.
2	1022.0	37	35	ENE 14	N 9	.01	Trace	12	12	O'cast.	Precip. in sight.
3	1015.4	38	32	WNW 10		Trace	Trace	12		Cloudy.	
4	1012.3	26	16	NNW 16	NW 23	Trace	Trace	12	12	Snow.	Snow showers.
5	1013.9	28	18	NNW 14	NW 9			12	12	O'cast.	Cloudy.
6	1009.6	36	13	SW 7	10			12	12	Part cloudy.	Cloudy.
7	1020.6	33			E 6				12		Cloudy.
8	1010.4	36	27	S 6	S 14	.19	.02	1	12	Light snow.	Cloudy.
9	993.9	43	34	S 7	SSE 5	Trace	.30	0	¼	Fog.	Light rain.
10	998.9	39	22	NW 35	NNW 16	.25	.05	1	12	Light snow.	Cloudless.
11	1012.6	32	11	SW 4	SSE 5			12	12	Part cloudy.	O'cast.
12	1015.8	35	28	S 7	NNW 10		Trace	12	1½	O'cast.	Snow.
13	1019.6	33	25	WNW 9	WNW 4	Trace	.01	12	12	O'cast.	Cloudy.
14	1025.0	23	33	N 23	NNW 17	.11	.11	6	7	Light snow.	Light snow.

CHURCHILL METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	F°	F°								
15	1029.4	22	14	NW 7	ESE 7	.04	Trace	10	12	Light snow.	O'cast.
16	1014.3	32			NE 21	.09	.09		5		Light snow.
17	1027.4	32	30	N 5	SW 7	.02		12	12	Cloudy.	Cloudy.
18	1023.0	35	26	SSW 4	Calm			12	12	Cloudy.	O'cast.
19	1019.0	32	35	WSW 9	SW 5	Trace		8	12	Light snow.	O'cast.
20	1015.1	27	23	WSW 10	NNW 13	Trace	.75	12	12	Cloudy.	O'cast.
21	1022.1	22	12	NW 12	SSW 12	Trace		12	12	Cloudy.	O'cast.
22	1016.7	28	17	WSW 4	ENE 1	.05	.01	12	12	Cloudy.	Light snow.
23	1015.5	28	26	E 14	SSE 17	.03		12	12	Snow.	Cloudy.
24	1013.5	27	24	E 17		.01		12		O'cast.	
25	1016.2		15	S 5	S 10			12	12	Cloudy.	
26	998.4	37	20	S 13	S 18		Trace	12	12	O'cast.	Cloudy.
27	1001.1	32	34	NW 10	S 9	.03		12	12	O'cast.	O'cast.
28	991.1	36	29	SSE 21	S 7	.04	.04	12	¼	Cloudy.	Light drizzle.
29	997.1	34	31	NW 16	NW 26	Trace	.06	3	6	Light rain.	Light snow.
30	1015.6	17	9	NNW 17	WSW 4	.04		10	12	Drifting snow	O'cast.
31	999.9	22	15	ESE 26		.18	Trace	¼		Light snow.	
Nov.											
1	1015.6	21	14	NNW 24	WNW 10		Trace	12	12	Light drifting snow.	O'cast.
2	1022.8	11	03	NW 16	NW 16	.05		2	12	Light snowfall.	Clear.
3	1022.6	13	01	WNW 12	WNW 12	Trace	Trace	12	12	Clear.	O'cast.
4	1010.5	26	00	SSE 10	SE 17			12	12	Part cloudy.	Cloudy.
5	1005.6	32	07	SE 13	ESE 15			12	12	Part cloudy.	Part cloudy.
6	1014.0	26	12	SE 10	SSE 15		.02	12	12	Clear.	Cloudy.
7	1014.8	26	22	S 12	NNW 10	.06	.06	10	12	Light snowfall.	Light snowfall.
8	1027.3	20			NNW 24	.07	.08		¼		Light snowfall.
9	1027.2	22	00	NW 14	NNW 19	.02	.08	12	1	Part cloudy.	Light snowfall.
10	1021.9	18	08	NNW 10	W 9	.02	.02	12	12	Part cloudy.	Part cloudy.
11	1017.4	17	05	WNW 10		.02	.04	12			
12	1012.4	14	06	NNW 20	SW 4	.04		1½	12	Cont. light snowfall.	Part cloudy.
13	992.2	22	-7	SSW 15	NW 21	.03	.09	6	12	Cont. light snowfall.	Overcast.
14	1010.9		12	E 16	ENE 16	.02		12	12	O'cast.	Cloudy.
15	1021.0	24	09	ENE 7	SSE 2	.06	.09	3	6	Cont. light snowfall.	Cont. light snowfall.
16	1023.4	21	11	E 7	NW 17	.07	.08	4	4	Cont. light snowfall.	Cont. light snowfall.
17	1017.0	18	05	NW 16	N 11	.03	.02	10	8	Cont. light snowfall.	Cont. light snowfall.
18	1006.5	07	13	NNW 13		.02	.01	4		Cont. light snowfall.	
19	1005.6	11	04	NNW 13	NNW 16	.03	.04	10	12	Cont. light snowfall.	Light snow shower.
20	1013.5	-3	-8	NW 9	WNW 9			12	12	Clear.	Clear.
21	1014.2	-17			W 12				12		Clear.
22	1015.6	-5	-25	W 16	NNW 19			12	5	Clear.	Drifting snow.
23	1031.2	-7	-12	NNW 12	NW 10		Trace	8	12	Drifting snow	Clear.
24	1030.8		-22	SSW 7	S 14			12	12	Clear.	Drifting snow.
25	1030.0	10	01	WNW 10	N 10	.03	.03	12	5	Cloudy.	Cont. light snowfall.
26	1040.2	05	-2	NNE 7	NW 4			12	12	Cloudy.	Cloudy.

CHURCHILL METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Nov.	Mbs.	F°	F°								
27	1039.7	14			E 10	.02	.10		3		Cont. light snowfall.
28	1029.4	16	09	SSE 14	SSE 21	.27	.04	2	12	Cont. light snowfall.	Drifting snow.
29	1023.4		13	SSE 23				12		Drifting snow	
30	1008.5	17			NNW 20	.01	.05		½		Cont. light snowfall.

CHESTERFIELD INLET METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind			Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.		a.m.	p.m.	am	pm	a.m.	p.m.
July	Mbs.	F	F									
1	1017.6	46	38	NE	9	E 9			12	24	Part cloudy.	Part cloudy.
2	1017.4	64	39	N	10	W 15			24	24	Clear.	Part cloudy.
3	1013.6	65	48	NNW	34	N 6			12	12	O'cast.	O'cast.
4	1009.2	62	44	N	16	N 6			12	12	Cloudy.	O'cast.
5	1001.6	53	39	W	22	N 33			12	24	O'cast.	Part cloudy.
6	1011.1	47	34	NW	24	N 18	Trace	Trace	12	¼	O'cast.	Rain showers.
7	1013.4	57	37	N	12	W 29			12	24	Part cloudy.	Part cloudy.
8	1010.8	54	38	W	18	S 18		Trace	12	12	O'cast.	O'cast.
9	1004.0	48	33	SE	9	N 14	Trace		1½	12	Slight dust storm.	O'cast.
10	1002.0	51	37	N	30	NW 24			12	12	O'cast.	Cloudy.
11	1006.0	52	37	N	16	NW 20	.01		12	12	Cloudy.	Part cloudy.
12	1013.8	57	38	N	8	S 12			24	24	Part cloudy.	Part cloudy.
13	1007.4	53	43	N	14	N 18			12	12	O'cast.	O'cast.
14	998.4	51	40	N	16	N 20	Trace		2	12	Mist.	Part cloudy.
15	996.1	51	40	N	18	S 7			12	12	Part cloudy.	Part cloudy.
16	994.0	49	39	N	6	SE 6	.05	.05	24	12	Part cloudy.	Rain showers.
17	997.9	52	37	W	14	S 14	.06	.01	12	12	O'cast.	O'cast.
18	1005.9	58	42	W	12	SW 14		.10	24	12	Part cloudy.	Rain showers.
19	1014.5	46	35	S	10	S 16			24	12	Clear.	Cloudy.
20	1019.5	47	37	S	12	S 12			12	12	O'cast.	Cloudy.
21	1018.8	46	38	S	16	S 12			24	10	Part cloudy.	O'cast.
22	1022.2	56	39	N	16	SSE 7			10	12	O'cast.	Part cloudy.
23	1021.7	57	43	W	2	SW 11		.10	12	12	O'cast.	O'cast.
24	1013.7	62	36	S	8	SW 21			12	12	O'cast.	O'cast.
25	1008.4	57	43	W	8	S 8			12	24	O'cast.	Clear.
26	1010.4	55	41	N	14	SW 8	.02	.10	12	6	Part cloudy.	Rain.
27	1011.4	49	38	E	10	S 9	.12		¼	24	Fog.	Clear.
28	1017.2	49	40	Calm		Calm			12	24	O'cast.	Clear.
29	1019.4	48	39	Calm		S 15			12	12	Clear.	Part cloudy.
30	1019.2	60	38	S	13	S 18			24	24	Part cloudy.	O'cast.
31	1020.9	60	39	S	6	SW 18			12	12	O'cast.	O'cast.
Aug.												
1	1016.6	74	42	W	18	W 16			12	12	Clear.	Clear.
2	1011.0	74	55	W	18	NW 25			12	12	Cloudy.	Part cloudy.
3	1016.8	64	49	N	14	N 10			12	12	Clear.	Part cloudy.
4	1012.8	54	40	S	8	NE 28		.15	10	12	Part cloudy.	Cloudy.
5	1009.6	67	47	W	10	W 30			12	12	Part cloudy.	Part cloudy.
6	1010.3	52	45	N	7	E 10		.01	12	12	Cloudy.	O'cast.
7	1014.6	49	42	E	16	E 15			12	12	Part cloudy.	Cloudy.
8	1019.0	60	41	NE	10	N 8			12	12	Part cloudy.	Clear.
9	1018.9	66	44	N	14	NW 12			12	12	Part cloudy.	Part cloudy.
10	1011.2	70	51	NW	14	NW 12			12	12	O'cast.	O'cast.
11	1008.9	52	46	NW	30	N 24			12	12	Cloudy.	O'cast.
12	1009.3	67	39	W	16	NNW 18			12	10	O'cast.	O'cast.
13	1001.3	59	41	N	4	NW 14	.04	.07	12	10	O'cast.	O'cast.
14	1005.6	47	38	N	8	S 6			12	12	O'cast.	O'cast.
15	1007.0	51	39	N	9	NW 14		.03	12	12	O'cast.	Cloudy.
16	1010.6	47	34	NW	8	N 10	.02		12	12	Part cloudy.	Part cloudy.
17	1014.7	48	34	N	10	N 10	.		12	12	Clear.	Cloudy.
18	1013.0	47	36	N	14	NW 8		.02	12	12	Cloudy.	O'cast.
19	1006.8	48	31	W	10	SW 15	.02	.01	12	12	O'cast.	Part cloudy.
20	1005.2	47	39	E	12	ENE 8	.17		10	12	Drizzle.	Clear.
21	1000.2	43	38	NE	12	E 8	.02		12	12	O'cast.	Cloudy.
22	993.8	43	36	E	16	E 20		.03	12	12	O'cast.	Rain showers.
23	999.6	45	37	E	18	NE 14	Trace	.02	10	10	O'cast.	O'cast.

CHESTERFIELD INLET METEOROLOGICAL REPORT - 1950

Date 1950	Mean Baro.	Temp.		Wind		Precip.		Vis.		Present Weather	
		Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	Fº	Fº								
24	998.6	49	39	N 24	N 26			12	9	O'cast.	Rain.
25	1000.5	46	40	N 20	NW 26	Trace	Trace	12	10	O'cast.	Precip. in sight.
26	1001.0	44	38	N 14	E 9	.03	.09	10	10	O'cast.	Shower of rain.
27	1008.6	49	37	E 24	NW 18			12	12	O'cast.	Cloudy.
28	1009.0	55	40	N 15	N 8			12	12	O'cast.	Clear.
29	1006.9	56	37	NW 14	E 5			12	12	Clear.	Clear.
30	1008.8	47	32	W 4	S 10			12	24	Clear.	Cloudy.
31	1010.4	60	39	NW 8	Calm			12	24	Cloudy.	Cloudy.
Sep.											
1	1011.4	58	41	Calm	Calm		.02	12	12	Part cloudy.	Cloudy.
2	1014.2	52	44	NE 8	E 4			12	12	Cloudy.	Cloudy.
3	1016.4		39	NW 11				12		Part cloudy.	
4	1012.2	50	49	N 8	SE 24	.04	.40	12	10	Cloudy.	O'cast.
5	983.0	58	38	S 25	NW 30	.43	.03	1	8	Light rain.	Rain showers.
6	1003.2	47	36	N 39	E 16			10	12	O'cast.	Part cloudy.
7	1012.4	40	39	NNW 9	E 11	Trace		9	12	Drizzle.	O'cast.
8	1014.7	42	36	E 20	ENE 16			10	12	O'cast.	O'cast.
9	1025.2	43			N 7				1		O'cast.
10	1024.2	57	33	W 12	W 15			12	12	O'cast.	Cloudy.
11		60									
12	1009.6	54	43	NNW 12	SW 4			12	12	Cloudless.	Cloudy.
13	1006.0		42	NE 12	NE 9		Trace	8	12	O'cast.	Light rain.
14	1005.0	44	40	N 20		.02		12		O'cast.	
15	1014.1	44			NW 14		.03		12		Distant rain.
16	1009.8	40	34	NW 15	N 18	Trace		12	12	Light rain.	O'cast.
17	1009.4	31	29	N 16	NNW 22	Trace		12	12	Cloudy.	Part cloudy.
18	1010.8	33			N 26		Trace		12		Light snow.
19	1015.2	31	25	N	NW 18			12	12	O'cast.	O'cast.
20	1018.2		27	NW 12				12		Part cloudy.	
21	999.6	42	35	W 10		.03	.04	1		Light rain.	
22	1003.4	39			WNW	.04			10		O'cast.
23	1011.4	40	26	NW 34				12		O'cast.	
24	1018.9	38	25	W 2		Trace		12		Cloudy.	
25	1004.8	39			S 30				5		O'cast.
26	998.2	42	37	SW 22	NW 14		.01	5	1	O'cast.	Light drizzle.
27	1012.2	41	38	N 4	NE 2			8	10	O'cast	O'cast.
28	1017.7	36			E 25				12		O'cast.
29	1014.2	34	32	E 38		.06		8		Rain.	
30	1015.1	34	30	E 45		Trace	Trace	3		Light snow.	
Oct.											
1		34									
2	1018.4	33	20	NNW 8	W 20		Trace	12	3	Cloudy.	Light snow.
3	1008.8	33	14	N 28	NW 20	Trace	Trace	12	12	Cloudless	Cloudy.
4	999.0	24	11	NW 40	N 18	.01	.01	1½	12	Light snow.	Cloudy.
5	1002.4		10	N 33	NW 25			12	12	Part cloudy.	O'cast.
6	1006.0	20	11	NW 14	N 18	.01		12	12	O'cast.	Part cloudy.
7	1020.0	20			W 10				10		O'cast.
8	1017.4	32	15	SE 7			.02	12		O'cast.	
9	1001.4	35	29	S 30	E 20	.07	.46	3	2	Light drizzle	Light snow.
10	989.0	33	30	NE 27	N 38	.20		1	0	Light snow.	Drifting snow.
11	1009.0	18	7	WNW 12	W 5			12	12	O'cast.	O'cast.
12	1012.6	25	19	N 5				10		O'cast.	
13	1020.7	20	16	NE 11	NE 14	Trace	.02	12	10	O'cast.	Light snow.
14	1021.4	18	13	NE 18	N 22	Trace	.01	12	5	O'cast.	Light snow.
15	1025.4	13	6	NW 18	W 16			10	12	Cloudy.	O'cast.

CHESTERFIELD INLET METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	F°	F°								
16	1020.3	12			N 10		.01		8		O'cast.
17	1020.8	13	3	NW 25	W 4			¾	12	Shwrs. of rain and snow.	Cloudy.
18	1017.6	24	7	NW 10	NW			12	12	O'cast.	O'cast.
19	1011.2	27	18	W 12	N 15		Trace	12	8	O'cast.	Light snow.
20	1013.2	9	6	NNW 12	N 20	.01		8	12	Light snow.	Cloudy.
21	1018.6	6	-3	NNW 16	NW 12			8	5	Cloudy.	Shallow fog.
22	1016.8	9			NE 18				12		Partly cloudy.
23	1018.9	10	-1	NNW 15	N 10			12	12	Part cloudy.	Part cloudy.
24	1018.6	18	-1	Calm	W 4			0	12	Fog.	Cloudy.
25	1010.1	23			W 6				12		O'cast.
26	1004.8	31	9	SE 15	E 28	.08	.06	10	12	Light snow.	O'cast.
27	993.0	33	29	SW 14	NW 8	.04		10	12	Freezing rain	Cloudless.
28	996.3	33	19	SW 16	S 17		.07	12	10	O'cast.	O'cast.
29	985.2	31	29	E 2	NNW 32	.15		1	¼	Light snow.	Drifting snow.
30	1007.6	9	4	NNW 34	NW 20			¼	12	Drifting snow	Part cloudy.
31		18					.06				
Nov.											
1	1010.4	12	05	N 17	N 15	.03	.13	4	10	Cont. light snowfall.	Light snowfall.
2	1014.5	09			N 30	.01			10		Rain and snow shower.
3	1013.2	00	-6	N 30	N 26	.01		½	12	Cont. light snowfall.	Clear.
4	1012.7	17	-8	N 10	Calm			8	10	Shallow fog.	O'cast.
5	1015.4	25	-1	SE 14	Calm			12	10	O'cast.	O'cast.
6	1017.7	27	18	Calm	Calm	.01	.06	10	10	O'cast.	Cont. light snowfall.
7	1015.2	28	21	S 12	S 18	.05	.05	10	5	Cont. light snowfall.	Cont. light snowfall.
8	1016.8	29	25	SSW 6	NW 12	.04	.04	5	2	Cont. light snowfall.	Cont. light snowfall.
9	1026.4	25			NNW 12		Trace		10		Light snowfall.
10	1016.2	13	-13	N 4	NW 10		.03	2	10	Fog.	Light snowfall.
11	1007.6	17	-11	N 25	N 20	Trace		8	12	Drifting snow	Cloudy.
12	1007.3	-3	-11	N 20				10		Clear.	
13	1000.1	08	-20	N 8	NE 12			10	12	O'cast.	O'cast.
14	1014.5	02	-6	N 14	NW 12			12	12	Part cloudy.	Clear.
15	1023.0	-12	-19	N 6				½		Fog.	
16	1028.6	-1	-18	Calm	NE 8		.01	½	10	Fog.	Light snowfall.
17	1020.6	01	-5	N 6	N 18	.01	.02	4	10	Light snowfall	Drifting snow.
18	1011.0	17	-7	E 12		.01	.05	10		Light snowfall	
19	1009.1	17	05	S 11	E 12	.02	.02	10	10	Part cloudy.	Light snowfall.
20	1005.1	10	05	E 7	NW 28	.06	.11	6	4	Cont. light snowfall.	Cont. light snowfall.
21	1000.7	-5			NW 4				12		O'cast.
22	1010.0	-2	-13	NE 16	NE 12	Trace		12	12	O'cast.	O'cast.
23	1023.6	-16	-24	NNW 18	NW 18			12	12	Clear.	Clear.
24	1026.7	15	-22	SW 3	S 18		.02	12	10	O'cast.	O'cast.
25	1019.2	15	07	W 20		.10		½		Cont. light snowfall.	
26	1036.0	-17	-25	NW 3	NNW 14			12	12	Clear.	Clear.
27	1040.0	-26			N 12				12		Clear.

CHESTERFIELD INLET METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Nov.	Mbs.	Fº	Fº								
28	1036.4	-01			S 22				12		Clear.
29	1032.1		-6	S 27						Drifting snow	
30	1026.1		-3	NE 8				12		Clear.	

PORT HARRISON METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
July	Mbs.	F°	F°								
1	1011.8	58	36	S 12	N 14			¼	8	Fog.	Cloudy.
2	1010.2	65	43	NE 8	SW 3			8	8	Part cloudy.	Cloudy.
3	1014.9	51	39	S 4	SW 7			8	8	Cloudy.	Clear.
4	1018.0	52	39	SW 6	W 8			8	8	Part cloudy.	Part cloudy.
5	1017.2	52	38	S 6	S 10			8	8	Cloudy.	Clear.
6	1013.0	49	39	S 15	N 24	.14		8	8	O'cast.	Part cloudy.
7	1018.6	48	33	NW 12	W 15			8	8	Part cloudy.	Clear.
8	1023.0	55	35	Calm	E 5		Trace	8	8	Cloudy.	O'cast.
9	1009.4	50	34	SE 30	W 12	.63		4	¼	Rain.	Fog.
10	1015.7	45	33	SW 9	S 10	.03	.10	¼	5	Fog.	Rain.
11	1007.0	46	36	NNW 8	SW 18	.10		8	1	O'cast.	Fog.
12	1010.5	43	33	N 25	N 9			6	8	O'cast.	O'cast.
13	1006.4	56	33	NE 14	N 20			8	8	O'cast.	Cloudy.
14	1003.6	54	33	NNW 9	W 15			8	½	Cloudy.	Fog.
15	1007.0	45	29	SW 15	SW 10			¼	8	Fog.	O'cast.
16	1006.5	66	36	SE 20	Calm		Trace	8	8	Part cloudy.	O'cast.
17	1005.5	55	42	NW 13	W 8	.35		2	8	Fog.	Clear.
18	1012.6	56	35	NE 12	N 25			8	8	O'cast.	O'cast.
19	1014.5	51	40	N 12	NW 15			8	8	O'cast.	Part cloudy.
20	1019.2	57	39	NE 12	NW 12			8	8	O'cast.	O'cast.
21	1022.8	67	47	NE 6	E 12			8	8	Cloudy.	Cloudy.
22	1022.0	71	53	E 12	E 7			8	8	Part cloudy.	Cloudy.
23	1020.4	71	45	NE 8	N 18			8	8	Clear.	Part cloudy.
24	1018.8	65	41	N 15	N 14			8	8	Part cloudy.	Part cloudy.
25	1014.2	69	41	N 12	N 12			8	8	Part cloudy.	Clear.
26	1006.6	59	40	Calm	W 15	Trace		8	8	Cloudy.	O'cast.
27	1007.1	53	40	N 15	NW 18			8	8	O'cast.	O'cast.
28	1004.8	52	39	NW 12	S 6	Trace		5	8	O'cast.	Part cloudy.
29	1009.2	58	39	NE 18	NNE 19		.02	8	10	O'cast.	O'cast.
30	1010.0	52	41	NE 25	NE 26	Trace	.05	8	8	O'cast.	O'cast.
31	1015.3	62	45	NE 18	NE 10			8	8	O'cast.	Cloudy.
Aug.											
1	1024.4	65	42	N 10	N			8	8	Part cloudy.	Cont. rain.
2	1022.0		44	NW 7	SSW 9			8	8	Part cloudy.	Cloudless.
3	1016.2	52	40	SW 10	W 11			8	8	Part cloudy.	Part cloudy.
4	1019.6	63	41	N 16	N 13			8	8	O'cast.	Cloudless.
5	1020.2	56	41	S 4	S 16			8	8	O'cast.	Part cloudy.
6	1017.8	57	41	NE 6				6		Fog.	
7	1008.1				SE 7				10		Dry haze.
8	1004.9	58	47	E 13	E 28	Trace	.35	8	6	Rain.	O'cast.
9	1009.2	63	44	E 29	NE 17			8	10	O'cast.	Cloudy.
10	1013.2	62	37	NNE 9	NNW 10			8	10	Part cloudy.	Part cloudy.
11	1005.8	49	45	W 16	W 17			8	4	O'cast.	Dist. rain.
12		48				Trace					
13	1012.1	49	39	W 21				8		Part cloudy.	
14		53				.03					
15	1007.5		44	SE 13		.01		10		Part cloudy.	
16	1009.6	49	36	N 26		.07		6		O'cast.	
17	1001.6		42	E 12	NNW 31	.16	.05	6	6	Rain.	Cont. rain.
18	1014.7	47	35	W 13				12		Part cloudy.	
19	1022.0	50	34	S 10			.08	8		O'cast.	
20	999.0	52	43	NE 9	N 3	.13	.06	10	6	O'cast.	Fog.
21	1000.2	48	38	S 10			Trace	7		Fog.	
22	1003.3	48			SE 16		Trace		8		Part cloudy.
23	982.3	48			SE 26	.16	.20		4		Cont. rain.
24	1002.9	41			SW 26				3		Cont. drizzle.

PORT HARRISON METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	F°	F°								
25	1005.1	43	37	SW 21		Trace		¼		Fog.	
26	1008.0	43	38	S 10	S 13	.02		3	3	Rain.	Cont. rain.
27		41					.05				
28		43					.05				
29	1007.2	48	38	NW 16	W 16	.01		8	¼	O'cast.	Fog.
30	1007.0		34	SW 10				1		Fog.	
31	1007.3	51	36	NE 10				4		O'cast.	
Sep.											
1	1014.0	43	38	N 8	NW 4		Trace	12	5	O'cast.	Light drizzle.
2	1018.6	40	34	W 6	SW 10		Trace	1½	2	Fog.	Light drizzle.
3	1017.3		34	S 5				4		Fog.	
4	1018.9	45			SW 11		.02		10		O'cast.
5	1007.2	39	47	S 10	SW 16		.10	½	1	Fog.	Light rain.
6	998.8	45	41	SW 17	WNW 16	.04	.03	7	7	Cloudy.	O'cast.
7	1012.2	45	39	NNW 9	W 6	Trace	.01	9	1½	Drizzle.	Light drizzle.
8	1000.2	44	36	SE 17	SW 15	.03	.20	7	6	Rain showers.	Light rain.
9	1020.8	47			NW 16		.02		8		O'cast.
10	1029.2	43	31	NW 8	NW 10	Trace	Trace	10	12	Cloudy.	Part cloudy.
11		44									
12	1025.8	46	37	SW 16	SW 15			10	10	Cloudy.	Part cloudy.
13	1013.2	42	38	SW 8	SSW 16	Trace	.13	8	¾	Light rain.	Fog.
14	1004.4	41	40	W 10		.09	Trace	1		Fog.	
15	1009.0	44			N 13	.02			10		Cloudy.
16	1009.9	40	32	W 10	SW 16	Trace	Trace	4	8	Light snow.	O'cast.
17	1011.2	39	32	NW 13	W 11	.02	Trace	8	8	O'cast.	Light snow.
18	1000.4	35			N 23	.03	.03		6		Light snow showers.
19	1012.6	38	28	NW 7	WNW 13	Trace	.01	10	8	Part cloudy.	Light snow showers.
20	1013.1		29	NW 11		.01		10		Distant Preciptation.	
21	1015.4	36	32	NW 9	NW 18		.01	10	8	O'cast.	Light snow showers.
22	1002.6	38			S 23	.01	.08		2		Light hail showers.
23	986.6	35	32	E 24		.09		1½		Rain and snow.	
24	1006.0	38	30	NE 23				12		Rain showers.	
25	1013.3				NNE 11				10		Cloudy.
26	1011.8	42	27	N 10	W 4			12	10	Part cloudy.	O'cast.
27	1010.2	39	36	S 18	S 7			8	½	Part cloudy.	Fog.
28	1014.0	39			ESE 14		Trace		6		Fog.
29	1008.0	52			S 20		.12		1½		Fog.
30	1008.3	46	41	S 23				8		Cloudy.	
Oct.											
1		42					.14				
2	1011.8	39	37	NNE 10	NE 20	.03		12	12	O'cast.	Cloudy.
3	1004.3	29	26	NE 10	W 13			12	2	O'cast.	Light snowfall.
4	998.2	32	27	W 4	W 14	.03		3	10	Light snowfall	Precip. in sight.
5	1000.5		22	N 19	NW 23	.02	.01	10	4	Precip. in sight.	Snow shower.
6	1008.8	33	25	W 24	W 23	.01	.05	10	½	Precip. in sight.	Snow shower.
7	1020.5	32			NE 5				12		O'cast.
8	1016.3	25	15	E 18				10		Part cloudy.	

PORT HARRISON METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	F°	F°								
9	1018.8	36	11	SE 9	S 23		Trace	12	¾	Part cloudy.	Cont. light snow.
10	1001.2	40	32	S 26	WSW 24		.03	8	10	0'cast.	0'cast.
11	1013.9	35	32	NW 10	NE 4			8	10	0'cast.	0'cast.
12	1014.3	32	30	E 17				10		0'cast.	
13	1008.4	34	27	NE 18	NE 22	Trace	Trace	10	10	0'cast.	0'cast.
14	1008.5	32	26	N 23	N 21		Trace	12	10	0'cast.	Light snow.
15	1019.5	30	06	Calm	NW 18	.07	Trace	2	10	Light snow.	Snow.
16	1025.0	29	24	NW 4	SE 16	Trace		10	10	Lt. drizzle.	0'cast.
17	1006.7	29	21	NE 26	N 13	Trace	Trace	1	8	Drifting snow.	Snow.
18	1026.9	32	27	W 11	SW 9			8	10	0'cast.	0'cast.
19	1017.5	30	28	SE 7	NE 6	.03		2	12	Light snow.	Part cloudy.
20	1013.3	26	14	NE 7	SE 5		Trace	12	12	0'cast.	0'cast.
21	1013.4	33	23	SE 10	W 10	.02	.01	10	10	Light snow.	0'cast.
22	1018.5	31			NW 13		Trace		12		Cloudy.
23	1015.9	32		W 15	NW 8	Trace	.12	6	½	Light snow.	Light snow.
24	1014.5	25	22	E 10	E 16	.03		8	10	0'cast.	0'cast.
25	1015.8	23			NE 16				12		Clear.
26	1020.6	31	10	NE 8	S 13		Trace	12	12	Part cloudy.	0'cast.
27	1012.0	34	28	S 20	S 29		.10	10	1	0'cast.	Light rain and snow.
28	1009.8	46	32	SW 5	SSE 16	.01		¼	¼	Fog.	Fog.
29	996.8	36	33	S 23	S 13	Trace	.04	8	¼	0'cast.	Drizzle.
30	1002.4	34	32	NW 14	NW 16	Trace	Trace	3	6	Fog.	Light snowfall.
31	1014.2	34		NW 9		Trace	Trace	10		0'cast.	
Nov.											
1	997.5	33			NW 26	Trace	Trace		6		Light snow.
2	1005.0	29	24	NW 21	NW 16	.03	.04	1½	8	Light snow.	Light snow.
3	1010.9	26		NW 10	W 21	.08	.01	½	8	Light snow.	Light snow.
4	1015.6	28	22	W 17	NW 5	.02	.03	3	10	Drifting snow	0'cast.
5	1015.2	26	18	NE 1	N 10	.01		10	12	0'cast.	Cloudy.
6	1019.9	24	9	Calm	N 4	Trace	Trace	10	5	0'cast.	Freezing drizzle.
7	1026.2	22	16	E 5	E 17	Trace		10	12	0'cast.	Cloudless.
8	1016.8	17	5	E 17	NE 10			12	10	Cloudless.	0'cast.
9	1011.5	29			NE 10		.02		10		Cloudless.
10	993.8	24		NE 35	N 42	.03		¼		Drifting snow	Light snow.
11	1008.1	28	19	N 10	WNW 12	Trace	.04	8	5	0'cast.	Light snow.
12	1007.2	27	23	W 8		.05	.04	¾		Light snow.	
13	998.2	25	16	Calm	SW 23	.02	.09	10	1	Cloudy.	Light snow.
14	1005.1	21	8	N 14	NW 9	.03		12	10	Part cloudy.	0'cast.
15		19					Trace				
16	1029.0	16	-22	NW 14	E 16			12	10	0'cast.	0'cast.
17	1014.6	14	4	E 24	N 21		Trace	9	12	Drifting snow	Cloudless.
18	1012.0	16	6	Calm		.04	Trace	2½		Light snow.	
19	996.2	32	7	E 17	E 21	.03	.35	3	12	Light snow.	Cloudy.
20	996.1	24	8	NW 21	W 24	.04	.04	2	3	Light snow.	Light snow.
21	1011.7	24			SE 9	.01	Trace		4		Light snow.
22	1010.0	21	17	W 13	N 13	Trace	Trace	10	3	0'cast.	Light snow.
23	1022.8	20	12	NE 5	N 3	.02	.05	10	10	0'cast.	0'cast.
24	1036.0	29	10	N 3	WNW 16	Trace	.03	10	12	0'cast.	Cloudless.
25	1030.8	14	-5	N 9	S 13		.04	10	¼	0'cast.	Light snow.
26	1028.2	29			NE 29	.03	.03		½		Light snow.
27	1034.1	9			NE 16				10		Part cloudy.
28	1040.2	-5	-14	NE 10	NE 13			12	12	Cloudless.	Cloudless.
29	1033.3		-16	NE 23				1¼		Drifting snow	
30	997.5		11	E 35				¼		Drifting snow	

CORAL HARBOUR METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
July	Mbs.	F°	F°								
1	1018.9	59	44	ENE 18	NE 12			12	12	Part cloudy.	Part cloudy.
2	1017.8	61	41	SSW 6	S 6			12	12	Clear.	Cloudy.
3	1012.0	62	41	S 4	WNW 17			12	12	Clear.	O'cast.
4	1009.6	50	41	S 5	SE 10			12	12	O'cast.	O'cast.
5	1000.9	50	34	S 8	W 40	.15	Trace	0	12	Fog.	Part cloudy.
6	1008.4	47	32	W 13	W 16	Trace		12	12	Part cloudy.	Cloudy.
7	1012.8	52	38	NW 12	SW 16	Trace		12	12	Part cloudy.	Cloudy.
8	1017.1	50	37	SW 8	SW 16			12	12	Part cloudy.	O'cast.
9	1004.7	41	34	E 14	Calm	.04	.17	6	1½	Rain.	Drizzle.
10	998.4	44	36	W 17	W 18	.03	.35	12	12	Cloudy.	Rain showers.
11	1000.7	42	35	E 6	NNE 20	.07	Trace	12	12	Rain.	Cloudy.
12	1012.2	54	31	NNW 8	SW 3			12	12	Part cloudy.	Part cloudy.
13	1007.2	48	39	Calm	E 3		Trace	12	12	O'cast.	O'cast.
14	1000.4	41	38	NE 8	E 9		.30	12	3	O'cast.	Rain.
15	996.5	46	36	E 8	SE 9	.04		1	12	Rain.	Cloudy.
16	999.1	39	36	SE 16	SE 14	.18	.06	2	8	Rain.	O'cast.
17	1003.2	47	32	Calm	S 10		Trace	¼	12	Fog.	Cloudy.
18	1011.4	48	35	SE 6	SE 16	Trace		2	12	O'cast.	Cloudy.
19	1019.6	58	36	Calm	S 6			12	12	Part cloudy.	Part cloudy.
20	1023.7	58	38	N 8	SE 7			12	12	Part cloudy.	Part cloudy.
21	1024.7	49	42	SSE 8	S 4			¼	12	Fog.	Cloudy.
22	1022.1	53	42	SE 3	NE 8	.11		10	12	Rain.	O'cast.
23	1022.4	56	38	Calm	SSE 16			12	12	Part cloudy.	O'cast.
24	1017.7	55	47	NW 9	SSW 14			12	12	O'cast.	O'cast.
25	1008.2	51	42	S 14	E 15		.02	12	10	O'cast.	Rain.
26	1008.0	53	41	N 10	N 10			12	12	Cloudy.	Part cloudy.
27	1010.6	51	40	N 10	N 12			12	12	O'cast.	O'cast.
28	1017.3	53	39	N 25	NE 14			12	12	Part cloudy.	O'cast.
29	1021.4	60	37	N 7	S 4			12	12	Part cloudy.	Clear.
30	1022.6	57	39	Calm	SSW 8			12	12	O'cast.	Clear.
31	1022.6	64	40	NW 5	W 20			12	12	O'cast.	O'cast.
Aug.											
1	1016.2	65	46	W 16	W 20			12	12	Cloudy.	O'cast.
2	1009.0	72	48	S 4	WSW 18			12	12	Cloudy.	Part cloudy.
3	1013.4	74	49	N 20	N 12			12	12	Part cloudy.	Part cloudy.
4	1017.6	65	39	W 5	SSW 12			12	12	Part cloudy.	Cloudy.
5	1010.0	65	44	WSW 12	W 23	Trace		4	12	Drizzle.	Cloudy.
6	1010.1	61	44	WSW 20	WSW 14		.02	12	12	Cloudy.	Cloudy.
7	1014.7	55	36	N 3	NE 14			12	12	Part cloudy.	Clear.
8	1019.0	57	35	NW 8	NNE 10			12	12	Part cloudy.	Clear.
9	1017.2	64	37	NW 10	NW 10			12	12	Part cloudy.	Clear.
10	1008.0	56	47	WNW 12	NW 10			12	10	O'cast.	O'cast.
11	1000.5	54	40	SW 10	W 10	.03		12	12	Rain.	Cloudy.
12	1004.0	54	36	NW 24	SSW 25			12	10	O'cast.	O'cast.
13	1003.6	45	30	NW 20	S 5		.08	12	5	Part cloudy.	Rain showers.
14	1006.2	44	32	N 8	SW 8			12	12	Part cloudy.	Cloudy.
15	1006.6	39	35	NE 6	NW 7	Trace	Trace	12	10	O'cast.	Rain.
16	1009.8	46	30	WNW 12	W 14			12	10	Part cloudy.	O'cast.
17	1013.0	46	31	W 9	NE 10			12	12	Part cloudy.	Part cloudy.
18	1009.4	44	31	NW 12	NW 16			12	12	O'cast.	O'cast.
19	1010.6	38	34	WSW 8	S 18		.03	12	12	O'cast.	Cloudy.
20	1009.2	44	36	NE 10	ENE 20		.01	12	12	O'cast.	O'cast.
21	999.8	39	34	ENE 18	NE 10	.20	.02	1¼	12	Rain.	O'cast.
22	998.0	42	34	NE 12	E 22	.24	.06	12	4	Rain.	Rain.
23	1000.0	45	35	ENE 10	NNE 25	.10		¾	12	Rain.	Part cloudy.
24	987.7	41	35	NNE 26	N 5			12	8	O'cast.	Drizzle.

CORAL HARBOUR METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Aug.	Mbs.	F°	F°								
25	992.5	46	33	N 16	NW 2		.02	12	10	Cloudy.	Drizzle.
26	,999.5	43	35	E 8	E 3	.01	.01	¾	2	Drizzle.	Rain.
27	1003.6	44	34	N 16	N 20			12	12	O'cast.	Cloudy.
28	1002.3	45	38	N 25	N 20			12	12	Cloudy.	Clear.
29	1005.1	49	32	N 3	NNE 18			12	12	Clear.	Clear.
30	1008.1	53	33	NNW 10	WNW 6			12	12	Clear.	Clear.
31	1009.2	53	32	Calm	Calm			12	12	Cloudy.	Part cloudy.
Sep.											
1	1011.4	60	33	NE 5	Calm			12	12	Part cloudy.	Cloudy.
2	1014.0	52	38	Calm	NE 5			12	4	O'cast.	Drizzle.
3	1015.6	56	36	Calm	SSW 5			12	12	O'cast.	O'cast.
4	1015.0	43	34	W 16	ENE 12	Trace		10	12	Rain.	Part cloudy.
5	997.2	44	29	NE 20	N 36	.52	.08	5	12	Rain and snow.	O'cast.
6	995.8	42	36	NNE 12	NE 22	Trace		1	12	Drizzle.	O'cast.
7	1016.0	44	31	N 16	S 4			12	12	Clear.	O'cast.
8	1014.5	34	30	NE 16	NNE 20			12	12	O'cast.	O'cast.
9	1020.1	33	28	NE 12	N 10	Trace		12	12	O'cast.	O'cast.
10	1025.2	42	25	NW 05	W 14			12	12	Part cloudy.	O'cast.
11	1012.4	50	40	W 18	NW 15			12	12	O'cast.	Part cloudy.
12	1010.9	56	34	W 5	SE 17			12	12	Part cloudy.	O'cast.
13	1005.6	40	36	NNE 12	NNW 5	.20	Trace	3	12	Rain.	O'cast.
14	1014.6	36	30	NNE 15	NNE 9	Trace		3	12	Snowflakes.	Part cloudy.
15	1013.3	37	28	NNW 14	NE 10			12	12	O'cast.	Cloudy.
16	1006.5	32	25	W 18	N 36	.03	.01	12	12	O'cast.	O'cast.
17	1003.6	27	20	SW 23	NW 20	.03		4	12	Snowflakes.	Clear.
18	1001.8	25	21	NW 20	NW 25	Trace		10	12	Snowflakes.	Clear.
19	1008.2	28	16	NW 20	NW 28			12	12	Cloudy.	O'cast.
20	1013.0	30	20	NW 20	NW 24			12	12	Part cloudy.	Part cloudy.
21	1001.2	32	23	S 5	NE 20	.20	.50	1	¼	Snowflakes.	Drifting snow.
22	1012.1	29	22	NE 15	NNE 25			12	10	Part cloudy.	Drifting snow.
23	1019.8	34	19	N 6	NE 8			12	12	Clear.	O'cast.
24	1018.0	33	20	NE 10	SSE 10		.01	12	8	O'cast.	Fog.
25	1005.4	33	32	S 15	S 16	Trace	.01	12	4	Rain.	O'cast.
26	1005.2	35	31	NW 10	NNW 20	Trace		10	12	Cloudy.	O'cast.
27	1021.5	30	28	Calm	NE 6			12	8	O'cast.	O'cast.
28	1020.7	27	26	NE 25	ENE 40			12	10	O'cast.	O'cast.
29	1011.0	28	24	ENE 40	NE 25	.01		1	12	O'cast.	O'cast.
30	1019.4	28	20	NNE 15	N 4		Trace	12	12	Drifting snow	Ice crystals.
Oct.											
1		25									
2	998.1	23	20	N 4	SW 13			12	12	O'cast.	O'cast.
3	1000.7	16		NW 17	NNW 13	Trace	Trace	1	12	Drifting snow	Cloudy.
4	988.7	16	02	WNW 14	NW 17	.35	Trace	24	¾	Drifting snow	Drifting snow.
5	991.2		07	N 12	NW 10			12	12	Drifting snow	Drifting snow.
6	1000.0	16	08	NW 14	N 10			12	12	Cloudy.	Part cloudy.
7	1019.6				NW 10				12		Part cloudy.
8	1020.8	19	02	NW 4		.02	Trace	12		O'cast.	
9	1014.2	28	16	SSE 26	SE 24	Trace	.02	1	1	Cont. snow.	Cont. snow.
10	983.6	32	26	SE 26	SSE 7	.03	Trace	½	1	Drifting snow	Cont. snow.
11	1008.4	26	05	N 17	SSW 7	Trace	.02	12	12	O'cast.	O'cast.
12	1016.8	27	18	Calm		Trace	Trace	12		O'cast.	
13	1019.4	24	15	W 10	NW 9	Trace	Trace	12	12	O'cast.	Cont. snow.
14	1021.8	19	15	NE 9	NW 13			12	12	O'cast.	O'cast.
15	1020.6	12	00	N 7	NW 13			12	12	O'cast.	Part cloudy.
16	1021.4	13	02	W 3	NW 7			12	12	Part cloudy.	Part cloudy.

CORAL HARBOUR METEOROLOGICAL REPORT - 1950

Date	Mean	Temp.		Wind		Precip.		Vis.		Present Weather	
1950	Baro.	Max	Min	8 a.m.	8 p.m.	a.m.	p.m.	am	pm	a.m.	p.m.
Oct.	Mbs.	F°	F°								
17	1017.4	18	00	Calm	NW 9			12	12	Part cloudy.	Clear.
18	1016.6	24	13	W 14	N 4		Trace	12	8	O'cast.	O'cast.
19	1011.0	25	20	SSW 16	SW 16	.01	.22	12	12	Cont. snow.	O'cast.
20	1011.0	08	06	WNW 4	Calm			12	12	Part cloudy.	Part cloudy.
21	1016.8	03	-10	W 13	W 13			12	12	Cloudy.	Clear.
22	1014.2	14			NE 19		.02		6		Cont. snow.
23	1015.0	13	04	NE 15	N 13	.02		¾	12	Drifting snow	Clear.
24	1019.6	-2	-11	N 8	NW 9			12	12	Clear.	O'cast.
25											
26	1016.2				E 9	Trace	Trace		12		O'cast.
27	998.0	30	25	E 30	WSW 10	.10	Trace	0	10	Drifting snow	O'cast.
28	1004.6	27			E 10				2		Drifting snow.
29	982.5	32			S 9		.01		1		Rain and snow.
30	992.4	27	18	W 9	NNW 22			12	3	O'cast.	Drifting snow.
Nov.											
1	1006.1	11			NW 14				12		O'cast.
2	1005.1	8	4	NW 12	NW 13			12	12	O'cast.	O'cast.
3	1005.8	4			NW 15				12		O'cast.
4	1010.1	5	-2	NW 5	Calm			12	12	Part cloudy.	O'cast.
5	1017.0	14	-6	N 4	N 9		Trace	12	12	Cloudless.	Part cloudy.
6	1018.7	17	3	NW 5	NW 4	Trace		10	12	Light snow.	Part cloudy.
7	1024.2	24	4	W 4	SSW 7	Trace		12	12	O'cast.	O'cast.
8	1023.0	23	14	S 18	E 7		.05	¼	8	Drifting snow	Light snow.
9	1014.2	18			NNW 17				10		Drifting snow.
10	1014.9	4	-4	NNW 4	NW 7		Trace	12	12	Cloudless.	Cloudless.
11	1002.2	5	-4	E 10	NW 9	.06		8	12	Light snow.	Cloudless.
12	1003.0	3	-9	NW 7		.01		8		Light snow.	
13	998.5	4	-12	NNW 12				12		Part cloudy.	
14	1008.4	0	-5	N 24	NNE 9			4	12	Drifting snow	Cloudless.
15	1019.9	0	-13	N 22				10		O'cast.	
16	1030.0	-10	-22	NW 14	N 5			12	12	O'cast.	Part cloudy.
17	1022.9	-5	-22	NNW 10	N 5			12	12	Part cloudy.	O'cast.
18	1015.9	4	-14	NE 9		.01		6		Light snow.	
19	1011.1	12	-11	N 26	NNE 17			8	8	Part cloudy.	Drifting snow.
20	1000.1	17	4	N 22	W 22			12	12	Part cloudy.	Cloudless.
21	1000.4	7			SW 16		Trace		12		O'cast.
22	1009.6	-1	-13	NW 4	NW 22	Trace				Part cloudy.	Drifting snow.
23	1016.9	3	-4	N 17	N 22	Trace		½	12	Drifting snow	Cloudless.
24	1033.0	10	-27	NW 7	NE 9		.01	12	12	O'cast.	O'cast.
25	1031.2	14	-5		17	Trace	.02	12		O'cast.	
26	1033.0	-7	-17	NW 22	W 16			24	12	Cloudless.	Cloudless.
27	1036.4	-19			N 5				12		Cloudless.
28	1040.8	-22	-31	NW 10	NNW 7			12	12	Cloudless.	Cloudless.
29	1043.3		-29	NNE 10				10		Cloudless.	
30											

ICE REPORTS - 1950

RESOLUTION ISLAND

July	1	A few scattered pieces of ice in all directions, drifting E.
	3	A few scattered pieces of ice and two large bergs NW one large berg S on horizon drifting E.
	4	Scattered pieces NW with two bergs on the horizon. One large berg five miles SW, one on the horizon S, drifting W.
	5	Scattered pieces to the NW, drifting W.
	6	A few scattered pieces in all directions. Two small bergs to the S one NW, drifting W.
	7	A few scattered pieces in all directions. One large berg W on the horizon, drifting W.
	8	A few scattered pieces in all directions. Two large bergs on the horizon to the W and NW, drifting W.
	9	Scattered pieces in all directions. Two small bergs ten miles away to the NW, one ten miles W, one large berg on the horizon and two small ones on the horizon to the SE drifting W.
	10	Scattered ice in all directions. One large berg to the SW drifting E.
	11	A few scattered pieces, drifting E.
	13	Scattered pieces in all directions, drifting E.
	15	A string of ice inshore, drifting E. Visibility one mile.
	16	Scattered pieces in all directions for five miles, then a field of ice extending to the horizon on the SW, W and NW. One large berg S on the horizon one SW five miles away and one berg ten miles to the W drifting E.
	17	Scattered pieces in all directions. One large berg ten miles W, two small bergs five miles W, drifting E.
	19	One berg three miles to the SE, drifting W.
	20	A few scattered pieces in all directions. One small berg to the NW, drifting W.
	21	A few widely scattered pieces.
	22	A few scattered pieces inshore, drifting W.
	23	A few scattered pieces inshore in all directions. One growler three miles S, one berg S on the horizon, drifting W.
	24	A few scattered pieces inshore. Two bergs on the horizon to the S, drifting W.
	26	A small field of ice visible on the horizon NW of the station.
	27	Two growlers five miles to the NW.
	28	Three growlers ten miles SE. One large berg ten miles NW, drifting E.
	30	Two growlers NW on the horizon, one five miles S.
	31	No ice in sight.
Aug.	5	One berg eight miles SW.
	9	Two bergs NW of the station.
	11	One growler three miles S of the station drifting E.
	17	A few scattered pieces south of the station.
	21	One berg five miles W of the station.
Sep.	1	One large berg five miles SW and one three miles W.
	2	One large berg three miles W.
	3	One large berg five miles W.
	5	One large berg five miles E of the station.
	10	Two large bergs ten miles W of the station.
	14	Two bergs ten miles W.
	15	One berg five miles SW, three bergs ten miles W.
	16	One berg three miles W.
	17	One berg two miles W.
	18	One berg three miles S, one berg five miles W.
	22	One berg three miles E.
Oct.	9	One berg five miles S.
	10	One berg five miles SW.
	17	One berg five miles W.

Oct.	18	One berg five miles W.
	19	One small berg one mile E.
	20	One large berg one mile W.
	22	One large berg five miles E.
	26	Two bergs five miles NW.
Nov	1	One large berg five miles W.
	8	One large berg two miles W.
	11	One large berg one mile SW.
	12	One large berg five miles SE.
	27	Scattered strings of slob ice inshore. Visibility one mile.
	28	Scattered strings of slob ice in all directions.
	30	Close packed slob ice in all directions.

CAPE HOPES ADVANCE

July	1	Loose packed ice to the horizon in all directions.
	2	Dense fog.
	3	W and NW, close packed ice to the horizon. Loose packed in other directions.
	4	Scattered ice to W and NW, loose packed in other directions.
	5	Scattered to the W and N, loose packed in other directions. One berg on the horizon.
	6	Loose ice in all directions. One berg NE on the horizon.
	7	Scattered ice in all directions.
	8	Scattered ice from ten to fifteen miles offshore, then floes. One berg N on the horizon.
	9	Scattered ice to W and NW. In other directions, scattered from five to ten miles offshore, then floes. Two bergs on the horizon N and NE.
	10	No ice in sight from W to N. Scattered ice in other directions.
	11	No ice in sight except eastward, where some can be seen on the horizon.
	12	No ice in sight. Visibility ten miles.
	13	Scattered ice to the NW from two miles offshore to the horizon and from W to N ice can be seen on the horizon.
	15	Scattered ice in all directions to the horizon. Three bergs on the horizon to the N.
	16	Scattered ice from four to fifteen miles offshore, then floes. Two bergs on the horizon to the NE.
	17	A few scattered pieces inshore, then floes to the horizon.
	20	Ice on the horizon N to NE. One large berg ten miles N.
	21	Ice on the horizon NW to NE. One large berg ten miles NE drifting SE.
	22	Strings of scattered ice from N to E, fifteen miles away. One berg on the horizon to the NE.
	24	Ice on the horizon to the eastward.
	25	Ice on the horizon from NE to SE.
	26	Ice on the horizon to the eastward.
	27	No ice in sight. Visibility eight miles.
	31	One growler NW, one N on horizon. A few scattered pieces on the horizon eastward.
Aug.	1	One growler two miles N.
	2	Numerous bergs and growlers on the horizon from N to SE.
	3	Five growlers on the horizon from N to E.
	5	Three growlers and a few scattered pieces to the northward.
	8	Scattered pieces north to the horizon. One berg on NE horizon.
	9	Ice on northern horizon.
	10	NW to NE, strings of loose ice, from five miles off to the horizon. One berg on the horizon to the NE.
	11	Loose scattered strings of ice from NW to NE.
	12	Loose scattered pieces of ice from NW to NE.
	13	A few scattered pieces of ice from NW to NE.
	14	Scattered small pieces in all directions.
	15	A few scattered small pieces to the N and NW.

Aug. 18	Five bergs on the horizon to the N.
19	One large pan on western horizon. Three large bergs and a few scattered growlers eight miles N of the station.
20	One long flat berg to the NW.
31	Two large bergs on the horizon to NW and NE of the station.
Sep. 2	Four bergs scattered, N to NW of the station.
4	Five scattered bergs on the horizon, from N to NW.
5	One berg ten miles to the N.
7	Two bergs on the horizon to the N, two small bergs five miles W.
10	Two bergs on the horizon to the NE and NW.
11	One berg eight miles WNW of the station.
16	One berg on the NW horizon.
17	One berg on the NE horizon.
18	One berg on the NE horizon.
23	Two bergs on the WNW horizon.
24	Two bergs on the horizon to the N.
25	One berg five miles N of station.
26	One small berg five miles NW.
28	One berg on the horizon to the N.
Oct. 3	One berg on NNE horizon.
12	One berg five miles NE.
15	One berg eight miles N.
18	One small berg fifteen miles NW.
28	One berg five miles NW.
Nov. 6	No old ice. New ice now forming.
7	Loose slob ice in all directions.
8	Loose slob ice in all directions.
9	Scattered patches of slob ice.
12	Scattered patches of slob ice.
13	Thin strings of slob ice from two miles offshore to the horizon.
14	Thin slob ice in all directions.
15	Closely packed slob ice in all directions to the horizon.
17	Packed slob ice in all directions.
19	Slob ice in all directions except to the NE and E, where open water may be observed on the horizon.
21	Numerous patches of slob ice.
22	Slob ice in all directions, mostly unbroken.
23	Close packed slob ice in all directions.
24	Close packed slob ice in all directions.
25	Slob ice in all directions with a few patches of open water to the NW.
28	Close packed pans and slob in all directions.

NOTTINGHAM ISLAND

July 1	Open water for about two miles, with a few scattered pieces, then field ice to the horizon. Cove holding.
2	About equal amounts of ice and water showing for two miles offshore, then what appears to be close packed ice to the horizon but suspect that the close packed appearance is due to distance.
3	Visibility limited to two miles by low fog. No change in the amount of ice but it appears to be a much heavier type than that seen previously.
4	Loosely packed ice around the shore, then open water to the extent of visibility - two miles. Cove ice broken but held in by an ice dam to the south.
5	Close packed in all directions. Southerly gale blowing.
6	W to SW closely packed to the horizon. SW to S loosely packed, with much open water.
8	Close packed ice to the horizon in all directions.
9	About two miles of open water to the SW, otherwise close packed ice in all directions.
10	Loose packed, with some open water to the SW. Close packed in all other directions to limit of three miles visibility.

July 11	Ice for eight miles out, then open water to the horizon.
12	From NW to S thinly scattered pieces to the horizon. Loosely packed to the SE, with some open water.
13	Loosely packed ice one hundred yards offshore, then five to ten miles of open water, then loosely packed ice to the horizon.
14	Ice field about one mile wide from NW to S. The Strait appears full of ice to the SE.
15	Heavy ice grounded outside the cove. The ice has melted from the cove except for the occasional piece. Visibility one half mile in fog.
16	Scattered ice to the horizon in all directions.
17	Open water for one mile, then floes to the two mile limit of visibility.
18	Loosely packed and scattered ice in all directions.
19	Thinly scattered ice for four miles offshore, then becoming more plentiful.
20	Scattered ice and small strings to the NW, diminishing to widely scattered to the SE.
21	Loosely packed to the horizon to the NW, diminishing to widely scattered to the SE.
22	Strings and pans in all directions but mainly scattered ice. Fog bank from SW to NW, three miles off.
23	Scattered pieces of heavy ice in all directions, much of it grounded along the shore. Visibility two miles, due to fog banks.
24	Very thinly scattered from NW to SW, becoming more plentiful about three miles offshore. Large areas of open water SW to SE.
25	Scattered ice, with a few pans and strings.
27	Only widely scattered small pieces for ten miles out, but from there on it appears more plentiful although not closely packed.
28	No ice to NW. Loose ice from W to S for one to two miles offshore. From S to SE loosely packed ice on the N side of the Strait, open water to the S side. Scattered ice in the distance to the SW.
29	Loose ice with some pans, for two to five miles offshore, then a few widely scattered pieces.
30	Field ice to the NW. In other directions, strings and scattered ice for two to five miles offshore, then open water.
31	Loose ice and strings in all directions but none beyond three miles except what appears to be loose ice on the far side of the Strait.
Aug. 1	Loose ice from W to SE for from two to four miles offshore, then open water. No observation to the NW due to haze. Visibility in other directions eight miles.
3	Ice packed at the mouth of the cove. Unable to see beyond the fog.
4	Ice at the mouth of the cove and scattered along the shore. A string of loose ice from SW to SE, about three miles offshore.
5	Ice at the mouth of the cove and to a depth of about fifty yards along the shore. No other ice in sight with one and a half miles visibility.
7	Ice clearing from the mouth of the cove. There is still ice along the shore, but none outside.
8	Scattered ice along the shore and in the cove. A few widely scattered pieces outside. No ice to the NW.
9	Scattered ice along the shore and in the cove; none to the NW.
15	A few scattered pieces along the shore.
17	Ice cleared from the cove during the night. No ice in sight.
Oct. 5	Cove frozen over during the night.
8	Cove full of frozen slush ice.
10	Ice drifted out of the cove during the night. No further ice in sight.
17	Field of loose ice along the horizon.
18	Loose strings of drift ice along the shore.
19	Loose field of drift ice along the shore.
20	Ice field along the shore, about half a mile distant.
21	The ice has moved offshore. Scattered strings out to the limit of five miles visibility.
22	Field of loose drift ice in all directions.

Oct. 23	Scattered pieces from shore to the horizon.
26	Field of heavy ice from shore to the horizon, with small patches of open water.
29	Field of loose ice along the shore, extending out to about half a mile.
31	Scattered pieces along the shore.
Nov. 4	A field of ice from shore to the horizon, with small patches of open water.
'6	A field of ice along the shore and on the horizon. Open water in between.
7	Field of heavy ice along the horizon. Loose ice along the shore and out to the horizon.
8	Field of heavy ice from shore to the horizon, with patches of open water.
9	Ice field from shore to the horizon, with large patches of open water.
11	Scattered pieces of slob ice from shore to the horizon.
12	Field of loose ice scattered along the shore.
14	Field of heavy ice from shore to the horizon, with small patches of open water.
15	Ice field along the shore and on the horizon, with open water between.
16	A few pieces of ice along the shore. Open water to the limit of visibility of five miles.
17	Open water from shore to about two miles out, then heavy ice to the horizon.
19	Field of heavy ice from shore to the horizon.

CHURCHILL

July 1	Bay full of close packed drift ice. Small amount of drift ice in the river.
2	A small amount of scattered drift ice in the river. Bay nearly full of scattered drift ice.
3	Bay and river partly full of scattered drift ice.
4	Scattered drift ice in the river and Bay.
5	A few growlers in the river and Bay, also a small amount of scattered drift in the Bay.
6	River ice free. A small amount of ice along the shore of the Bay, which is otherwise free of ice.
8	River and Bay ice free.
10	River and Bay ice free.
11	River and Bay ice free.
12	River and Bay ice free.
Oct. 15	Small lakes and ponds frozen. Ice starting to form in the river.
18	No change.
31	A small amount of loosely packed drift ice in the river and Bay.
Nov. 2	River partly full of loosely packed drift ice and a small amount in the Bay.
3	River full, and Bay half full of close packed drift ice.
7	A small amount of ice along the river shore. Bay clear of ice.
9	A small amount along the river shore. With the exception of a small opening at the mouth, the remainder of the Bay is full of close packed drift ice.
10	River and Bay full of close packed ice except for a narrow channel at the mouth of the river extending into the Bay.
11	River full of close packed drift ice. Scattered drift ice in the Bay.
12	Bay and river full of close packed drift ice except for some small openings.
13	Half of river solid. A small amount of drift ice in the Bay.
14	Ice along both banks of the river. A narrow channel open. Bay solidly packed with drift ice to the horizon.
15	Bay and river solid with close packed drift ice. In the Bay the ice extends to the horizon.

Nov. 16	Visibility half mile. In the Bay, drift ice with openings.
17	A narrow channel in the river open, with ice adhering to both banks. Solid drift and slob ice in the Bay to the horizon, with some small openings.
18	Bay and river closely packed with drift ice.
19	Narrow channel in the river open, with ice adhering to both banks. The channel extends about one quarter mile into the Bay, which is packed with drift ice to the horizon.
20	A small opening at the mouth of the river. Remainder of river, and Bay, frozen solid to the horizon.
25	Strong S winds drove the ice offshore. The edge of the drift ice is now about two miles out.
26	Scattered pans of drift and slob ice in the Bay, also new ice forming.
28	Continuing S winds have driven the main body of ice out of sight to sea. River frozen. Scattered pieces of ice in the Bay.
30	River frozen. In the Bay, loosely packed slob and drift ice moving with the wind and tide.

CHESTERFIELD INLET

July 1	Open water to the horizon. Some floating pan ice.
3	Open water to the horizon in all directions. Some small, broken shifting ice in sight.
4	Open water to the horizon. Very little floating ice visible.
5	Harbour and inlet now ice free. The only ice in the harbour is that which is lying on the beach. Occasional small pieces on the open water.
7	Open water to the horizon with some small pieces of floating ice. Inland lakes not completely open.
10	No ice in sight.
15	Open water to the horizon with the occasional small piece of ice visible.
17	Open water to the horizon. Some small pieces of ice visible. Inland lakes open.
Sep. 28	All inland lakes frozen over.
Oct. 13	About eight inches of ice on inland lakes.
23	About eighteen inches of ice on the inland lakes. Ice forming in the bays is very thin and breaking with the rise and fall of the tides. Some slob ice floating about three miles outside the harbour.
25	Very thin ice forming in the bays. Considerable slob floating around outside the harbour.
27	Harbour full of broken up slob ice to a distance of one mile; now moving out with a westerly wind. Beyond this the Bay looks clear of ice. Temperatures have been above freezing, with rain during the early morning.
28	Harbour clear of ice. The occasional pan of slob floating around.
29	Harbour clear. No ice to report.
31	Then slushly ice covers the harbour. Today's low temperature five degrees below zero.
Nov. 1	Harbour partly frozen. Considerable slob ice about three miles out.
2	Harbour clear except for occasional pans of slob.
4	Harbour covered with thin, smooth ice. Scattered pans of slob ice.
5	Harbour frozen over from shore to shore, with a narrow strip of open water at the entrance.
6	Harbour completely covered with very thin slob ice. Rough pan ice outside the harbour as far as the eye can see.
8	Entire harbour and to a distance of four miles out covered with slob ice and slush, with occasional masses of rough ice mixed with it and moving up and down the inlet with the tides.
9	NW wind cleared the harbour of all ice. Extensive areas of drift ice outside.
10	Harbour nearly frozen over with thin ice. Outside the harbour, open water and considerable drifting ice.

Nov. 13	Harbour completely frozen over. Surface smooth. Thickness about six inches. Outside the harbour, slob and heavy drift ice moving in with a SW wind.
14	Harbour frozen over with smooth ice. Outside, a mass of rough, broken ice as far as the eye can see, frozen together.
16	Distance to the floe edge outside harbour about three miles.
17	Open water three miles offshore.
21	Distance to the floe edge outside harbour about five miles.

PORT HARRISON

July 2	Considerable ice from the Bay moved in among the islands. Pilot advises ice in the Bay solid to the horizon.
4	River clear. Ice broken up and nearly clear of the islands. Bay unknown.
8	Islands nearly clear of ice, Bay close packed to the horizon.
10	A few small pieces among the islands. In the Bay, pack ice visible from two to three miles offshore to the horizon.
14	Islands practically clear of ice. Pilot reports considerable open water in the Bay as far N as Harrison. The pack ice appears to have moved farther out.
19	Islands clear of ice. Ice in the Bay visible on the horizon only.
23	The R.C.M.P. advises that heavy pack ice was encountered fifty miles north of Harrison which they believed to extend up to the Kogulak River on the N and to the Ottawa Islands on the W. No ice visible locally.
Aug. 1	R.C.M.P. advises heavy pack ice around Portland Promontory extending on all sides to the horizon. No ice locally.
Oct. 19	Ice forming in the river on both sides. Channel open. Bay unknown.
22	Ice forming on both sides of the river. The main channel and among the islands is open.
Nov. 6	New ice forming along both sides of the river. Sea wall forming along the fresh water shore. Thin scattered drift ice among the islands.
12	Inland half of the river sealed and safe for travel. Ice along both sides of the other half with an open channel. Young drift ice among the islands.
27	Inland portion of the river frozen from six to eight inches. River mouth still open. Scattered drift ice among the islands.

GLOSSARY OF TERMS USED IN ICE NAVIGATION

Floe.....A large mass of floating ice.

Pan.....A small floe or piece of ice that can be forced aside or slewed.

A field.....A large body of ice that may be seen around.

Land floe.....Ice frozen fast to the shore.

Packed ice.....Small pieces of ice closed together and held by the pressure of ice currents.

Ice blink.....A peculiar pale yellow reflection on the sky indicating the presence of ice in the distance.

The ice pack.....A large body of solid ice extending across the whole sea and through which it is impossible to advance.

Slack or open ice....Detached ice that can be worked through. Ice is said to be slacked when it begins to open up so as to be navigable.

A lead.....A strip of navigable water opening into the pack.

Hummocky ice.....Rough, uneven or thick ice.

Slob.....Snow afloat and forming into ice.

Water sky.....A dark or bluish appearance of the sky indicating open water beyond the ice pack.

Rafting.....Occurs when two pans meet with force either by the action of winds or currents, the edges are broken off and either rise on top of or pass under the body of the other.

Growler.....A more or less washed and rounded lump of ice which rolls about in the water; formed from broken-up bergs or detached pieces of heavy old Arctic floe ice.

Collar ice.....The margin of ice frozen fast to an island or shore, presenting an abrupt wall against which the floating ice rises and falls with the tide.

AIDS TO NAVIGATION IN HUDSON BAY AND STRAIT

Radio Coast and Direction Finding Stations

Station	Call Sign	Calling Wave (See footnote)		Working Wave		Position		Hours of Service	Coast Charge (a)
		Kc/s.	Metres	Kc/s.	Metres	Latitude N.	Longitude W.		
Churchill	V A P	500	600	425	706	58° 46' 32"	94° 10' 31"	Continuous during season of navigation.	6¢ per word
Chesterfield Inlet	V B Z	500	600	425	706	63° 20' 05"	90° 42' 33"	Continuous during season of navigation.	6¢ per word
Nottingham Island	V C B	500	600	420	714	63° 06' 48"	77° 56' 18"	Continuous during season of navigation.	6¢ per word
Cape Hopes Advance	V A Y	500	600	405	741	61° 05' 12"	69° 33' 24"	Continuous during season of navigation.	6¢ per word
Resolution Island	V A W	500	600	405	741	61° 18' 30"	64° 53' 24"	Continuous during season of navigation.	6¢ per word

All stations maintain watch on 500 Kc/s. (600 metres) and, with the exception of Resolution Island, take and transmit bearings on 375 Kc/s. (800 metres) after communication has been established on 500 Kc/s. (600 metres). Resolution Island takes bearings on 500 Kc/s. (600 metres) and transmits bearings on 375 Kc/s. (800 metres).

(a) All messages relative to navigation are handled free of charge. The six-cent per word coast charge applies to all other traffic. For forwarding charges beyond Churchill apply to any of above stations or see Canada Rate Sheet, International List of Coast and Ship Stations.

Radio Meteorological Reporting Station

Station	Call Sign	Calling Wave		Working Wave		Position		Hours of Service	Coast Charge
		Kc/s.	Metres	Kc/s.	Metres	Latitude N.	Longitude W.		
Port Harrison	V A L	500	600	420	714	58° 27' 17"	78° 08' 29"	Keeps watch on 500 Kc/s. (600 metres) for fifteen minute periods commencing at every odd hour from 7.00 p.m. E.S.T. inclusive, during season of navigation.	6¢ per word See note (a) above

GOVERNMENT VESSELS

Station	Call Sign	Calling Wave Kc/s.	Calling Wave Metres	Working Wave Kc/s.	Working Wave Metres	Hours of Service	Remarks
C.G.S. N.B. McLean	C G S N	500	600	425	706	Continuous during season of navigation.	Normally this vessel patrols Hudson Strait during the season of navigation. Information in regard to her position may be obtained from any Radio Station in the Strait.
C.G.S. C.D. Howe	C G S S	500	600	425	706	Continuous during season of navigation.	

LIGHTS

Location	Position Latitude N.	Position Longitude W.	Character	Elevation	Remarks
*Goodwin Island, Button Islands Group	60° 41' 31"	64° 40' 22"	Flashing	250 ft.	On wooden pole.
Resolution Island	61° 18' 28"	64° 53' 16"	Flashing	129 ft.	White square, wooden lantern on wooden skeleton base. One flash every ten seconds.
Cape Hopes Advance	61° 05' 14"	69° 33' 23"	Fixed	270 ft.	On wooden pole.
*Wales Island	61° 51' 37"	71° 58' 19"	Flashing	280 ft.	Steel tower.
*Ashe Inlet	62° 31' 40"	70° 33' 27"	Flashing	191 ft.	On wooden pole.
*East end of Charles Island	62° 36' 28"	73° 56' 12"	Flashing	200 ft.	Steel tower.
*West end of Charles Island	62° 42' 30"	74° 40' 00"	Flashing	40 ft.	On wooden pole.
*Nottingham Island	63° 05' 48"	77° 56' 55"	Flashing	50 ft.	On wooden pole.
*Digges Island	62° 35' 20"	78° 06' 42"	Flashing	65 ft.	On wooden pole.
*Mansel Island	62° 27' 00"	79° 38' 00"	Flashing	41 ft.	On wooden pole.
*Coates Island	62° 10' 00"	83° 08' 00"	Flashing	40 ft.	On wooden pole, surrounded by white lattice.
*Coral Harbour	64° 07' 34"	83° 15' 12"	Flashing	70 ft.	Red lantern on pole with tripod slatwork daymark at base.
*Bear Island	64° 01' 06"	83° 13' 12"	Flashing	56 ft.	Red lantern on pole with tripod slatwork daymark at base.
Churchill Harbour, Manitoba	59° 46' 35"	94° 11' 18"	Fixed	217 ft.	White light on top of workshop building.

*Unwatched

C.G.S. N.B. MCLEAN - HUDSON STRAIT PATROL SHIP

GENERAL DIMENSIONS AND EQUIPMENT

The C.G.S. N.B. McLean is a twin-screw ice breaking steamer of 6,500 indicated horse-power and with the following leading dimensions:-

Length (B.P.).....	260 feet
Breadth (moulded).....	60 feet
Depth (moulded).....	31 feet
Gross tonnage.....	3,253 tons
Fuel oil capacity.....	1,596 tons

The vessel is equipped with a patent towing winch furnished with both steel wire and manila towing hawsers, a searchlight, two 7-ton derricks and two motor launches.

She also carries a diver and complete diving apparatus and the following salvage gear:-

1 Dake centrifugal pump, 10 inch.
1 Smart Turner centrifugal pump, 8 inch.
1 Duplex pump, 6 inch.

These pumps are completely equipped with flexible suction and discharge pipes, foot valves, syphons, etc., and all necessary auxiliaries.

One hundred and fifty feet of bronze flexible steam hose with connections, patching gear, shores, turnbuckles and all necessary tools are also provided.

The vessel is provided with a gyro compass, recording echo sounder, radiotelegraph, radiotelephone and radar apparatus.

The N.B. McLean is normally in Hudson Strait from the opening to the close of navigation each year and maintains constant watch on 500 kc (600 metres), call sign CGSN.

C.G.S. C.D. HOWE

The C.D. Howe, was launched at the Davie Shipbuilding yard at Lauzon, P.Q. on September 7, 1949, and made her first northern voyage in 1950.

Her principal characteristics are listed below:

Length, overall.....	294	ft.
Length (B.P.).....	276	ft.
Breadth (moulded).....	50	ft.
Depth (moulded).....	26	ft.
Draft (fully loaded).....	18½	ft.
Deadweight (at full load draft).....	2,615	tons
Machinery-Twin Skinner Marine Uniflow engines, each 2,000 I.H.P., oil-fired (mfd. by Canadian Vickers Limited).		
Speed (loaded, on trials).....	13.5	knots
Complement:		
Officers and crew.....	58	
Passengers.....	58	
Eskimos.....	30	
Hold Capacity.....	107,000	cu. ft.
Refrigerated cargo capacity.....	3,050	cu. ft.
Range, without re-fuelling.....	10,000	miles

The vessel is fitted with a gyro compass, radio, including radiotelephone equipment, a direction finder, radar, and a special type of depth sounder sufficiently accurate for Hydrographic work. There is also a set of instruments installed particularly for use in collecting scientific data in areas where records have not previously been taken.