CANADA

TWENTY-SEVENTH 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 1955

DEPARTMENT OF TRANSPORT
HON. GEORGE C. MARLER, Minister

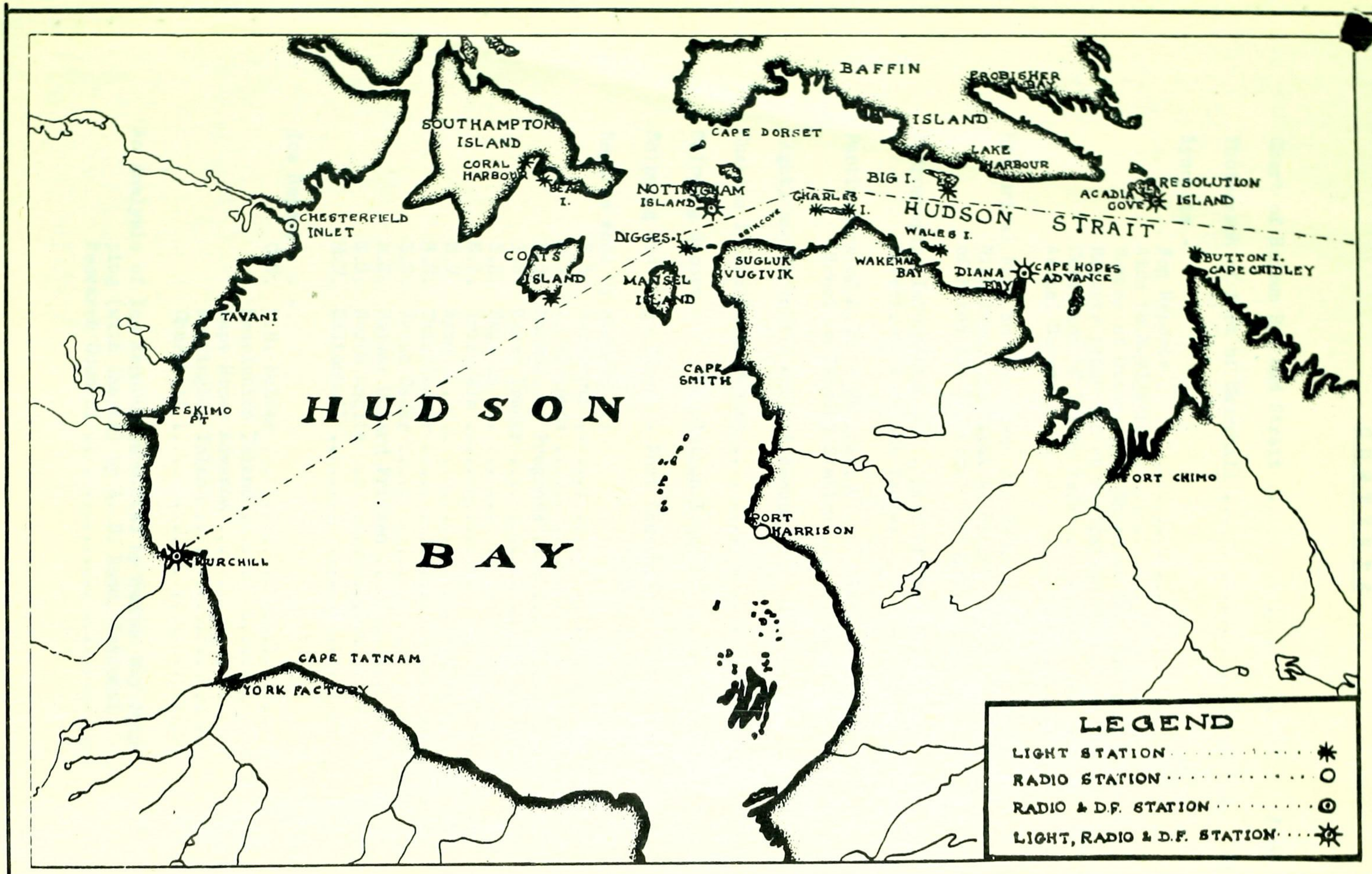
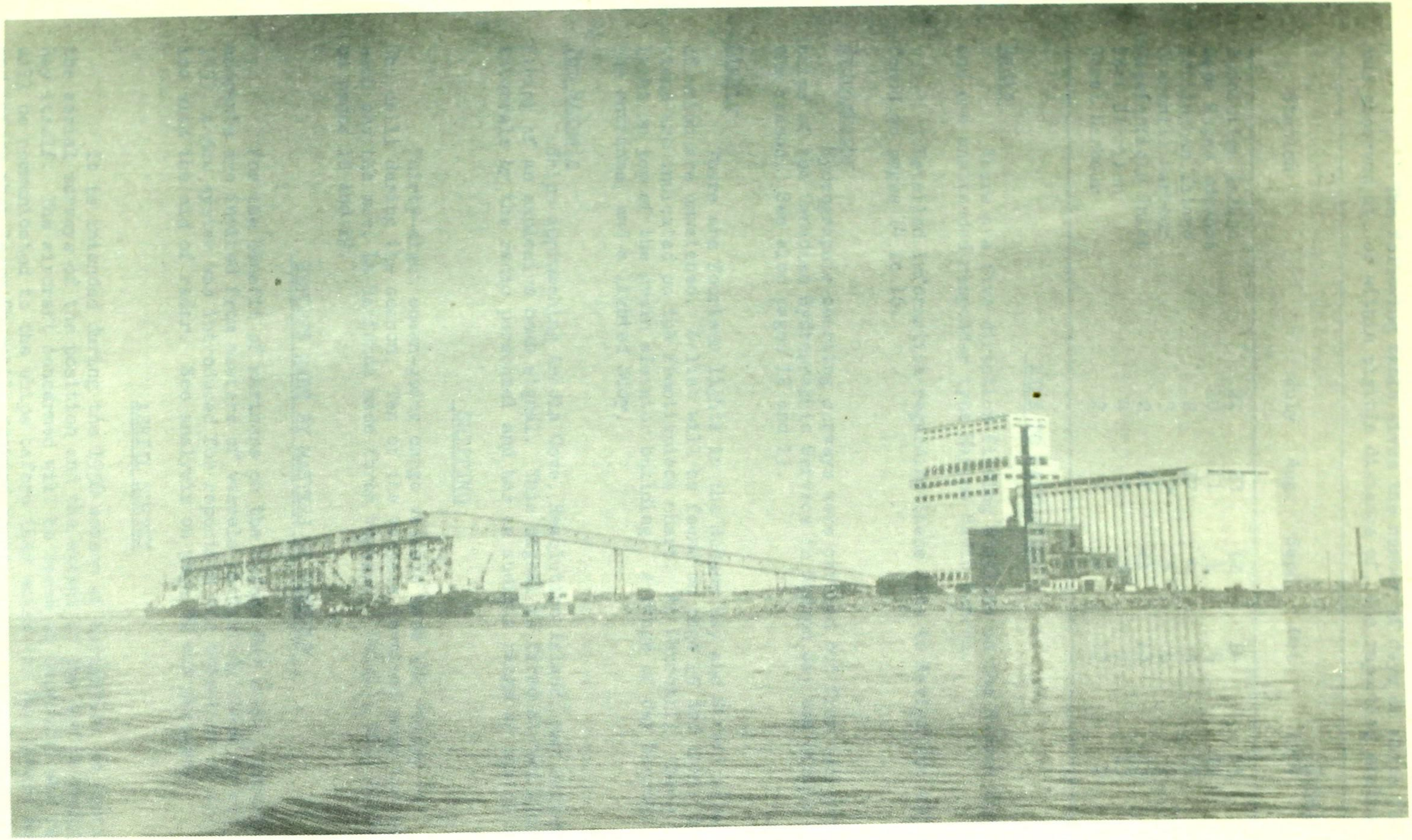


CHART OF HUDSON BAY AND STRAIT

C O N T E N T S



CHURCHILL - SHIPS BERTHED IN HARBOUR, WITH GOVERNMENT ELEVATOR AND OVERHEAD CONVEYER FOR LOADING GRAIN IN BULK.

(NATIONAL FILM BOARD PHOTOGRAPH)

FOG REPORTS

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.	Totals 1954	Totals 1955
Resolution Island	21	23	12	14	35	70
Cape Hopes Advance	10	11	1	4	28	26
Nottingham Island	2	17	4	5	16	28
Churchill Harbour	3	7	5	6	9	21
Chesterfield Inlet	2	12	11	13	13	38
Port Harrison	4	7	5	1	13	17
Coral Harbour	2	7	4	13	7	26

AIDS TO NAVIGATION

Radio

There are five direction finding stations on the Hudson Bay route and one unattended responder type Marine Radio Beacon.

Detailed information regarding these Aids to Navigation will be found on pages 14 to 16.

Hydrography

Hydrographic charting surveys were carried out from two survey ships of the Canadian Hydrographic Service in Hudson Bay and Strait during the season. See also pages 12 and 13.

Lights

There are fourteen lights in the Hudson Bay and Strait area, ten of which are unwatched. A list will be found on page 15 and their locations are indicated on the frontispiece chart. At Churchill, there is a light on top of the grain elevator building. A range of day beacons marks the entrance, and a lighted buoy.

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

Thirty-eight ocean-going cargo vessels made the voyage to Churchill during the season. Ten of the vessels involved made two voyages each and the m.v. La Hacienda made three voyages. Details will be found on pages 18 and 19.

REPORTS MADE BY MASTERS OF VESSELS

For the benefit of mariners on the Hudson Bay route, reports and comments are invited from masters of vessels navigating these waters. In 1953, a new system was introduced for reporting the detection of surface ice with the aid of radar. See analysis on page 69 and sketches.

AERIAL SURVEY

It is intended during the 1956 season of navigation to continue the aerial surveys of the position and the extent of the ice in Hudson Bay itself. The aircraft concerned will be based at Churchill and reports will be communicated to the ships before they enter the Bay inward bound and before they leave Churchill outward bound.

THE HUDSON BAY ROUTE

by

Dr. N.L. Nicholson

Geographical Branch, Department of Mines and Technical Surveys

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Toward the end of the sixteenth century the wave of overseas colonization stimulated various English adventurers to sponsor the search for a northwest passage to Asia.

The earliest of these voyages was made by Frobisher between 1576 and 1578 but he did not penetrate further west than the bay which now bears his name. Davis, from 1585 to 1587, just entered Hudson Strait and named Capes Chidley and Warwick. But it was not until 1610 that Hudson Bay and Strait were really "discovered" by the navigator whose name these features now bear. He sailed south along the eastern shore of the bay and was frozen in by November 1st. After wintering at the south-east corner of James Bay, he, and a few sick sailors, were cast adrift by his mutinous crew, never to be heard of again. Nevertheless, many of the principal points along the Hudson Strait route were named by him and have been retained to this day. Cape Hopes Advance, Digges Island, Cape Wolstenholme and Nottingham and Salisbury Islands are but examples of this. Sir Thomas Button entered the Strait and Bay in 1612, and to him we owe the names Button Islands, Resolution Island, Cary's Swan Nest and Cape Southampton. He wintered at the mouth of Nelson River, which he named after his mate who died there. Bylot and Baffin, in 1615, sailed through Hudson Strait to the northeast coast of Southampton Island naming Savage Islands, Cape Comfort and Mill Island. In 1619, the only British expedition to northern Canada discovered Churchill River. Under the command of Jens Munck, this expedition arrived early in September and wintered there. In 1631, rival interests sent Luke Foxe and Thomas James to explore the bay. Foxe entered Roes Welcome Sound and named Marble Island (though he called it Brooke Cobham) and returned to England. James sailed south, naming Cape Henrietta Maria and Charlton Island, where he wintered, and, of course, the bay itself was later named for him.

Thus, within thirty years of Hudson entering the Strait and Bay, the main outlines of their coasts were known, the existence of many islands mapped and information on ice conditions and other navigational hazards, collected.

Meanwhile, two Frenchmen, Radisson and Groseilliers, had learned that the area around James Bay was rich in furs. They ultimately succeeded in persuading the English authorities of this and as a result a party was sent out in 1668. They built a fort on Rupert River, wintered there and returned to England the next summer with a full cargo of furs. This led to the incorporation of the Hudson's Bay Company in 1670, an organization which for nearly two hundred years was to be the chief agency in the development of the region around the Bay and Strait. By 1685 the company had established five posts on the Bay at the mouths of important rivers - Rupert House, Albany, Moose Factory, New Severn and Fort York. Churchill river was almost forgotten until its "rediscovery" in 1686. An attempt to establish a post there was made in 1689, but due to the war between France and England from 1690 to 1713, was soon discontinued and was not resumed until 1717. Few further discoveries were made around the coasts of the bay. Ships entering it made immediately for the Company's posts, usually in late July or early August, and left again in September. There was no object in their making the passage

any earlier as the boat expeditions bringing furs from the interior of the country could not arrive at the coasts depots before the end of July and, as soon as the imported supplies were landed and the export cargoes loaded, there was nothing to delay their return to Europe.

However, the search for the Northwest Passage was revived in the middle of the eighteenth century. Middleton's expedition of 1741-42 wintered at Churchill. He sailed up and named Wager Bay and Repulse Bay while Christopher, in 1762, explored Chesterfield Inlet, and in 1821, Parry proved conclusively that Southampton Island was not part of the mainland although it was not known to be separated from Coats Island until after 1860.

In 1860, the whaling industry shifted from the Norwegian Sea to Baffin Bay and Hudson Bay. Whalers often wintered in the Bay in order to start hunting early the following season and they accumulated much practical knowledge of navigation conditions there although it was frequently kept secret for commercial reasons.

In 1870, title to "Rupert's Land and the Northwest Territories" passed to Canada and interest turned to the possibility of using the Hudson Bay Route for purposes of commerce. In 1884, the government sent an expedition to the area to ascertain for what period of the year the straits were navigable. Scientific stations were established along it where ice observers spent the winter of 1884-85. Port Burwell was one of these and was named for the observer who established the station. Similar expeditions under Commander Wakeham, for whom Wakeham Bay is named, investigated earlier and later dates for navigation. These expeditions also surveyed the mouths of the Churchill and Nelson Rivers and carried out other scientific work. In 1903, another government expedition on similar work, wintered at Cape Fullerton.

But this sea route could be of little economic use to Canada until its terminus was connected to the southern part of the country. In 1908, a railway line from Hudson Bay Junction to The Pas was completed and, in anticipation of a terminus at Churchill, the townsite was laid out and lots granted. In 1909, the first permanent trading post along the sea route was established at Cape Wolstenholme and within the next few years other posts were opened on both sides of the Strait and along the west coast of Hudson Bay. Meantime, work had been progressing on the railway and by 1918, the track extended to 332 miles beyond The Pas. Work was then suspended until 1927, when Churchill was finally chosen as the terminus, but by 1929, the remaining 176 miles of track had been laid.

Although four freighters were unloaded at Churchill in 1928, and two in 1929, the harbour was not developed and the cargoes were entirely for local consumption. But by 1931, the port was substantially complete and two ships were cleared with full cargoes of wheat for western Canada. Thus Churchill was opened as a modern commercial port and the Hudson Bay route became a twentieth-century practical reality.

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 Labrador and Hudson Bay. 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. Tidal differences for fifteen localities in Hudson Strait, thirteen in Hudson Bay 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 are 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

Standard Charts -

5000 - Hudson Bay and Strait
5400 - Cape Churchill to Egg River
5401 - Wakeham and Fisher Bays and Approaches
Wakeham Bay
Fisher Bay
Cape Prince of Wales to Wales Island
5402 - Cape Prince of Wales to Cape Weggs
5403 - Pritzler Harbour to Cape Weymouth
Balcom and Barrier Inlets
Shaftsbury Inlet
5405 - Port Burwell and Approaches
5406 - Cape Tatnam to Port Nelson
5407 - Anchorages in Hudson Strait
5408 - Cape Churchill to Churchill Harbour
5409 - Churchill Harbour to Hubbart Point
5410 - Coral Harbour
5411 - Lower Savage Islands to Pritzler Harbour
Pritzler Harbour
5412 - Erik Cove to Nuvuk Harbour including Digges Islands
Erik Cove
Digges Harbour
Port de Laperriere
Nuvuk Harbour
5414 - Rupert Bay
5415 - Mouth of Rupert River
5416 - Mouth of Moose River
5417 - Approaches to Nelson River
5418 - Churchill Harbour
5430 - Entrance to Chesterfield Inlet
5449 - Hudson Bay, Northern Portion
5450 - Hudson Strait
5452 - Diana Bay
5459 - Resolution Harbour and Acadia Cove
5461 - Approaches to Koksoak River
5462 - Koksoak River Mouth
5464 - Diana Bay, Southern Portion
5467 - Leaf Bay and Approaches
5468 - Leaf Passage
5469 - Leaf Basin

Provisional Charts -

5331 - Abloviak Fiord and Approaches
5431 - Chesterfield Inlet - Black Rocks to Imilit Islands
5432 - Chesterfield Inlet - Imilit Islands to Dangerous Point
5433 - Chesterfield Inlet - Dangerous Point to East Point
5434 - Chesterfield Inlet - East Point to Promise Point
5435 - Chesterfield Inlet - Promise Point to Primrose Island
5436 - Chesterfield Inlet - Primrose Island to Cross Bay
5437 - Chesterfield Inlet - Cross Bay to Bowell Islands
5438 - Baker Lake (Eastern Portion)
Chesterfield Narrows
Polaris Narrows
Regina Narrows
5439 - Baker Lake
5440 - Wager Bay
5442 - Eskimo Point
5444 - Rankin Inlet
5445 - Rankin Inlet - Vicinity of Thomson Island
5446 - Tavani and Approaches
5451 - Cape Dorset and Approaches
5453 - George River
5454 - Payne Bay
5455 - Lake Harbour and Approaches
Lake Harbour
5456 - Button Islands
5458 - Sugluk Inlet
5471 - Port Harrison and Approaches
5472 - Great Whale River
5473 - Little Whale River

Sailing Directions -

Labrador and Hudson Bay Pilot

Tide Tables -

Tide Tables for the Atlantic Coast of Canada

NOTE: Copies of the above Charts and Sailing Directions are available for reference at the office of the High Commissioner for Canada, Canada House, London, England. Charts are issued at 75 cents each, with the exceptions of charts 5415 and 5416 at 50 cents each. The Sailing Directions are $5.00 per copy. Charts and Sailing Directions may be obtained from the Canadian Hydrographic Service, Department of Mines and Technical Surveys, Ottawa. Tide Tables are sold at 25 cents a copy by the Distribution Office, Department of Public Printing and Stationery, Ottawa. All orders must be accompanied by postal or express money order, for the full amount, payable to the Receiver General of Canada.

AIDS TO NAVIGATION IN HUDSON BAY AND STRAIT

Radio Coast and Direction Finding Ststions

Station	Call Sign	Calling freq.(1)	Working freq.(2)	Latitude N	Longitude W	Hours of Service	Coast Charge
Resolution Island	VAW	500 Kc/s	484 Kc/s	61° 18' 30"	64° 53' 24"	Continuous during season of navigation	8¢ per word
Cape Hopes Advance	VAY	500 "	484 "	61° 05' 12"	69° 33' 24"	Continuous during season of navigation	" " "
Nottingham Island	VCB	500 "	458 "	63° 06' 48"	77° 56' 18"	Continuous during season of navigation	" " "
Churchill	VAP	500 "	420 "	58° 46' 32"	94° 10' 31"	Continuous during season of navigation	" " "
Chesterfield Inlet	VBZ	500 "	420 "	63° 20' 05"	90° 42' 33"	Continuous during season of navigation	" " "

(1) All stations maintain a listening watch on 500 and 2182 Kc/s during the navigation season.

(2) All stations except Resolution Island take and transmit bearings on 410 Kc/s after communication has been established on 500 Kc/s.

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

Radio Meteorological Reporting Station

Station	Call Sign	Calling freq.(1)	Working freq.(2)	Latitude N	Longitude W	Hours of Service	Coast Charge
Port Harrison	VAL	500 Kc/s	458 Kc/s	58° 27' 17"	78° 08' 29"	Keeps watch on 500 Kc/s fifteen minute periods commencing at every odd hour from 7.00 p.m., E.S.T., inclusive, during season of navigation.	8¢ per word

LIGHTS

Location	Position Latitude N	Longitude W	Character	Elevation	Remarks
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' 00"	69° 33' 10"	Fixed	270 ft.	On wooden pole.
Wales Island (U)	61° 51' 37"	71° 58' 19"	Flashing	280 ft.	Steel tower.
Ashe Inlet (U)	62° 31' 40"	70° 33' 27"	Flashing	191 ft.	On wooden pole.
East end of Charles Island (U)	62° 36' 28"	73° 56' 12"	Flashing	200 ft.	Steel tower. Radio Beacon Station.
West end of Charles Island (U)	62° 42' 30"	74° 40' 00"	Flashing	45 ft.	On wooden pole.
Nottingham Island (U)	63° 05' 48"	77° 56' 55"	Flashing	50 ft.	On wooden pole.
Digges Island (U)	62° 35' 20"	78° 06' 42"	Flashing	65 ft.	On wooden pole.
Mansel Island (U)	62° 25' 00"	79° 36' 00"	Flashing	41 ft.	On wooden pole.
Coats Island (U)	62° 10' 00"	83° 08' 00"	Flashing	41 ft.	On steel tower, painted buff, with 12 foot square white wooden daymark and radar reflector on top.
Coral Harbour (U)	64° 07' 33"	83° 15' 15"	Flashing	70 ft.	Red lantern on pole with tripod slatwork daymark at base.
Bear Island (U)	64° 00' 30"	83° 13' 01"	Flashing	58 ft.	Red lantern on pole with tripod slatwork daymark at base.
Chesterfield Inlet	63° 20' 06"	90° 42' 32"	Flashing	121 ft.	Light on top of Radio Tower.
Churchill Harbour lighted bell buoy	58° 49' 48"	94° 06' 00"	Flashing	------	Black, steel. Equipped with radar reflector.
Churchill Harbour, Manitoba	58° 46' 35"	94° 11' 18"	Flashing	218 ft.	Red light on top of elevator penthouse.

(U) Unwatched

BEACON - CHURCHILL AIRPORT

Approximate Position - - Latitude 58° 45' N,, Longitude 94° 04' W.

Flash - every 10 seconds, 2.3 million candle power, 175 ft. above sea level.

CHARLES ISLAND RADIO BEACON

An unattended responder type marine radio beacon, experimental type, was established in 1953 at the opening of navigation in a position close to the light station at the east end of Charles Island. The particulars are as follows:-

Position: Latitude 62° 36' 28" N, Longitude 73° 56' 12" W

Frequency: 298 Kc/s

Characteristic — - — - — - — - — - —

The beacon is unattended and is automatic in operation, being brought into operation by a radio signal from the ship desiring to obtain direction-finding bearings.

The radio operator on any ship wishing to use this beacon should transmit by radio two 10-second dashes, spaced 20 seconds apart using A1 or A2 type of emission. The frequency of such transmissions must be 410 Kc/s. Approximately 50 seconds after this interrogation the beacon will transmit its characteristic for a period of 5 minutes.

In the event that the beacon is not heard, a period of 8 minutes from the end of the interrogation should be allowed to elapse before a second interrogation signal is sent.

Cape Hopes Advance (VAY) monitors this radio beacon daily and will provide any additional information required with regard to it.

Comments regarding reliability of response, range of the beacon and reliability of the bearings are invited and may be forwarded without charge to the Controller of Telecommunications, Ottawa, through the Cape Hopes Advance station.

The radio beacon was developed jointly by the Department of Transport and National Research Council. The reliability of an unattended beacon of this type posed some difficult problems, and it was decided to use batteries for power instead of unattended generators powered by gasoline engines, which would have to work intermittently for several months on end. Two separate transmitters and receivers were used and in case of trouble the defective unit automatically cuts out and the other unit cuts in.

SHIPPING REPORT - RESOLUTION ISLAND

Name of Vessel	Passed Resolution Island	
	Inward	Outward
Warkworth	July 23	August 5
La Hacienda	July 28	August 5
Manchester Progress	July 30	August 13
Seaboard Enterprise	August 2	August 12
Joseph Feuer	August 3	August 13
Essex Trader	August 4	August 15
Skauvann	August 6	August 15
Begonia	August 8	August 20
Romandie	August 9	August 16
Irish Elm	August 11	August 20
Nyon	August 12	August 20
General Guisan	August 14	August 22
Thistlemuir	August 15	August 24
Triland	August 19	August 28
Classic	August 20	August 30
Irish Cedar	August 28	September 6
Ranger	August 28	September 7
Reimar Edzard Fritzen	August 29	September 8
La Hacienda	September 3	September 10
Manchester Progress	September 10	September 20
Seaboard Enterprise	September 12	September 22
Essex Trader	September 13	September 23
Pindar	September 17	September 23
Warkworth	September 17	September 28
North Anglia	September 17	September 27
Elina Parodi	September 18	September 29
Daltonhall	September 19	September 30
Thistlemuir	September 20	October 5
General Guisan	September 23	October 1
Gloriana	September 24	October 5
Begonia	September 24	October 9
Irish Elm	September 25	October 4
Liberator	September 25	October 8
Classic	September 26	October 10
Nordzee	September 28	October 10
John Lyras	September 29	October 13
La Hacienda	October 2	October 10
Triland	October 3	October 14

PARTICULARS OF GRAIN SHIPS USING THE PORT OF CHURCHILL DURING 1955

	Name	Nationality	Net Register Tonnage	Arrived	Sailed	Destination	Inward Cargo (Tons)	Outward Cargo Wheat in Bulk (Bushels)
s.s.	WARKWORTH	British	4,245	July 27	Aug. 1	United Kingdom	2,873	350,933
m.v.	LA HACIENDA	British	3,225	July 30	Aug. 2	United Kingdom		362,506
s.s.	MANCHESTER PROGRESS	British	4,462	Aug. 2	Aug. 10	United Kingdom	424	238,933
s.s.	SEABOARD ENTERPRISE	Canadian	4,326	Aug. 6	Aug. 7	United Kingdom		373,979
s.s.	JOSEPH FEUER	Liberian	4,441	Aug. 6	Aug. 9	United Kingdom		375,574
s.s.	ESSEX TRADER	British	4,380	Aug. 8	Aug. 10	United Kingdom		354,371
s.s.	SKAUVANN	Norwegian	3,045	Aug. 9	Aug. 12	Norway		332,266
m.s.	ROMANDIE	Swiss	3,347	Aug. 12	Aug. 13	United Kingdom		386,399
s.s.	BEGONIA	British	2,601	Aug. 13	Aug. 15	United Kingdom		261,333
s.s.	IRISH ELM	Irish	3,208	Aug. 14	Aug. 17	United Kingdom		304,000
m.v.	NYON	Swiss	2,908	Aug. 15	Aug. 17	United Kingdom		334,133
m.v.	GENERAL GUISAN	Swiss	3,039	Aug. 17	Aug. 18	United Kingdom		330,400
s.s.	THISTLEMUIR	British	4,367	Aug. 18	Aug. 21	Antwerp/Rotterdam		354,666
s.s.	TRILAND	British	4,296	Aug. 23	Aug. 24	United Kingdom		360,266
s.s.	CLASSIC	Liberian	4,320	Aug. 24	Aug. 26	United Kingdom		374,080
s.s.	IRISH CEDAR	Irish	3,065	Sept. 1	Sept. 2	United Kingdom		298,666
s.s.	RANGER	Panamanian	4,290	Sept. 1	Sept. 3	United Kingdom		376,320
m.s.	REIMAR EDZARD FRITZEN	German	3,271	Sept. 1	Sept. 4	United Kingdom		352,100
m.v.	LA HACIENDA	British	3,225	Sept. 5	Sept. 7	Rotterdam/Antwerp		362,507
s.s.	MANCHESTER PROGRESS	British	4,462	Sept.13	Sept.17	United Kingdom	311	238,933
s.s.	SEABOARD ENTERPRISE	Canadian	4,326	Sept.16	Sept.17	United Kingdom		374,300
s.s.	ESSEX TRADER	British	4,380	Sept.17	Sept.19	United Kingdom		355,413
m.v.	PINDAR	Liberian	3,399	Sept.20	Sept.20	United Kingdom		371,466

s.s.	WARKWORTH	British	4,245	Sept.21	Sept.24	United Kingdom	553	350,933
s.s.	ELINA PARODI	Italian	4,347	Sept.22	Sept.25	United Kingdom		377,066
s.s.	NORTH ANGLIA	British	4,139	Sept.22	Sept.23	United Kingdom		367,733
m.v.	DALTONHALL	British	2,993	Sept.24	Sept.26	United Kingdom		337,866
m.v.	GENERAL GUISAN	Swiss	3,039	Sept.26	Sept.27	Ireland		332,266
s.s.	THISTLEMUIR	British	4,367	Sept.26	Oct. 1	Antwerp/Rotterdam		355,413
s.s.	IRISH ELM	Irish	3,208	Sept.29	Sept.30	Ireland		306,133
s.s.	GLORIANA	Liberian	4,423	Sept.29	Sept.30	United Kingdom		377,066
s.s.	LIBERATOR	Panamanian	4,473	Oct. 2	Oct. 3	Antwerp/Rotterdam		377,066
s.s.	BEGONIA	British	2,601	Oct. 2	Oct. 4	United Kingdom		261,333
s.s.	CLASSIC	Liberian	4,320	Oct. 3	Oct. 5	United Kingdom		374,453
s.s.	NORDZEE	Dutch	3,534	Oct. 4	Oct. 6	Antwerp		349,066
s.s.	JOHN LYRAS	British	5,172	Oct. 4	Oct. 9	United Kingdom		367,733
m.v.	LA HACIENDA	British	3,225	Oct. 5	Oct. 7	Antwerp		363,626
s.s.	TRILAND	British	4,296	Oct. 8	Oct. 10	United Kingdom		356,533
						TOTAL -	4,161	13,077,844

This was the largest number of voyages ever made into Churchill in one season, numbering thirty-eight voyages in all. It may be noted that ten of the ships involved made two voyages each, and that LA HACIENDA made three voyages.

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

The s.s. Warkworth made her usual two voyages to Churchill this season, both voyages with general cargo outwards and with wheat homewards.

The vessel left the Tyne on her first voyage at 2130 hours on the 12th of July and experienced a normal voyage until about one hundred and fifty miles from Resolution Island when icebergs began to appear.

On the 21st of July when approaching the Strait I requested permission from the N.B. McLean to enter the Strait after midnight, 22nd of July. Premission was granted and I was given warning to proceed with caution during dark hours and during fog as there was a lot of ice and bergs on the route. I was also advised to enter the Strait as close to Resolution Island as possible as this seemed to be where the clearest water was. The N.B. McLean was on passage from Cape Hopes Advance to Frobisher via the Gabriel Strait and gave me a continuous report on ice conditions as he progressed.

When some sixty miles from Resolution Island I encountered very heavy field-ice coming down the Davis Strait and kept hauling to the north to try and get round the field but there seemed no end to the field and eventually I entered the field at what seemed the weakest part and steamed through at various speeds, mostly slow and dead slow. While passing through the ship became beset for a while and in finally forcing clear the ship's propeller was damaged and some plating dented.

When clear of this field and in sight of Resolution Island light I hove to outside of the next field until 0200 hours, 23rd of July, when voyage was resumed in good daylight. Resolution Island was passed at three miles distance at 0430 hours, 23rd of July, and the vessel passed through and near loose field-ice until 1600 hours when south of Pritzler she came into clear water. The Edward Cornwallis was laid here on the western edge of the ice and advised me that clear water was reported to the westward. I found this was so except for a ten mile field which I was able to steam round to the northward at full speed.

Some loose ice was found off Charles Island but it did not interfere with speed. Near Nottingham Island contact was made with Captain Rose in the surveying aircraft and information was given me of the remaining part of the route. This information was excellent and because of it I was able to reach Churchill without any more trouble from ice.

The vessel arrived in Churchill and was fast alongside at 0700 hours 27th of July and discharging commenced at 0800 hours. A very good despatch was given and after discharging, fitting and loading, the vessel sailed at 1600 hours 1st of August.

The voyage home was normal, a number of bergs being seen in the Strait and some broken and very loose field-ice for perhaps one hundred miles in and outside the entrance to the Hudson Strait.

After discharging, drydocking and loading in the United Kingdom the vessel left again for Churchill at 1730 hours on the 5th of September. Until passing Cape Farewell heavy westerly weather was experienced but this seemed general to the whole North Atlantic. After passing Cape Farewell weather became good and a good passage was had to Churchill, some icebergs were passed outside the Strait and up to Cape Hopes Advance but no field ice.

The s.s. Warkworth arrived in Churchill at 0700 hours 21st of September and commenced discharging at 0800 hours. After discharging, fitting and loading she sailed again at 1015 hours 24th of September, was ordered to Hull where she arrived.

Without doubt the information via the air survey is the best assistance I have ever had and if it could be continued down the Hudson Strait and perhaps one hundred miles to sea I think clear water could perhaps be had for most of the voyage. At present information for the first ship is confined to what can be seen from that ship's bridge together with what can be seen from the bridge of the N.B. McLean wherever he may be at that moment. This leaves a very big area open to doubt.

I had good help from all D/F stations except Resolution Island which was out of commission at the time of entering the Strait. The beacon on Charles Island responded well at one hundred miles and I think a beacon of this type or better still of the Automatic type could be established on Mansel Island. In my experience, Mansel Island always gives a bad echo on the radar, never more than eight miles and more often only six miles. Passing Mansel Island is a position where at times field ice makes it necessary to go very close to the land in order to get clear or partly clear water when passing through and a beacon would be a very great help.

I also think a bigger scale chart should be printed of this area. I have found good deep water up to three miles from the land (seventy to eighty fathoms on continuous soundings) but the very small scale of the chart makes it very difficult to keep a record of the soundings. A beacon D/F at Cape Churchill or at Egg River would be very helpful. On most voyages I have found that from Mansel Island to Churchill the ship has been ahead of time and when as often happens, weather makes it impossible to get a position, a cross from Churchill and another beacon would give a position. This would be especially valuable to those vessels who are not fitted with radar.

I would like to express my appreciation of the help given to me during the season by the N.B. McLean, the Radio stations and especially to Captain J. Rose, of the Ice Patrol Air Survey.

REPORT MADE BY CAPTAIN R. EYRE-WALKER, MASTER, M.V. LA HACIENDA

The m.v. La Hacienda sailed from Nordenham, Germany, on 20th of July and good steaming conditions, though with much fog, were experienced through Pentland Firth and across the North Atlantic until reaching a position seventy-five miles south of Cape Farewell, Greenland, on 25th of July, where an extensive ice-field, with many bergs in the vicinity, was encountered necessitating a fifteen mile detour to the southward to clear it. Strong head winds, with poor visibility, were experienced in Davis Strait and many scattered bergs, growlers and loose pieces of drift ice were encountered from one hundred miles east of Cape Chidley until entering Hudson Strait.

Resolution Island was passed on 27th of July, permission having previously been obtained from the icebreaker N.B. McLean to enter and advice received to keep to the north side of Hudson Strait. From Resolution Island, in good steaming conditions and clear weather, in addition to many bergs and growlers, large areas of heavy field-ice were encountered necessitating much manoeuvring to avoid them. The vessel cleared the main ice are in Longitude 69 West and thereafter encountered only scattered bergs, growlers and loose pieces of drift ice, with

occasional strings of the latter, until reaching a position one hundred and ten miles southeast of Charles Island after which no further ice was encountered until approaching Cape Wolstenholme during darkness in the early hours of 29th of July when, with a calm sea, a large field of ice was detected by radar at four miles distance. A detour was made and a lead found two miles offshore. From Mansel Island until shortly before arriving off Churchill, dense fog was experienced, the icefield north of the latter being located by radar and by-passed - loose pieces of ice being detected at three miles range in a slight sea. Churchill was reached at 1900 hours 30th of July.

The vessel sailed from Churchill at 1712 hours, 2nd of August, with 9,710 tons of bulk wheat and again, shortly after leaving, encountered dense fog. Several small areas of field-ice were detected by radar and by-passed. Fog lifted shortly before passing Mansel Island. In the absence of routing advice and in view of the discouraging reports being received from inward bound vessels taking the north side of Hudson Strait, it was decided to investigate the southern side. Steaming conditions remained excellent and the weather clear. Cape Hopes Advance was passed at eighteen miles early on 5th of August and scattered bergs and growlers, together with fog, were met with in Longitude 68 West. Thereafter, heavy concentrations of bergs and growlers were frequently met with but no field-ice was encountered. Fog cleared at 1430 hours and the vessel passed Cape Chidley at 1630 hours, 5th of August. Many scattered bergs, growlers and loose pieces of drift ice were encountered in the Atlantic approaches until crossing the meridian of 61 West. Good steaming conditions continued and in clear weather the vessel passed ninety-five miles south of Cape Farewell without sighting ice. Excellent conditions prevailed thereafter, the vessel arriving in London on 15th of August, having reduced speed seven days previously because of lack of a berth in London.

Second voyage. The m.v. La Hacienda sailed from London late on 26th of August. The outward passage was made under excellent steaming conditions and in generally clear weather. Land's end was passed at 2330 hours, 27th August. The vessel passed seventy-five miles south of Cape Farewell on September 1st, six icebergs being sighted and their positions reported. Scattered bergs were met with when seventy-five miles east of Resolution Island until passing that point early on September 3rd and thereafter, many bergs and growlers were encountered until passing Longitude 69 West, after which they were sighted in decreasing numbers, the last being sighted in Longitude 70° 45' West. The passage through the Strait was made in daylight, calm weather and unlimited visibility. Good steaming conditions and clear weather continued until arrival off Churchill at 1930 hours, September 5th. During this passage, forty-one bergs were sighted on or near the track in Hudson Strait and Atlantic approaches, and their positions reported.

The vessel sailed from Churchill at 0818 hours, September 7th, with 9,710 tons of bulk wheat. Excellent steaming conditions and clear weather were again experienced. The southern side of Hudson Strait was used on the homeward passage and Cape Hopes Advance was passed at eighteen miles at dusk on September 9th and the first icebergs sighted shortly afterwards. It was interesting to note that with a calm sea, clear sky, half moon, and some assistance from the Aurora Borealis, throughout the night bergs were sighted, over half the horizon against the list of the moon, at distances of up to fifteen miles as a black mass, while over the other half of the horizon, bergs were visible at up to ten miles as a white mass with the moonlight on them. Growlers were more difficult to sight, some being within a mile of the ship before being sighted visually, though their presence was known, radar response being obtained at one and a half miles and upwards.

Cape Chidley was passed at 0820 hours, 10th September, scattered bergs and growlers continued to be met with until one hundred and ten miles east of that point. During the homeward passage, forty-three bergs were sighted on or near the track through Hudson Strait and Atlantic approaches, and their positions reported. Fine weather continued, the vessel passing seventy miles south of Cape Farewell, sighting and reporting three bergs on September 12th. Proceeding via Pentland Firth in continuing clear weather, the vessel arrived at Rotterdam early on September 18th, having made the round voyage in twenty-two days and a quarter.

Third voyage. - The m.v. La Hacienda sailed from Rotterdam late on 22nd September and good steaming conditions were experienced until passing Fastnet during the afternoon of 24th September when strong westerly winds, reaching gale force at times, were encountered and persisted until passing seventy-five miles south of Cape Farewell on 29th September. No ice was sighted in this area. Good steaming conditions were then experienced until the afternoon of 1st October when westerly gales were again encountered, with frequent heavy snow squalls. Cape Chidley was passed at 0015 hours. Button Island Light at 0200 hours and Cape Hopes Advance at 1430 hours, 1st October after which weather moderated. Ice was first sighted in the Atlantic approaches to Hudson Strait in Longitude 67° 47' West, fourteen being sighted and reported. After passing Cape Hopes Advance, weather moderated and remained generally good for the remainder of the passage. Charles Island was passed at 0208 hours, Digges Island at 1149 hours, and Mansel Island at 1507 hours, 3rd October. The vessel arrived off Churchill at 0848 hours, 5th October.

The vessel sailed from Churchill with 9,740 tons bulk wheat at 0906 hours, 7th October and was anchored in the Bay to rectify a minor engine defect at 0957 hours. Anchor was weighed and passage commenced at 1408 hours, 7th October. Excellent conditions were experienced until passing Digges Island at 0948 hours, 9th October when fresh to strong Easterly winds and heavy swell were encountered. The vessel passed Charles Island at 1829 hours, 9th October, adverse conditions, though with excellent visibility. Six bergs were sighted and reported in Hudson Strait between Longitude 69° 30' West, and Longitude 67° 42' West and no further ice sighted until two radar targets were obtained and reported in the vicinity of Latitude 61° North, Longitude 63° West, sixty miles east of Resolution Island. The very heavy southeast swell encountered after passing Resolution Island moderated during the evening of 11th October and good steaming conditions prevailed until passing seventy-five miles south of Cape Farewell at 0200 hours, 13th October. One berg was sighted and reported one hundred miles west-southwest of the latter point. From this point, very varied weather conditions were experienced up to the vessel's arrival at Antwerp on 19th October.

General remarks. - Having made three voyages in the one season and so obtained a good general picture of ice conditions likely to be met with at various periods of the season, I feel that there is much room for improvement in the matter of ice reports. In the early part of the season information is so limited as to be almost non-existent and it is very much a case of finding out for oneself. Later in the season, when the general flow of shipping has commenced, shipmasters themselves could do much more to assist each other by compiling a general report stating the track they have followed and ice conditions experienced in the various areas along that track. Arrangements whereby these organized ship reports, having been passed in to a shore station, could be re-broadcast at regular intervals in a group of say the six latest reports would be of great assistance. The type of ship report which, I believe, would be of most value is as follows:- "10 September. La Hacienda from Churchill no ice sighted to position 62° 30' N, 73° 12' W, thence no ice to position 61° 25' N, 69° 48' W, thence on 105° course scattered bergs

between 69° 15' W, and 68° 15' W, thence many bergs and growlers to 66' W, then scattered bergs to position five miles north of Button Islands, then on 102° course scattered bergs and growlers to 60° 45' W. Clear weather throughout." I was surprised at the general lethargy shown in this matter, when only ten or fifteen minutes spent by each ship would give all ships a general picture of conditions before entering each area.

The Air Patrol based on Churchill is an excellent innovation and of great value in keeping shipping advised of the limits of the ice field to the north of Churchill during the early part of the season, but I feel that covering the Nottingham Island-Digges Island area with a Churchill based plane is an appalling waste of time and money - this area should be covered from Coral Harbour (where I understand there is an airfield) or else be covered by the Patrol vessel. The most congested area, the southeast half of Hudson Strait and Atlantic approaches to a depth of about one hundred miles, are yet uncovered by any form of efficient patrol and an Air patrol covering this area would be invaluable. In my opinion, Air and Sea Ice Patrol over the whole area for the first month of the season of navigation would be sufficient and thereafter properly organized ship reporting could take over the job.

As always, excellent work has been done by all shore radio and D/F stations. Excellent bearings were at various times obtained from Churchill, Nottingham Island, Cape Hopes Advance and Resolution Island D/F stations at distance of up to one hundred and fifty miles. Equally good bearings were at various times taken with the ship's D/F of the above named stations and also of Chesterfield Inlet radio station, at distances of over one hundred miles. Bearings were taken of Cape Moses Oates responder beacon during the first and third voyages at distances of up to fifty miles, but this beacon was out of action during the second voyage.

Special comment has been requested as to whether present radio D/F stations could be changed to radio beacons without impairing their efficiency. Under normal circumstances, there appears to me to be little to choose between the two systems, however, there are liable to be occasions when ships are unfortunate enough to incur a defect, during the course of their voyage, in their gyro compass unit and under such circumstances radio D/F would be invaluable, whereas radio beacons would be of no assistance whatsoever as the direction of the ship's head would not be known with any decree of accuracy.

I should like to see a radio beacon or D/F station established at Eskimo Point to enable vessels to obtain "fixes" when approaching Churchill and enable an accurate E.T.A. to be given to the Port Authorities and so save time and increase efficiency.

Excellent radar reaction is obtained over the whole route with the exception of Mansel and Coats Islands. The radar reflector on the latter at Cary Swan's Nest is excellent and was picked up at thirteen miles range. A similar reflector to mark the northwest point of Mansel Island would be of great assistance.

It was interesting to note that at up to fifty miles to seaward of Resolution Island, and operating on the twenty-five miles maximum range of this vessel's radar set, the bearing of a line of dots on the screen proved to be the accurate bearing of the uncharted radar ? ? station on Cape Warwick. A number of accurate bearings were taken during several passages in this manner. At other times, presumably when the station was in operation, much overall interference was noticed on the screen.

All coast lights in the area are of such low power as to be of little assistance except in very clear weather. Towards the end of the season they also become unreliable. During the last voyage of this vessel, Button Islands light appeared to be extinguished on the inward passage. Cape Moses Oates light was extinguished on both the inward and outward passages and Resolution Island light was extinguished on the outward passage. The lights on the installation at Cape Warwick were twice visible in clear weather at distances up to thirty-five miles.

REPORT MADE BY CAPT. M. E. BEWLEY,
MASTER, S.S. MANCHESTER PROGRESS

The vessel arrived at Churchill at 20:00 hours on August 2nd, and was the third ship in. The s.s. Warkworth sailed twenty-four hours prior to our arrival, and incidently met an area of ice outside the port.

Before entering Hudson Strait we passed through an area of about one hundred and fifty miles by twenty miles, in which were numerous bergs and growlers. The weather was fine and clear. There was a large area of concentrated ice and field-ice inside the Strait, and on the advice of the icebreaker C.G.S. N.B. McLean we steered for a position near the north shore. For the following one hundred and twenty miles we were continually weaving through strings of scattered field-ice. This was very heavy in comparison to that usually encountered in the Strait of Belle-Isle, running to a thickness of from eight to ten feet; this was drifting north and east and towards the north shore.

The radar on the three miles range returned an echo for almost every piece of ice.

During this stretch we got into an area of rather closely packed ice, which was greater in extent than the six miles on the radar screen. After about two hours weaving and turning the ship through an arc of approximately 150 degrees we managed to steer clear without any contact. Most fortunately, during this stretch of one hundred and twenty miles the weather was calm and clear, but deteriorated to rain and then fog shortly afterwards.

Navigational aids are few and poor and the visibility often down to zero.

The ice in any part of Hudson Strait or Hudson Bay moves very quickly, and thus one cannot depend too much on any ice report. The very quick change in weather conditions tends to hinder the regularity and the completeness of the aerial survey, and on occasions we were better informed than the reports we received.

REPORT MADE BY CAPT. R.E. BENNETT,
MASTER, S.S. ESSEX TRADER

The s.s. Essex Trader sailed from Hull, on her first voyage to Churchill on July 24th and encountered strong head winds and rough seas from Cape Wrath to a position seventy-five miles south of Cape Farewell. After passing Cape Farewell the weather moderated but visibility deteriorated and the vessel proceeded under conditions of poor visibility with intermittent fog patches across Davis Strait and into Hudson Strait.

The first icebergs were seen about one hundred and twenty miles ESE of Resolution Island, which was passed on the morning of August 4th,

and numerous bergs and growlers were seen close to our track as far as Wales Island. Only one small patch of scattered field ice was seen and this was easily avoided. It was found that icebergs could be picked up on radar at distances of from four to fifteen miles (according to size and shape) while field ice, in smooth water, gave a reasonably good echo at distances of one to three miles.

From Wales Island to Churchill navigation was unimpeded and no ice was sighted. The Responder Beacon on Cape Moses Oates was not working. The vessel arrived at Churchill on August 8th, loaded and sailed on the 10th for London.

On sailing from Churchill no ice was sighted until the vessel was in the vicinity of Wales Island but from that position to a position nine hundred and ninety miles ESE of Resolution Island numerous bergs and growlers were sighted. Resolution Island was passed on August 14th, no field ice was encountered on our passage from Churchill.

The vessel arrived at London on August 25th, discharged and sailed for Churchill on September 1st. From Land's End to the entrance to Hudson Strait strong head winds with rough seas were experienced.

The first icebergs were seen when the vessel was one hundred and thirty-five miles ESE of Resolution Island, which was passed on September 13th. Numerous bergs and growlers were seen on both sides of track as far as Cape Prince of Wales, from that position to Churchill no ice was seen. Good D/F bearings were obtained from the Responder Beacon on Cape Moses Oates.

Arriving at Churchill on September 17th, the vessel loaded and sailed for London on the 19th. Scattered bergs and growlers were encountered from a position twenty-five miles north of Cape Prince of Wales to one hundred and thirty miles ESE of Resolution Island. No field or drift ice was seen during our second voyage to Churchill.

With regard to navigation, in my opinion, it would be of great assistance if radar reflectors were established on the west end of Charles Island and on suitable sites on Coats and Mansel Islands.

As usual, excellent cooperation was given by all officials, etc., at Churchill and all were most helpful.

On arrival at Churchill ice/radar report was handed to Ice Observation Officer for forwarding. Attached is a list of berg positions sighted during our second voyage.

Radar - Decca 159 B, 3 cms, 7 Kw, Width antenna 4', Height above sea in light condition 70 feet, loaded 52 feet.

Ice - The description of ice covers height above sea level, large bergs approximately over one hundred feet, medium over thirty and under one hundred feet, small over fifteen and under thirty feet, bergy bits over six and under fifteen feet, growlers over two and up to six feet.

ICEBERGS SIGHTED DURING SECOND VOYAGE TO CHURCHILL

Latitude North	Longitude West	Size	Description	Distance seen by Radar
60 29	61 21	Large	Square shape	14 miles
60 37	61 22	Large	Oblong shape	12 "
60 26	61 45	Medium	Hummock shape	6 "
60 30	61 46	Small	Peak shape	5 "
60 50	62 58	-	-	11 "
61 07	64 30	-	-	8 "
61 14	64 30	-	-	14 "
61 03	64 44	Small	Flat topped	4 "
60 58	64 50	Small	Flat topped with slight curve	3 "
61 04	65 15	Large	Square shape	13 "
61 12	65 46	Medium	Peak shape	7 "
61 05	66 07	Small	Round top	4 "
61 14	66 09	Medium	Triangular shape	8 "
61 07	66 18	Large	Sugar loaf	15 "
61 10	66 23	Large	Oblong shape	14 "
61 05	66 23	Large	Slanting sides roof top	9 "
61 18	66 32	Large	Triangular shape	10 "
61 24	67 04	Medium	Round top	6 "
61 27	67 22	Growler	Flat top	4 "
61 28	67 34	Bergy bit	Irregular	3 "
61 29	67 37	Bergy bit	Irregular	3 "
61 28	67 48	Medium	Square top	7 "
61 27	68 44	Large	Flat top	11 "
61 38	68 43	Growler	Jagged top	3 "
61 46	70 26	-	-	10 "
		---	---	
62 19	71 34	Large	Oblong shape	13 "
61 25	68 59	Growler	Peak shape	3 "
61 20	68 52	Small	Flat top	6 "
61 14	68 18	-	- 2 targets	5 "
61 07	67 05	-	- 3 targets	8 "
61 04	66 30	-	- 1 target	12 "
61 06	66 15	Small	Round top	4 "
60 52	65 42	3 bergy bits	Irregular	4 "
60 49	65 20	Medium	Triangular shape	7 "
60 46	64 53	Medium	Hummock	8 "
60 42	63 24	Small	Peak shape	5 "
60 42	63 12	Large	Oblong shape	12 "
60 50	63 06	Medium	Round top	7 "
60 30	62 30	Large	Sugar loaf	14 "
60 29	62 05	Bergy bit	Irregular	3 "
60 28	62 05	Growler	Irregular	2 "
60 35	61 35	Large	Triangular	10 "
61 15	61 10	-	-	13 "
60 10	61 16	-	-	8 "

REPORT MADE BY CAPT. ROBERT REEKIE, MASTER, S.S. BEGONIA

The s.s. Begonia sailed from Belfast on July 29th bound for Churchill, Manitoba.

Moderate weather was encountered as far as off Greenland but westerly gales of rather short duration were encountered in Davis Strait, eastern Hudson Strait, and in Hudson Bay.

Winds of fifty-five miles per hour were encountered in eastern Hudson Strait. The first ice sighted was a large berg two hundred miles off Resolution Island on August 7th, and from one hundred and fifty miles off the land to a position fifty miles east of Cape Hopes Advance very many large bergs, growlers, and bits of ice were sighted. A few fog patches were met in the danger zone. No ice was seen west of fifty miles east of Cape Hopes Advance and no field ice was sighted on the passage.

The vessel arrived at Churchill on August 13th.

We sailed from Churchill on August 15th and encountered quite a lot of fog in Hudson Bay, Hudson Strait and in Davis Strait amongst the ice. The position seemed to be as it was when we were bound inward with many bergs, growlers, and bits of ice in the water.

This year, there were far more bergs sighted by us outside the Strait than ever and western Hudson Strait was clear for the first time in our experiences. Apart from having more fog on the homeward passage the weather was better than it was when we were bound out and we arrived at Swansea on August 30th.

ICE REPORT MADE BY CAPT. J. SHAW, MASTER, S.S. BEGONIA

September 23

Latitude North	Longitude West	Size	Remarks
60 17	61 06	Large berg	Vessel steamed through following positions:
60 07	61 12	- do -	
60 38	62 30	- do -	56 42 N, 33 21 W (Sept.20) to
60 40	63 10	- do -	58 14 N, 49 22 W (Sept.21) to
60 50	63 00	Small berg	59 19 N, 55 27 W (Sept.22) to
60 43	63 49	- do -	60 12 N, 60 22 W (Sept.23) to
60 48	63 50	Growler	60 53 N, 64 24 W (Sept.24) to
September 24			
60 42	64 00	3 large bergs	15 mls. North of Cape Hopes Advance to
60 40	64 10	Large berg	5 mls. North of C.Moses Oates to
61 03	64 29	- do -	7 mls. North of Digges Isd. Lt. to
60 50	65 10	Growler	62 30 N, 80 00 W (Sept.26) to
61 08	65 10	Large berg	60 50 N, 86 48 W (Sept.27) to
60 54	65 16	Growler	59 15 N, 90 54 W (Sept.28) to
60 54	65 20	- do -	Port Churchill without sighting
60 56	65 26	Large berg	any ice other than reported
61 11	65 14	- do -	here.

September 24 (cont'd)			
61 51	65 40	Small berg	
60 58	65 44	- do -	
60 56	65 54	Large berg	
60 53	65 53	- do -	
60 49	65 59	- do -	
61 04	66 14	- do -	
61 02	66 09	Growler	
60 51	66 15	Large berg	
61 02	66 22	- do -	
61 05	66 18	- do -	
61 08	66 28	- do -	
61 04	66 58	- do -	
		2 large bergs	
		Several growlers	
October 8			
61 51	68 37	Large berg	Vessel steamed through following positions:
October 9			
61 27	67 50	Large berg	
61 30	67 10	2 large bergs	59 08 N, 93 15 W (Oct. 4) to
61 26	67 00	Large berg	60 43 N, 87 38 W (Oct. 5) to
61 20	66 52	- do -	61 59 N, 82 36 W (Oct. 6) to
61 24	66 35	- do -	7 mls. North of Mansel Isl.to
October 10			
60 44	62 30	- do -	7 mls. North of Digges Isl. to
October 13			
59 36	47 50	- do -	2 mls. South of Cape Moses Oates to 17 mls. South of Resolution Is.to 60 22 N, 58 21 W (Oct. 11) to 59 13 N, 43 48 W (Oct. 13) without sighting any ice other than reported here.

REPORT MADE BY CAPT. E.C.G. HORNE,
MASTER, S.S. IRISH ELM

The s.s. Irish Elm having sailed from Cobb on the 3rd of August, proceeded from the Fastnet by Great Circle courses to a position eighty miles south of Cape Farewell, thence by Mercator to a position ten miles north of Lacy Island in the Button Group. The weather was generally good with the exception of the 8th and 9th instant when winds between force 6 and force 8 were encountered during the passage of a depression. Isolated icebergs of varying sizes were met with from Cape Farewell westwards.

Due to radio reports advising heavy concentrations of ice off the entrance to the Strait, it was decided to wait until daylight, a period of five hours time, before entering the Strait. Entrance was made in dense fog at 12:00 G.M.T. on the 11th instant, numerous bergs and growlers being visible on the radar screen but no field ice was noted. The fog cleared when abeam of Akpatok Island and excellent weather prevailed until 05:00 G.M.T. on the 12th instant when fresh westerly winds accompanied by continuous light rain set in for some hours. Very little ice was met with west of Akpatok Island and none westward of Cape Hopes Advance.

The passage was made on the southern side of the Strait and then by the ordinary route between Coats and Mansel Islands to Churchill where we berthed at 1900 hours G.M.T. on the 14th instant.

The vessel left Churchill at 1200 G.M.T. on the 17th instant and a couple of hours later met with dense fog which was carried as far as the north end of Mansel Island. Bergs were met with from the meridian of 68° 30' West, and shortly afterwards fog of varying intensity was encountered, both bergs and fog were with us until about one hundred miles east of the Strait. On the outward run courses on the south side of the Strait were again followed.

The passage both ways was made without any difficulty; the complete absence of field ice was primarily responsible for this. The major hazard confronting us in the ice area is the extreme difficulty found in distinguishing small pieces of ice from sea clutter on the radar screen. With very little sea, clutter extends some distance from the centre of the screen making it virtually impossible to identify one from the other. I use the word small advisedly, as some of these pieces could cause contact damage to the hull and propeller. Most growlers show up in plenty of time to avoid them.

Winds were generally light, force 2 to 4 on an average being met with, a good deal of fog was encountered and the vessel navigated on radar for fully 80% of the time. Radio bearings obtained from shore stations were good, whilst the Automatic Beacon on Charles Island was found easy to actuate and the bearings obtained from it came in accurately on a known position. On the course from Charles Island to Digges Island, it was disconcerting to hear from Nottingham Island station that we were in an uncalibrated sector, this on the main shipping route.

Whilst the radar reflector at Cary' Swan Nest is good, a beacon in this position would be of great assistance as the land on the south sides of both Mansel and Coats Islands is low and not easily picked up on the radar screen. Bearings taken of Nottingham Island whilst south of Coats and Mansel Islands were found to be very good, but the value of a cross bearing approaching this area would be of great assistance especially when it is realised that as in our case, we ran over four hundred miles in dense fog and were well up on the north-west coast of Mansel Island before getting a good fix.

In conclusion, the passage both ways through the Strait and Bay on this particular voyage was a very ordinary one with nothing exceptional to report other than the difficulty of identifying small pieces of ice in the clutter area of the radar.

Second voyage to Port Churchill

The s.s. Irish Elm having left Hull on September 15th, proceeded via Pentland Firth towards Hudson Strait. The passage was made in generally unfavourable weather throughout. When southward of Cape Farewell, some isolated bergs were met with and from one hundred miles eastward of the Strait to Cape Hopes Advance, numerous bergs and growlers were encountered.

The Strait was entered at a position ten miles north of Lacy Island at 0940 hours, September 25th, courses being set on the south side of the Strait and then by regular route between Mansel and Coats Islands to Churchill. Good weather was experienced until about two hundred miles from port when strong WNW gales set in and delayed us some hours. We arrived off the pilotage area late afternoon September 28th and berthed the next morning at 0750 hours. Port formalities were expeditiously

carried out and loading commenced at 0915 hours on September 25th.

Departure from Churchill was made at 1500 hours on September 30th in a WNW gale which persisted until we were off Mansel Island. The eastward passage through the Strait was made in good weather with some snow flurries at times. From Cape Hopes Advance three bergs only were sighted until abeam of Lacy Island at 0600 hours on October 4th, ten bergs were sighted from this point to a position one hundred miles south-east of the Strait.

From the time we entered the Strait until we again cleared it eastbound, our passage could only be described as very ordinary routine one with nothing exceptional about it. Radio bearings obtained from shore stations were found to be very good as also the Automatic Beacon on Charles Island. I would, however, mention again that a beacon at Cary's Swan Nest would be a decided advantage.

With regard to radar targets, the Button Islands group show up very clearly on the screen at twenty-five miles range whilst the grain elevator at Churchill has been a very definite target at twenty-six miles. When leaving Churchill this voyage in bad weather, with a rough sea and heavy swell, it was particularly noted that at five miles range, the target presented on the radar screen by the sea buoy was equal in magnitude to those of three vessels anchored nearby the buoy.

In conclusion, there is nothing further of any consequence to report concerning our passages to and from Hudson Bay.

REPORT MADE BY CAPT. CROCE LIBERATO,
MASTER, M.V. NYON

Navigation in Hudson Bay and Strait offered no difficulties as far as ice was concerned.

Apart from some icebergs situated in the approaches to, and the mouth of, the Strait the route followed by the m.v. Nyon along the south coast, has always been entirely free of ice. Considerably unfavourable weather conditions, with predominating winds of 2 to 3 quadrants, force 5/7 and visibility very much reduced by rain and fog, hindered the course of the ship in the entrance to the Strait.

After passing Charles Island normal navigation could be resumed.

The Nyon entered Hudson Strait at 0930 on August 12th and arrived at Churchill at 1330 on August 15th.

I should like to state that the assistance given by the radio stations of Resolution Island, Cape Hopes Advance, Nottingham Island and Churchill has been very efficient.

REPORT MADE BY CAPT. L.H. WILLIAMS,
MASTER, S.S. THISTLEMUIR

The s.s. Thistlemuir has again made two voyages to Churchill during the 1955 season of navigation. Sailing from London on August 6th, we arrived at Churchill on August 18 where grain fittings were erected and a cargo of 9500 tons of wheat loaded in twenty working hours, an extremely good turn round. This cargo was discharged at Antwerp, the vessel having an excellent homeward passage. We sailed from Flushing after bunkering, in the early hours of September 8th and arrived at Churchill

September 23rd, after a stormy crossing but were detained here until October 1st, the vessel having to wait seven days for cargo to be released.

On the first voyage, little difficulty was experienced. In mid-ocean we had strong westerlies for a couple of days, but thereafter weather was fine except for occasional fog.

Cape Chidley was raised in clear weather early August 15th, and passage of the Strait made in clear weather; profiting from previous experience and the advice of C.G.S. Edward Cornwallis we held to the southern side of the Strait and no difficulty was experienced. No field ice was seen but there were plenty of bergs and growlers. Opportunity, afforded by the clear weather, was taken to measure several bergs and determine radar response. The larger bergs, some of which measured up to one thousand feet long and two hundred feet high, gave excellent response up to fifteen miles distant, while medium bergs showed at seven to nine miles, even the small growlers and pieces attendant on the bergs were visible on the screen at one to two miles in smooth water.

Course was laid between Cape Weggs and Charles Island, thence to five miles north of Digges Island, thence to five miles NW of Mansel Island, thence to destination. At two and a half miles from Cape Weggs soundings gave depths of ninety fathoms. Mansel Island was not seen. This route was followed both in and outward.

Second voyage to Churchill - On the second passage, strong head winds were experienced on the ocean passage reaching severe gale force on two or three days but fine weather was had after passing Cape Farewell.

A similar route to the previous voyage was followed. Several bergs were met with in the approaches to the Strait from about two hundred miles distant from Cape Chidley and some very big ones inside the Strait, but these were only met with in the lower part of the Strait, the route being clear from about forty miles east of Cape Hopes Advance, no ice being encountered thereafter.

We arrived off Churchill, September 23rd, but had to wait for our cargo to be released. Fortunately, we were able to secure berth on September 26th and do the greater part of our waiting alongside. During this week the weather deteriorated rapidly and we sailed on October 1st with strong winds and snow flurries which brought visibility down to nil at times. Mansel Island was passed at five miles in excellent visibility but the light was not seen nor was that on Digges Island though these islands were plainly visible to the naked eye. However, these islands (Digges Islands) give excellent radar response unlike Mansel Island which only shows on the P.P.I. at five to seven miles. Off Cape Weggs strong tide rips were observed. From outer island we followed the chain down to Prince of Wales Island thence to eighteen miles off Cape Hopes Advance. We found on this route a favourable current which at times reached three knots. We passed out of the Strait at a distance of ten miles north of Goodwin Island the tide setting fair at a rate of five knots.

In the light of this further experience I would like to suggest that the air reconnaissance in the early days of the season should be extended to include the Strait. One has to traverse the Strait before the Bay can be navigated and with the employment of a float plane, I think this could be done in two stages - Churchill to Nottingham Island and Nottingham Island to Resolution Island.

Secondly, some improvement might well be made to the navigational aids on Mansel Island. This island gives very poor response to radar,

and I have not seen the light this season though each time I have passed at five miles, and this seems to be the route generally favoured. I have previously suggested that radar reflectors be erected but would now suggest that a radar beacon be installed, there apparently are ships navigating the Bay not radar equipped.

Thirdly, some provision for refuelling could well be made. Most ships in the latter part of the season seem to have experienced a hard slog on the outward passage and some having to wait for cargo or berth found the fuel position somewhat acute.

In conclusion, I would like to pay tribute to the work of Captain Rose as Ice Information Officer and to the officers and crews of the Canadian Government steamships, also to the personnel manning the radio stations who afford a high degree of collaboration and advice.

Those responsible for the management of the port are most helpful and to them, my grateful thanks. I found that I laid quite comfortably berthed head upstream and I repeat that this is the only way that mooring should be carried out. The provision of two short coir springs at each berth would greatly assist in this.

REPORT MADE BY CAPT. J.P. KELLY,
MASTER, S.S. IRISH CEDAR

The s.s. Irish Cedar sailed from Limerick, Ireland on August 21st, 1955 for Churchill. The voyage was uneventful and weather fine to a position seventy miles south of Cape Farewell, Greenland.

Off Cape Farewell, the visibility was excellent, and though seventy miles off, the mountains were exceedingly clear and appeared to be very much nearer. There was a lot of refraction at times and the mirage effect on the mountain tops and peaks made them appear something like the Manhattan skyline of skyscrapers. The effect sometimes lasted about half an hour and then faded, reappearing again from time to time.

After passing Cape Farewell we came in contact with the first bergs, details of which are shown on the accompanying sketches at different bearings, copies of which were sent to the British Meteorological Office with the ship's Weather Log Books.

Off Greenland the mirage effect raised the images of several bergs that were not visible after the mirage effect had passed; this with very exceptional visibility. During the mirage effect, a distinct target showed up on the radar at a range of twenty-six miles though no object could be seen with the binoculars. This signal was constant from 080 Green to 100 Green. I do not know if refracted images would show up like that on the radar or not. It would need to be a big target to show such a distinct signal at twenty-six miles and as far as I know, no other vessels were in my vicinity.

Entering the Hudson Strait I passed four miles south of Resolution Island. Large bergs were plentiful around the shore to the northwest of Hatton Headland. From this position on a 290° course bergs and growlers were plentiful. With radar and the moon astern the vessel was able to maintain full speed throughout the hours of darkness in a smooth sea and good visibility. No ice was sighted from east of Big Island to Churchill.

We sailed from Churchill for United Kingdom on September 2nd and no ice was sighted until in the Strait in Latitude 62° 07' N, Longitude 70° 56' W, then various bergs, large and small growlers to Latitude 60° 37' N, Long. 62° 26' W. No ice was sighted after this on 103° course.

It was noticeable on several of the glacier bergs that the centre appeared to be bowl shaped and the extremities at the corners peaked high. The Arctic bergs were mainly wedge-shaped with a flat ledge top. One side steep - to almost vertical and the other sloping to the water's edge at about an angle of twenty degrees to the horizontal. Several of this type were passed, mostly in the Hudson Strait. Dimensions given on the sketches were measured with sextant angles and radar ranges.

Most of the growlers showed up well on the radar including several small pieces. Some extremely small pieces showed on the P. P. I. for a short period in passing at a few cables range. The sea was comparatively smooth and the sea clutter slight. In rough water with sea clutter the small pieces and some of the growlers would not have been visible on the radar.

This vessel is one of the Voluntary Weather Reporting Ships and the routine six hourly weather reports were sent to the Dominion Weather Office at Halifax, Nova Scotia. Observations of bergs were taken by all the officers and myself. The sketches were made by the Second and Third Officers.

The following is a little more detailed information on the radar equipment -

Wave Length - 9360/9460 Mc/s band. Intermediate frequency 30 Mc/s. Intermediate frequency band with 1 - Mc/s P.R.F. 1500 C/S. Pulse length 0.2 micro. sec.

Width of Antennae - The Scanner is a Parabolic Reflector of five feet section with a focal length of fifteen inches and three inches in depth.

I was on the Churchill route in 1953 and again found this year the same nice cooperation between all vessels and the shore radio stations in passing on information of ice and weather conditions experienced, also the fine assistance from all the Port officials and pilot at Churchill.

REPORT MADE BY CAPT. G. H. BEHLMER,
MASTER, M.S. REIMAR EDZARD FRITZEN

During our voyage to Churchill, Manitoba, we were in a position thirty miles ESE of Resolution Island at noon August 29th, 1955.

Whilst in the Davis Strait we took the opportunity of taking bearings from the radio station VAW whenever they sent out the weather forecast. As the weather was fine we were also able to make sun observations.

We then steered on a course 292° through the Hudson Strait where we encountered many icebergs and growlers until abeam of Big Island. Later, we took radar bearings and compass bearings off Cape Weggs and Charles Island.

Digges Island and Mansel Island were passed with the aid of soundings and radar. During the night of August 30-31, even with fairly good visibility, we were unable to see the lights of these islands until we were within seven miles.

On the course 242° from Mansel Island to Churchill we took bearings on the Airport beacon at Churchill until we reached the pilot station at 1230 hours, September 1st.

As previously mentioned, before and during the passage through the Strait, we encountered large icebergs and growlers but from Charles Island to Churchill on this voyage, there was no ice. From Resolution Island to Port Churchill we had good moonlight during the nights and had the aid of gyro compass.

However, in bad conditions - fog, ice, and if the radar is not in order - it would be a great advantage to have continual bearings on our own Direction Finder from automatic beacons situated on Resolution Island, Cape Hopes Advance, Nottingham Island, Digges and Mansel Islands, and Port Churchill.

REPORT MADE BY CAPT. H. W. CHARLTON, MASTER, S.S. NORTH ANGLIA

The s.s. North Anglia entered Hudson Strait inward at midnight on September 17th, and passed out of the Strait homeward the evening of September 27th, 1955.

This is the first voyage of the North Anglia to Churchill this season, but under my command, she has made three previous voyages to the port; one voyage in the 1953 season and two voyages in the 1952 season. She has also made voyages prior to 1952 but not under my command.

I have very little to add this voyage to what was mentioned in my report in 1953, but will make some general observations as a result of the several voyages.

It seems that voyaging to Churchill in the late season, September and October, one can expect very stormy weather in the North Atlantic (equinoctial gales) and bunkering requirements for the round voyage should be based accordingly, as none can be obtained at Churchill.

Pack and drift ice seem to be at a minimum towards the end of the season, September and October, in the Hudson Strait, and none was seen this voyage outward or homeward. The mariner, however, should still be on guard against this as continuous northerly winds could bring heavy ice down from the Foxe and other northern channels of the Hudson Strait and Bay.

Icebergs on this voyage were nonexistent west of Cape Hopes Advance. Numerous bergs were passed from Resolution Island to that position, but outward and homeward they all seemed to be north of a track two miles north of Goodwin Island to twenty miles north of Akpatok Island and to ten miles north off Cape Hopes Advance, It could be said generally speaking that the main iceberg concentration is in the northern half of the Strait, and that the best course for a ship without radar to take would be as mentioned when icebergs would be at a minimum.

In the Davis Strait, both outward and homeward, the iceberg concentration was between Resolution Island and the meridian off 60° 00' W. East of 60° 00' West, no bergs were encountered.

South of Greenland on the parallel of 58° 40' North and between 40° 00' and 46° 00' West, three radar targets were almost certainly icebergs and one vessel reported an iceberg in 35° 00' West on that parallel which is East of usual expectations. Homeward bound, no icebergs were seen, the North Anglia passing sixty miles south of Cape Farewell, except one growler in Latitude 58° 40' N, Longitude 42° 25' W.

The vessel left Hull on September 2nd for Churchill via Pentland Firth and arrived at Churchill some nineteen days later after an incred-

ibly stormy passage between Cape Wrath and Fape Farewell, when the vessel hove to in dangerous seas for thirty-three hours.

Confirming my previous opinion, the navigation of the Hudson Bay and Strait as such, is very easy, the coast line being clear of off lying dangers and steep to in most places. It is of course made easy by the use of the gyro compass without which there would be great difficulty in navigation, owing to lack of directive force of magnetic compass and rapid change of variation, when there is more often than not heavily overcast skies and snow flurries, rendering it impossible to obtain deviation by celestial observations.

Radar is most helpful in detecting bergs and in navigation, as the Hudson Strait coast line is very responsive to radar electrons. Approaching Churchill, the first radar echo is the Army camp at twenty-four miles away, then to the right at twenty-three-twenty-four miles the next bright echo to appear is the Grain Elevator. The fairway buoy is normally detected at eight miles. It has a reflector fitted.

Some kind of a reflector could be fitted on Coats Island and Mansel Island as the islands, being low, are poor targets. As long, however, as Nottingham Island D/F station is working, vessels can navigate between the two islands on such D/F bearings.

On the homeward run, the s.s. North Anglia's radar broke down, but there was about full moon during the passage, the darkness was not complete and the North Anglia was able to proceed without stopping at night, as a precaution against bergs.

The North Anglia anchored off Churchill at 0100 hours, September 22nd, 1955. At 0930 hours, she berthed at No. 1 berth. She was ready to load on arrival and was passed by Port Warden and Department of Agriculture at 1030 hours. Loading was commenced at 1040 hours, the vessel getting full pressure, as no other vessel was loading at the time. By midnight the same day all the cargo was on board, 9850 tons. This was loaded in a net time of eleven hours twenty minutes, which while not a record for the port, was remarkably good. The vessel had to wait until next morning before sailing at 1000 hours (Tide, etc.). The North Anglia in fact, berthed, loaded, and sailed within twenty-four hours. No one can complain about that, except perhaps myself who hardly got time to write a letter, meeting visitors and talking business with port officials. Some of the crew went ashore shopping in the afternoon after tying up, but found the shops closed (all two of them).

What an example of cooperation and efficiency the port is. It was a pleasure to do business with the Customs and Immigration Officers who were most courteous. The smartness and bearing of the local Royal Canadian Mounted Police is also noted.

The agent was very capable and efficient as were the stevedoring company who under their able foreman did good work. The character of the stevedores men seemed very good; no grousing and all keen to get the job done. Pilotage was executed skilfully by the tug master. I would like to mention the Port Warden who very ably conducted his business (Capt. Ellis). I could speak with praise of everyone connected directly and indirectly with the loading. Perhaps it is because the port is small and everyone lives and works in close contact, that this personal atmosphere and cooperation develops; it certainly adds to the efficiency of the port. This cooperation extends to the ships making and leaving Churchill who exchange information with each other.

The icebreakers also are very helpful in passing information to vessels on request, and suggesting ice free routes.

A very impressive incident at Churchill is that on arrival, in the river, vessels are greeted by the Elevator siren; three long blasts and the ship blows in acknowledgment. This is most welcoming. Farewell is blown the same way and the ships reply GOOD BYE.

Miscellaneous. Bunkers: It is surprising that at a busy port like Churchill fuel oil is not obtainable, and at least emergency supplies should be kept, say, tanks containing five hundred tons fuel oil and four hundred tons Diesel oil.

Lighthouses: They do not show up very well against a snowy background, and should be painted a bright yellow. Goodwin Island was passed as near as two miles off on a clear day and the lighthouse could not be seen.

Radar Reflectors: It would be some improvement to have them fitted on the lighthouses of Coats Island and Mansel Island.

Ship Stores: Only limited supplies are available, and vessels should store for the round voyage and rely on getting nothing at Churchill.

Aurora Borealis: This was not much in evidence being very weak as compared to former voyages, when vivid displays were witnessed.

REPORT MADE BY CAPT. L. ROBSON, MASTER, M.V. DALTONHALL

The m.v. Daltonhall sailed from London on September 3rd, 1955, owing to a fault in the main radio transmitter the vessel anchored at southend until 1200 hours on the 4th, when repairs were completed.

At 1100 hours, September 6th, engine trouble developed fifteen miles southwest of Fastnet Rock and upon Chief Engineer's advice proceeded to Cobb for repairs and replacement arriving there at 2100 hours.

Repairs being completed the vessel sailed again for Churchill at 2000 hours on September 8th. From noon, September 9th to noon, September 13th, continuous strong to gale force westerly winds, heavy seas and swell were experienced making progress very slow. Moderate to good speed was maintained on September 14th, but by midnight southwesterly gale force of wind was estimated as westerly 10/12 in gusts, with mountainous seas, the vessel fell into the trough and as it was not possible to bring her into the wind engines were stopped at 0945 hours. Although she rolled heavily it was no worse than when attempting to make to the westward. At 1600 hours, wind and sea had moderated slightly and the vessel was able to proceed.

Cape Farewell was passed at 0800 hours on September 17th, distance approximately thirty-five miles, the distance being uncertain owing to moderate visibility with a northeast wind force 11. Two large bergs and one growler were in this vicinity. Between 60° West and Resolution Island about six bergs and growlers were sighted.

Resolution Island was passed at 2150 hours on September 19th. Prior to passing, direction finder bearings were received from Resolution Island and Cape Hopes Advance. These proved satisfactory.

Several bergs and growlers were sighted through Hudson Strait as far as Big Island. Weather remained clear throughout except for occasional snow flurries. Charles Island light was sighted, the Automatic Beacon set in operation and bearings found very satisfactory.

The vessel arrived and anchored off Churchill on September 23rd, berthing at 1200 hours on the 24th. After loading 337,866 40/100 bushels of wheat, sailed again at 1115 hours on September 26th.

From 1200 hours, September 27th until 1600 hours, September 28th heavy rain was experienced throughout and visibility moderate but good Direction Finder bearings were obtained from Nottingham Island and with fine clear weather Charles Island West light was sighted at 0345 hours, September 29th.

Fine and clear weather was experienced through Hudson Strait. A large number of bergs were sighted between 61° North, 67° West and Button Islands which were passed at 1200 hours, September 30th.

After passing Button Islands until reaching 62° West, a large number of bergs were sighted and reported to Resolution Island radio.

The vessel passed about sixty miles south of Cape Farewell at 0600 hours, October 3rd. Between there and 41° West, numerous bergs both large and small were sighted. Weather from then on was moderately good except off northwest Ireland when gale force winds from east-south-east were experienced for twelve hours. The vessel arrived off Birkenhead on October 9th.

One suggestion I would like to make is that although normally sufficient bunkers are shipped for a round voyage with ample safety margin, if persistent bad weather is met westbound, facilities for replenishing oil fuel at Churchill would be of great assistance in the event of a vessel requiring same.

ICE REPORT BY MASTER OF C.G.S. N.B. McLEAN

IN APPROACHES TO AND IN HUDSON STRAIT AND IN HUDSON BAY

SUMMER 1955

Date	Time (AST)	
July 1	0845	From Resolution Island VAW: "Close packed ice from shore to one mile strip of open water about one quarter mile wide then heavy packed drift ice in all directions with numerous bergs."
	0900	From Cape Hopes Advance Radio: "Strip of close packed drift ice along shore, one half mile wide then open water in all directions to the horizon. M.V. Arctic Prowler and Terra Nova are stuck in ice at Cape Burwell".
	2000	From CGS C.D. Howe: "Entered in ice at position 61 03 N, 62 37 W. Steaming 284° toward Resolution Island through heavy ice 60% covered."
	2145	Two bergs: 59 05 N, 60 00 W.
	2225	One berg: 59 10 N, 60 05 W.
	2230	One bergy bit: 59 10 N, 60 05 W.
	2300	One large berg: 59 15 N, 60 06 W.
	2355	N.B. McLean steaming along edge of ice field at position 59 22 N, 60 15 W. Ice 10% covered.
July 2	0125	Three bergs: 59 28 N, 61 00 W. 59 33 N, 60 40 W. 59 35 N, 61 10 W.
	0215	One berg: 59 38 N, 61 00 W.
	"	One berg: 59 40 N, 61 00 W.
	"	One berg: 59 42 N, 60 30 W.
	"	One berg: 59 43 N, 61 10 W.
	0425	One large berg: 59 57 N, 61 05 W.
	"	One large berg: 60 00 N, 61 35 W.
	0650	Steaming in wide scattered drift ice 90% open water from 60 18 N, 61 35 W.
	0800	Position: 60 23 N, 61 47 W. Steaming through scattered drift ice 90% open water.
	0800	From CGS C.D. Howe: "Position 61 17 N, 66 09 W. Steamed all night on course 266° True through close packed ice, no open water in vicinity."
	0820	One large berg: 60 30 N, 61 53 W.
	0855	One large berg: 60 35 N, 62 00 W.
	0925	One large berg: 60 36 N, 62 05 W.
	0830	From Cape Hopes Advance: "From NW., strip of close packed ice from shore approximately five miles off tapering toward east to approximately one mile with open water to horizon."
	0900	From Resolution Island: "Heavy packed drift ice from shore to one quarter mile off, then open water to limit of visibility south SW of station. From SSW to NW, heavy drift ice three miles from one quarter mile off shore to limit of visibility."
	1200	N.B. McLean: Noon position 61 54 N, 62 35 W. Steaming through heavy scattered drift ice 5% covered. True course 291°.
	1220	One berg: 60 53 N, 62 50 W.
	1230	One berg: 60 49 N, 62 55 W.
	1242	Two bergs: 60 55 N, 62 50 W.

July 2	1315	One berg: 60 58 N, 63 05 W. One berg: 61 00 N, 63 10 W. One berg: 60 50 N, 63 10 W.
	1406	Entered in heavy packed ice 50% ice covered at 61 04 N, 63 24 W.
	1640	Steaming in heavy close packed ice 90% covered in all directions. Midnight ice condition same.
July 3	0400	Steaming toward Resolution Island in heavy close packed ice 90% covered in all directions.
		Noon position: 61 18 N, 65 28 W. Heavy close packed ice, 90% covered in all directions with numerous bergs.
	1200	C.D. Howe:hove to off Cape Hopes Advance. Diana Bay full of heavy close packed ice.
		From Resolution Island to position 61 16 N, 66 27 W, steamed through heavy close packed ice 60 to 90% covered, thence clear water.
	1520	Two bergs: 61 14 N, 65 48 W. 61 10 N, 65 48 W.
	1800	One berg: 61 18 N, 66 00 W.
	1850	One berg: 61 20 N, 66 12 W.
	2000	One berg: 61 20 N, 66 28 W.
	1930	Entering in clear water at 61 16 N, 66 27 W.
	2045	One large berg: 61 16 N, 66 42 W.
	2100	One small berg: 61 16 N, 66 46 W.
	2145	Two large bergs: 61 18 N, 66 57 W. 61 12 N, 66 57 W.
	2200	One large berg: 61 16 N, 67 06 W.
	"	One large berg: 61 12 N, 66 57 W.
	2300	One small berg: 61 12 N, 67 24 W.
	2400	No ice in sight.
July 4	0800	Following is ice condition in Hudson Strait: From Resolution Island to position 61 16 N, 66 27 W: heavy close packed ice 60 to 90% covered. Ungava Bay is full of ice and extend as far north as last above position, thence in a line to five miles off Cape Hopes Advance. Diana Bay: close packed ice. Wakeham Bay: close packed ice. From five miles off Cape Hopes Advance coast, clear water and no ice sighted on our way to Big Island. Lake Harbour and Cape Dorset, reported both free of ice since June 23rd.
July 5	0600	At position 62 32 N, 71 42 W. Steaming through heavy scattered ice 90% open water.
	0700	At position 62 34 N, 72 06 W. Steaming in heavy scattered drift ice 80% open water.
	0800	At position 62 35 N, 72 22 W. Heavy scattered drift ice 70% covered.
		From 62 35 N, 72 22 W to 62 46 N, 74 30 W. Steamed through heavy close packed ice 60 to 90% covered in all directions. South side of Charles Island to Mainland: Heavy close packed ice. From 2000, position 62 46 N, 74 30 W, heavy drift ice 10% covered to position 62 51 N, 75 40 W.
July 6	0800	From last above position to 62 54 N, 76 30 W. steamed through heavy scattered drift ice 50% covered, thence to Nottingham Island radio station, heavy packed ice 60% covered in all directions.
	1200	Noon position: Hove to five miles off station in heavy close packed ice in all directions 70% coverage.
	0900	From Resolution Island: "Packed ice in all directions. No berg in sight."
	0930	From Cape Hopes Advance to northwest: "Narrow string drift ice approximately $\frac{1}{4}$ mile wide, tapering toward

July 6	0930	east to trace. Approximately 80% open water.
	2030	From Nottingham Island: "Loose packed ice all directions 60 to 70% covered."
	2100	From Resolution Island: "Loose packed ice in all directions 70% ice."
	2300	From Digges Island Light: "Steaming toward Erik Cove in heavy scattered drift ice."
July 7	0900	From Nottingham Island: "Scattered ice 70% covered."
	0930	From Cape Hopes Advance: "Widely scattered drift ice in all directions about 70% open water."
	1100	N.B. McLean anchored at Erik Cove, boating fresh water. Scattered ice drifting in cove with north wind, force 1, 70% open water. Heavy close packed ice outside to horizon.
	2030	From Nottingham Island: "Loose packed drift ice in all directions."
July 8	0900	From Resolution Island: "Scattered ice to horizon in all directions. No berg in sight."
	"	From Cape Hopes Advance: "Widely scattered drift ice in all directions to horizon approximately 80% open water."
	0930	From Nottingham Island: "Loose packed ice in all directions, 70% coverage."
	2000	N.B. McLean anchored off Mansel Island light. Widely scattered drift ice 10 to 15% coverage, from Erik Cove to present.
July 9		From Mansel Island light to position 62 24 N, 80 22 W. Widely scattered drift ice 90% open water, thence open water. From 62 13 N, 81 46 W, steaming through widely scattered drift ice field. Extending ten miles westward, also from north to south as far as we can see.
	0739	N.B. McLean anchored off Cary's Swan Nest light. No ice in sight. From last position to noon position: 62 13 N, 82 26 W. No ice sighted except few scattered drift pieces.
	1000	From Nottingham Island: "Close to loose packed ice in all directions. Visibility fifteen miles, 80% covered". From m.v. Arctic Prowler: "Retel ice slacking Thursday A.M. Prowler and Nova got clear made fair progress to VAW. My opinion Ungava Bay full of ice yet. From Station VAW, we made course 270° True, about 90% open water, roughly forty miles from VAW, no ice in sight. Weather fine and clear calm. Placentia and Glenwood still at Clark Harbour waiting change in ice condition".
	1200	From noon position 62 13 N, 82 26 W. Steamed through widely scattered drift ice 90% open water.
	1345	From position 62 15 N, 82 26 W to 62 20 N, 81 50 W. Several scattered pans, thence to 62 22 N, 81 38 W, heavy packed ice extends NW to Coats Island and southward clear Water. Steaming along the edge. Course 068° True.
	1725	From Nottingham Island: "Ice conditions rapidly improving with 25% ice in broken strings up to about six miles off shore. String across cove now broken."
July 9	2000	From 62 23 N, 81 04 W, steaming in heavy scattered drifting ice 80% open water and extend to north and south of track, as far as we can see.
	"	Entering in heavy packed ice 80% covered at position 62 42 N, 79 53 W. Extending north and south of track as far as can be seen. Steamed through with course 060° True to Nottingham Island.

July 9 2056 From Edward Cornwallis: "From 0700 to 1605 steamed through heavy close packed ice 90% covered. From 1605 to present 40 to 60% coverage with lakes of open water."

2204 From Nottingham Island: "Wind now from north and ice coming in, about 50% coverage, scattered ice. Cove and shore line still clear."

July 10 0900 From Cape Hopes Advance: "Widely scattered drift ice in all directions to horizon, approximately 80% open water."

1200 N.B. McLean position: One mile off Nottingham Island radio station, close packed ice everywhere as far as can see, 70 to 90% covered. First ice reconnaissance plane passed over south end of Nottingham Island at 1715 (AST)."

1450 Leaving Nottingham Island, bound for Erik Cove, ice conditions same.

2230 From Cape Hopes Advance: "Widely scattered drift ice in all directions to limit of visibility, about 80% open water."

2000 From Edward Cornwallis: "From 61 20 N, 66 22 W to 61 49 N, 67 56 W, wide field of heavy drift ice 60 to 90% coverage, including several bergs, then open water. Bergs sighted 61 47 N, 69 00 W; 61 50 N, 69 06 W; 62 00 N, 69 08 W.

July 11 0813 Hudson Bay Reconnaissance by plane: "From Churchill, Man. July 10th 1955 on steamer track Hudson Bay from Churchill open water till sixty miles northeast of the port thence to 61 37 N 83 31 W many fields pan ice from last position to a line joining north tip of Mansel Island to Cape Pembroke open water except for a field of heavy ice against the eastern shore ot Coats Island reaching out twenty miles at the north end from last position to coast of Baffin Island 70% coverage of medium heavy ice and extending eastward down Hudson Strait to end of visibility 85% coverage. Heavy ice south Bay Southampton Island open water from Cape Low to Eskimo Point 70% coverage loose pans medium heavy ice with some open water on horizon to north - westward and along coast three to ten miles north of Churchill. The greater portion of the ice lies in the western half of the Bay with open water on eastern shore. Hudson Strait appears to contain a large amount heavy ice and extreme caution necessary that area...."

J. Rose, Ice Information Office, Churchill.

0927 From Nottingham Island: "1300, string of ice from shore $\frac{1}{4}$ mile, loose packed ice to west close packed ice other directions, wind south 8 MPH, visibility good."

1011 From Cape Hopes Advance: "Visibility ten miles, no ice in sight. Diana Bay clear of ice yesterday July 9th."

2234 From Nottingham Island: "Cove blocked at entrance. Close packed string of ice extended to limit of visibility in all directions. Visibility ten miles, wind south 12 MPH. Hazy. Regards. O.I.C."

July 12 1043 From Cape Hopes Advance: "Local ice report: To NW widely scattered drift ice, all other directions, no ice in sight to limit of visibility."

0900 From Resolution Island: "Scattered ice in all directions one large berg at one mile east of station."

0900 From Nottingham Island: "Visibility ten miles, overcast, light rain, wind NW 12 MPH. Close packed ice, shore to $\frac{1}{4}$ mile, considerable open water beyond, then loose packed to west and close packed to south and southwest."

1200 Noon position: N.B. McLean anchored in Erik Cove. Scattered drift ice outside, as far as we can see.

July 13	0920	From Nottingham Island: "Loose packed ice to west, close packed strings in other directions. Cove clear, entrance blocked. Wind West 4 MPH, clear, visibility fifteen miles. Ice coverage 65%."
	1214	From Cape Hopes Advance: "Small string off shore to northwest, other directions, widely scattered, 10% coverage."
	1830	From Nottingham Island: "Cove partly clear. Close packed ice blocking entrance of cove at distance of 1¼ miles then scattered ice in all directions."
	0900	From Nottingham Island: "Loose packed from shore to 1¼ miles. Cove entrance blocked, then loose packed strings in all directions."
	1001	From Cape Hopes Advance: "To NW widely scattered drift ice from shore to three miles off, then open water in all other directions to horizon."
	1200	Noon position: Anchored in Erik Cove, waiting favourable ice condition to land cargo at Nottingham Island, cove full of ice, then scattered drift ice outside.
	2100	From Resolution Island: "Scattered strings of loose packed ice with much water, approximately 70% open water."
July 14	0900	From Resolution Island: "Loose ice in all directions, two large bergs east of station, five miles off."
July 15	0900	From Cape Hopes Advance: "Widely scattered drift ice all directions to horizon, approximately 80 to 90% open water."
	1351	From Nottingham Island: "Cove entrance blocked close packed ice from shore to ¼ mile off, then scattered ice in all directions, wind West 12 MPH."
	1200	Noon position: Still anchored in Erik Cove. Cove free of ice. Scattered drift ice outside to horizon.
July 16	0505	From position: 62 54 N, 74 42 W, steaming through heavy drift ice to Nottingham Island, and on west and east side as far as we can see 10 to 20% coverage.
	2000	Anchored at Nottingham Island: Strings of heavy scattered drifting ice from shore to 1½ miles wide. Landing cargo with difficulty. Landing cove 20% coverage in entrance.
	2100	From Cape Hopes Advance: "Widely scattered drift ice along shore 90 to 95% open water." From Churchill Radio: "No ice in river, on river mouth scattered patches of ice observed on horizon."
July 17	0450	Ship anchored one mile off Nottingham Island Radio Station: Strings of heavy close packed ice drifting south of anchorage and scattered ice in all directions, 10 to 20% coverage.
	0800	Entrance of cove blocked with heavy close packed ice for ½ mile wide, 70% coverage. Scattered strings of heavy ice 40 to 60% coverage in all directions.
	1034	From Cape Hopes Advance: Visibility 15 miles, widely scattered drift ice along shore 90 to 95% open water."
	1700	From N.B. McLean at Nottingham Island: "Ice loosed along shore and entrance of cove. From shore to two miles of heavy scattered drift ice 40 to 50% coverage then scattered ice in all directions."
July 18	0800	Ice conditions at Nottingham Island, same as yesterday.
	1200	From Nottingham Island to fifteen miles east, position 62 59 N, 77 24 W, steamed through heavy scattered drift ice 40 to 60% coverage, extending as far as we can see on both sides of track, thence clear water with drift pieces to position 62 42 N, 75 16 W, then clear water ahead to Charles Island.

July 18	2126	From Edward Cornwallis: "From Lake Harbour to 62 02 N, 68 18 W, no ice seen. Sighted fourteen bergs and three growlers between positions 62 13 N, 68 46 W, and 62 02 N, 68 15 W."
July 19	0400	Anchored at east end of Charles Island. No ice in sight from west end of Charles Island to east end of Charles Island. Visibility fifteen miles.
	1020	Ice report Hudson Bay No. 6 Churchill 18 1300z. Hudson Bay ice report July 18th 1955...: On the steamer track from Churchill from ten miles out there are many small isolated fields of drift ice. The usual coverage in the fields is 50%. Some of the pieces are heavy and large but most are no more than three feet square. Open water commences at 60 35 N, 88 52 W and extends to the south end of Coats Island. From there to east end of the Strait and Foxe Channel there is continuous scattered drift ice 30% coverage to end of visibility twenty miles... Foxe Channel has 50% coverage medium heavy packed ice. Evans Strait has some strings in center and a field of loose drift against Bell Peninsula. South Bay is clear at present. Fisher Strait has widely scattered drift pieces all over but towards Neultra Strait it is all clear water. From position 62 30 N, 87 30 W to forty-five miles northeast of Churchill visibility varied from zero to thirty miles and innumerable large fields of drift ice were observed. This ice was similar to the ice first mentioned in this report and although it is mainly fast it can be expected to move across the shipping track depending on wind." J. Rose, Ice Information Office, Churchill.
	"	From Resolution Island: "Scattered ice to horizon and strings of packed ice along shore, numerous bergs on horizon to S."
	1205	From Cape Hopes Advance: "Visibility fifteen miles, no ice in sight."
	2200	From Latitude 62 25 N, Longitude 73 03 W to 62 13 N, 72 29 W: Strings of ice drifting alongside south shore, extending three miles off.
	2100	From Resolution Island: "Heavy close packed drift ice, extending $\frac{1}{4}$ mile off shore, then scattered heavy drift ice in all directions to limit of visibility. Estimated coverage 50 to 60%."
July 21	0900	From Resolution Island: "Scattered ice in all directions, one large berg five miles southeast, several small bergs on horizon to SW."
	1230	Two bergs: 61 18 N, 67 24W.
	1350	Five growlers: 61 16 N, 67 16 W. Several growlers: 61 16 N, 67 12 W.
	1410	Entered field of heavy scattered drift ice at 61 14 N, 67 10 W, and steamed through to position 61 18 N, 65 50 W. Estimated coverage 25 to 50%. Ice can be seen to limit of visibility on both sides of track. Visibility unlimited.
	1414	One berg 61 15 N, 67 13 W. One berg 61 16 N, 67 12 W. One berg 61 16 N, 67 08 W. One berg 61 15 N, 67 07 W. One berg 61 10 N, 67 11 W. One berg 61 15 N, 67 08 W. One berg 61 12 N, 67 04 W.
	1520	One small berg: 61 10 N, 66 40 W.
	1600	One small berg: 61 15 N, 66 38 W.

July 21	1700	One berg: 61 19 N, 66 20 W.
	1730	One berg: 61 28 N, 65 50 W.
	"	Two bergs: 61 26 N, 65 44 W.
	2400	From Latitude 61 20 N, Longitude 65 54 W to Latitude 61 53 N, Longitude 65 36 W, through Gabriel Strait, occasional strings of widely scattered drift ice.
July 22	0100	One berg: 62 01 N, 65 42 W.
	0110	Three bergs: 62 03 N, 65 40 W.
	0126	Strings of scattered drift ice in position: 62 04 N, 65 38 W.
	0315	One berg: 62 22 N, 65 45 W. One berg: 62 22 N, 65 50 W. One berg: 62 25 N, 65 40 W.
	0400	Three bergs: 62 28 N, 65 50 W.
	"	From Latitude 61 53 N, Longitude 65 36 W, to 62 28 N, 65 55 W, widely scattered drift pieces of ice, 90% open water.
	0910	From Warkworth: "First berg seen in 60 31 N, 59 37 W. Two more in sight within fifteen miles of first."
	2110	From CGS. Edward Cornwallis: "Strings of heavy drift ice and several bergs east of position 61 44 N, 66 44 W."
July 23	0855	From Master of Warkworth: "From position 60 50 N, 62 48 W, steered high for Resolution Island passed many bergs and through heavy field ice for twenty miles since passing Resolution. At 830z have been steering 290° approximately and passing through loose ice and string of ice. Present position 61 42 N, 65 50 W....".
July 25	1030	From CGS. Edward Cornwallis: "1400z, Latitude 62 03 N, Longitude 68 27 W. From Resolution to present position passed extensive fields of heavy drift ice 50% covered with strings of pieces 20% covered. Numerous bergs on both sides of track...Master."
July 26	0500	From CGS. C. D. Howe: "2000, Position 61 54 N, 87 02 W From 59 36 N, 92 34 W, encountered heavy scattered ice 50% covered to position 95 41 N, 92 24 W, then scattered ice 10% covered to position 59 51 N, 92 00 W, then open water to present position."
July 27	0700	From Nottingham Island: "Few strings of ice to southwest, other directions, widely scattered small amount of drift ice along shore. Visibility fifteen miles, coverage 10%."
	1013	From La Hacienda: "Sighted bergs in positions: 64 42 N, 59 11 W; 60 47 N, 60 13 W; 60 30 N, 60 48 W."
	1720	From Travenuende: "Passed three bergs, position 55 15 N, 53 08 W."
	2030	From Nottingham Island Radio Station: "Few strings of ice to southwest, other directions widely scattered small amount of drift ice along shore".
	2143	From La Hacienda: "Many thanks for your advice and information. Acting in accordance. Bergs sighted, 60 34 N, 61 20 W; 60 43 N, 61 38 W; 60 39 N, 61 39 W; 60 43 N, 61 44 W; 60 45 N, 61 55 W; 60 49 N, 62 10 W. From last mentioned position to 61 00 N, 63 20 W, many bergs and growlers and drifting pieces on both sides of track, thence small berg at 61 02 N, 63 26 W, with occasional growlers and small pieces to bergs in position:61 11 N, 64 08 W;61 20 N, 64 11 W; 61 07 N, 64 36 W; 61 21 N, 64 42 W. Passed two miles south Resolution Island light, then encountered considerable loose drift ice....Master.
July 28	0230	One large flat berg: 62 06 N, 65 27 W. One large flat berg: 62 05 N, 65 43 W. One small berg: 62 02 N, 65 41 W.

July 28	0230	One small berg: 62 02 N, 65 44 W.
	0300	In Latitude 62 01 N, Longitude 65 38 W, met string of heavy packed ice one mile wide, extending from East Bluff to Black Bluff and then toward NE as far as can see. 90% coverage.
	0330	Steaming through scattered drift ice 90% open water. Bergs at position 62 00 N, 65 35 W. Small berg at: 61 59 N, 65 35 W, and 61 09 N, 65 85 W.
	0340	One small berg: 61 56 N, 65 34 W. One growler: 61 04 N, 63 36 W.
	0400	In Latitude 61 53 N, 61 36 W, widely scattered drift ice.
	0525	Two bergs: 62 38 N, 65 30 W.
	0555	Four bergs and numerous growlers in position: 61 40 N, 65 30 W.
	0625	One berg at 61 30 N, 65 30 W, also numerous growlers in vicinity.
	0650	One berg: 61 28 N, 65 14 W.
	0800	From Latitude 61 26 N, Longitude 65 19 W to 61 21 N, 65 04 W, numerous bergs and growlers in vicinity.
	1105	Dropped anchor in Acadia Cove, scattered drift pieces of ice and growlers in cove, 5% coverage.
	1641	From La Hacienda: "From position two miles south of Resolution Island to position 62 00 N, 68 00 W, many bergs and growlers and scattered pieces, heavy drift ice. Two heavy strings five miles and thirteen miles west of Resolution Island light. Heavy concentration southward of position 61 33 N, 66 03 W. Heavy ice concentration appears to exist at approximately five miles southward over whole length of above track. From position: 62 00 N, 68 00 W, on course 282° True many scattered drift pieces of ice. Bergs and growlers to position: 62 05 N, 68 52 W from where no ice of any kind has been sighted in excellent visibility." Eyre-Walker, Master.
	1425	From CGS C.D. Howe: "From Coral Harbour to 62 58 N, 77 30 W, no ice sighted, thence scattered fields, 20% coverage on course 095° True to position: 62 55 N, 76 46 W, thence drift ice to north of track. South of track no ice sighted."
	2153	Hudson Bay ice report July 28, 1955, second supplementary to ice report of July 24th: "Survey today shows the ice north of Churchill now has the following limit: South edge: 59 42 N, 95 35 W. Southeast edge: 59 44 N, 92 09 W. Ice information Churchill. Broadcast by VAW at 0153z/29."
July 29	0910	From La Hacienda: "Tried Moses Oates Beacon on receipt your message, when ten miles southeast beacon O.K., tried later when forty-five miles west without success will try again on way out. Ice field encountered in position: 62 36 N, 76 36 W, running in southeast and northwest direction. From position southeast to the coast ice is in form of a string and is loose in places. Northwest of position, ice widens into an extensive field of loose packed ice extending to horizon. No other ice sighted since last message. Now off Mansel Island, more on way out."....Master.
July 30	0100	From 0100, position: 59 22 N, 67 14 W to 0200 position: 59 33 N, 67 08 W, a few pieces of scattered drift ice and a growler.
	0345	One berg: 59 46 N, 66 42 W.
	0955	Two small bergs: 60 46 N, 65 50 W.
	1000	One small berg: 60 46 N, 65 42 W.

July 30 1000 Two large bergs: 60 42 N, 65 30 W.
One small berg: 60 48 N, 65 36 W.
1110 Two small bergs: 60 55 N, 65 20 W.
1125 One large berg: 60 59 N, 65 23 W.
1135 One small berg: 61 00 N, 65 26 W.
From 60 50 N, 65 32 W to 61 00 N, 65 40 W, scattered drift ice.
1500 From m.v. Laverock, ice report July 30: "From five miles off Button Islands to thirty miles west, no ice thence heavy scattered ice on north side of trace to position: 61 00 N, 67 00 W, then heavy ice concentration to position: 61 30 N, 67 45 W. Present position: 62 00 N, 70 00 W. No ice.
1035 From CGS. C.D. Howe: ice report at 61 30 N, 67 20 W.: "Sighted four medium bergs and growlers; from 61 35 N, 68 25 W to 61 31 N, 67 40 W, sighted occasional bergs and growlers, also some widely scattered ice and some heavy pans. At 61 31 N, 67 40 W, encountered one strip of heavy ice one quarter mile wide, running northwest and southeast to limit of visibility. From 61 31 N, 67 40 W, widely scattered pans and growlers on each side of track on course 100° True. At position: 61 32 N, 66 06 W, one berg. Sighted at position: 61 28 N, 65 48 W, two bergs, thence widely scattered ice to limit of visibility."....Master.
1330 Three bergs: 61 20 N, 65 05 W.
61 20 N, 65 02 W.
61 21 N, 65 05 W.
1500 One berg: 61 18 N, 64 42 W.
One berg: 61 18 N, 64 36 W.
One berg: 61 18 N, 64 32 W.
One berg: 61 14 N, 64 24 W.
From noon position: 61 03 N, 65 20 W to position: 61 15 N, 64 50 W, scattered drift ice. Three bergs grounded NE of station at Resolution Island.
From position: 62 20 N,65 00 W to position: 62 10 N, 64 50 W, seven bergs sighted along track and numerous growlers.
2035 One small berg: 61 25 N, 64 28 W.
2135 One large berg: 61 35 N, 64 14 W.
2005 One large berg: 61 40 N, 64 18 W.
July 31 0040 One berg: 62 01 N, 63 50 W,
0055 One berg: 62 01 N, 63 45 W.
0200 Entered in loose ice field: 62 12 N, 63 41 W.
From position 62 01 N, 63 50 W, ice sighted on port side of track to position 62 12 N, 63 41 W.
0245 Small berg: 62 17 N, 63 41 W, open water with scattered drift pieces.
0310 One berg: 62 20 N, 63 38 W.
Two bergs: 62 19 N, 63 32 W.
From position: 62 17 N, 63 41 W, open water to 0400.
Position 62 29 N, 63 25 W, ice seen on both sides of track.
0435 Two bergs: 62 35 N, 63 16 W.
0500 Two bergs: 62 43 N, 63 31 W.
0620 One berg: 62 55 N, 63 10 W.
0620 One berg: 62 55 N, 63 00 W.
0700 One berg: 63 00 N, 63 14 W.
0715 One berg: 63 02 N, 63 23 W.
0730 One berg: 63 04 N, 63 07 W.
0755 One berg: 63 07 N, 63 14 W.

July 31

0800 From position: 62 29 N, 63 25 W to 63 08 N, 63 10 W. Steamed through scattered drift ice 90% open water, also east of track heavy drifting ice seen to be 70% covered as far as can see.

0930 One large berg: 63 24 N, 63 01 W.

" One large berg: 63 23 N, 62 50 W.

0950 One large berg: 63 28 N, 63 59 W.

From 0950 to 1100 position: 63 28 N, 63 03 W. to 63 38 N, 63 00 W. Steaming through scattered drift ice 90% open water as far as we can see both sides of track, then clear water.

From 1100 to 1200 Position: 63 38 N, 63 00 W to 63 45 N, 62 58 W; west of track heavy drifting ice 70% coverage. East side of track open water.

1055 One large berg: 63 38 N, 63 00 W.

1100 One large berg: 63 38 N, 62 58 W.

1130 One large berg: 63 41 N, 62 55 W.

1200 Entered in ice field 50% coverage at Position: 63 49 N, 62 57 W.

1243 Entering in clear water at Position: 63 51 N, 62 57 W.

1243 One berg: 63 54 N, 62 54 W.

1305 One berg: 63 54 N, 62 45 W.

1315 One berg: 63 56 N, 62 58 W.

" One berg: 63 57 N, 62 50 W.

" One berg: 63 57 N, 62 52 W.

" One berg: 63 57 N, 62 45 W.

" One berg: 63 58 N, 62 51 W.

1320 One berg: 63 58 N, 62 42 W.

1320 One berg: 63 58 N, 63 08 W.

1410 Entering in ice field 50% coverage at Position: 64 03 N, 62 51 W.

1500 One berg: 64 09 N, 62 52 W. Left ice field at Position: 64 11 N, 62 51 W, thence open water.

1500 Ice report of CGS. C.D.Howe July 31st: "From 0500 to 0900 GMT. from Latitude 63 14 N, 62 14 W, four bergs and growlers sighted.
From Position: 63 19 N, 62 24 W, two bergs and growlers.
Position: 63 38 N, 62 09 W, one berg and two growlers.
From 0900 to 1300 GMT. four big bergs in Position: 63 54 N, 62 05 W. two bergs; 62 00 N, 62 05 W and three growlers. Two bergs 64 02 N, 62 01 W and ten to twenty growlers. One berg: 64 18 N, 61 58 W. 1300 Position: 63 32 N, 61 48 W."....Master.

1500 From Manchester Progress: "Ice report: Passed many bergs and growlers in an area approximately twenty-five miles wide from 59 W to Resolution Island. From abeam VAW to 62 N 68 W encountered considerable drift ice and several bergs. Passed through and around some of the strings most difficult. Now in fog, two radar targets: 62 10 N, 69 50 W."

1630 Radar target: 64 20 N, 62 25 W.

1640 Radar target: 64 17 N, 62 11 W.

1655 Radar target: 64 37 N, 62 40 W.

1700 Radar target: 64 22 N, 62 18 W.

2000 Radar target: 64 44 N, 61 48 W.

From Position: 64 38 N, 61 53 W to Position 64 42 N, 61 55 W. Steaming through heavy drifting ice 70% coverage.

From 2000 to 2200 Position: 64 42 N, 61 45 W to 64 44 N, 61 15 W. Steamed through heavy field of ice 70% coverage.

2000 Following waved from Resolute via C.G.S.S. at 2209z: "Quote latest report Baffin pack eastern boundary Cape Chidley to 67 N, 50 30 W. Concentration increasing

July 31 2000 northward from generally less than one tenth to six tenths, thence to 71 N, 60 W concentration generally eight tenths ice to 73 N, 61 W. Concentration generally three tenths, the ice area north of 71 W is fully thirty-five miles wide and is expected to disintegrate completely by August 5th. Unquote.

Aug. 1 0120 Radar target: 64 47 N, 60 45 W.
Radar target: 64 47 N, 61 00 W.
0210 Two bergs : 64 45 N, 60 45 W.
0217 One large berg: 64 45 N, 60 43 W.
0245 Three growlers: 64 44 N, 60 30 W.
0255 Several growlers: 64 44 N, 60 28 W.
From Position: 64 44 N, 61 28 W to Position: 64 36 N, 59 45 W, scattered ice field 50% coverage.
0500 At Position: 64 30 N, 59 26 W, entering in heavy packed ice and in open water at Position: 64 29 N, 59 07 W.
0800 At Latitude 64 45 N, Longitude 58 45 W, numerous growlers in vicinity.
0850 One large berg: 64 57 N, 58 45 W.
From Position at 0930: 65 05 N, 58 30 W, to Position at 1200: 65 05 N, 57 45 W, numerous growlers.
From noon Position: 65 05 N, 57 45 W to 65 05 N, 57 32 W, scattered drift ice from Position above to 1600 Position: 65 28 N, 57 35 W, no ice sighted.
1900 Four bergs in vicinity: 65 45 N, 57 32 W.
2100 One radar target: 66 15 N, 57 15 W.
2130 One small berg: 66 20 N, 57 25 W.
2200 One radar target: Six growlers in 66 25 N, 57 24 W.
2300 One radar target: 66 33 N, 57 35 W.
2400 One large berg: 66 38 N, 57 27 W.

Aug. 2 0017 One growler: 66 49 N, 57 34 W.
0025 Four growlers: 66 50 N, 57 45 W.
One berg: 66 50 N, 57 25 W.
0040 One berg: 66 55 N, 57 15 W.
0500 One berg: 67 30 N, 57 30 W.
1200 Three growlers: 68 35 N, 57 16 W.
1200 Gvt. C.D. Howe nr 1 ck 210 dh 1600 gmt
Master N. B. McLean.
"The following received from Resolute Bay. Quote 020700z from anrg/hydro rept to C.D. Howe nors ice Baffin Island coast cma generally fast ice ten miles wide puddled four or five tenths cma north of Cape Christian with only approximately five mile band conc. six tenths outside fast ice cma River Clyde no fast ice pack conc. three tenths from Cape Christian toward approximately seventy to eighty miles pack ice extending eastward from fast ice cma northeastward extension of this pack is a twenty-five mile wide finger reaching 72 N at 63 W cma conc. Baffin Bay pack generally five to six tenths cma this pack is a mixture winter pack polar floes with winter floes now very rotten but polar floes only three tenths puddled and heavily ridged and hummocked cma these should avoided. Pond Inlet ice free east Black Point except patches Guys Bight and Erik Harbour conc. six tenths. Eclipse sound conc. seven to nine tenths. Navy Board Inlet cma south of 73 30 N EST half less than one tenth west half three to five tenths cma north 7030 N conc. three tenths. Lancaster Sound extentially ice free northern half cma few long east dash west belts conc.three tenths up to twenty miles north of Bylot

Island and Borden Peninsula and three miles north of Borden Peninsula cma area southeast Prince Leopold Island conc. seven tenths cma northern limit of pack north Somerset Island twenty miles off shore cma fast ice inside Resolute Bay Harbour. Unquote....Master.

Aug. 2 1225 One berg: 60 40 N, 57 10 W.
1257 One berg: 68 39 N, 57 35 W.
1328 One berg: 68 47 N, 57 15 W.
1423 One berg: 68 58 N, 57 28 W.
1525 One berg: 69 05 N, 57 45 W.
1553 One berg: 60 02 N, 58 02 W.
1600 Three bergs and four growlers: 69 06 N, 57 50 W.
1640 One berg: 69 02 N, 57 52 W.
1730 One berg: 69 05 N, 57 55 W.
1800 One berg: 69 15 N, 58 30 W.
1902 One berg: 60 32 N, 58 38 W.
1905 Three bergs: 69 38 N, 58 40 W.
1945 One berg: 69 50 N, 58 40 W.
1945 Two bergs: 69 52 N, 59 15 W. Also numerous baby bergs in vicinity.
2000-2100 Radius of ten miles, from 69 40 N, 58 45 W, to 69 52 N, 59 05 W, - eight large bergs, nineteen small bergs, and numerous bergy bits.
2100-2200 From 69 52 N, 59 05 W to 70 00 N, 59 15 W, in radius of ten miles, - nine large bergs and bergy bits.
2315 One large berg: 70 07 N, 59 35 W.
2335 One large berg: 70 10 N, 59 44 W.
2400 One large berg: 70 15 N, 59 35 W.
2400 Gvt. C.D. Howe CK 240 DH 30445 GMT NR 1.
Master N.B. McLean -
"The following received from Resolute Bay Quote Hydro Rep to C.D. Howe nors ice pass to F/O Hepburn latest Baffin Bay recco: From Thule toward to 70 N, Baffin Island coast fast ice Cape MacCulloch to ten miles east Cape Coutts thence ten miles wide as far south as Maud Head. Fast ice Royal Society Fjord cma Bergy bar cma Isljorn Strait. Pack conc. two tenths Guys Bight cma Erik Harbour to seven miles off Cape MacCulloch. Pack band generally ten miles wide of fast ice Cape MacCulloch to Maud Head conc. seven tenths. Band pack conc. two to six tenths twenty miles wide off Maud Head narrowing to seven miles wide off Cape Adair. Shore fast ice with no pack outside from 71 30 N, 71 W to 71 10 N, 69 W thence narrowing to ten miles fast ice along peninsula north Cape Christian. Fast ice ends at Cape Christian begins again with fifteen miles wide strip Cape Hewett to Cape Aston which was southern limit of OB. Ten to fifteen mile band pack conc. seven tenths of fast ice peninsula north Cape Christian. Clyde Inlet ice free. East Bute Island to Black Bluff a thirteen mile wide strip pack conc. three tenths. Northern bdry Baffin pack from 70 45 N, 67 W assumed to 72 N, 63 15 W thence observed to 72 07 N, 61 30 W. Eastern bdry from above point to 70 45 N, 62 25 W which was southern limit of OB. Conc. in this Baffin pack ranges from four to eight tenths. North of the Baffin pack bdry mentioned is a nine miles wide twenty miles long north south area of isolated pack conc. seven tenths centered at 72 40 N, 62 40 W. Advice staying on Greenland side of Baffin Bay east of 61 40 W until north of 72 10 N. That flight was made at 011530 to 011900 Unquote."....Master.

Aug. 3	0018	One berg: 70 16 N, 60 00 W.
	0044	Two growlers: 70 20 N, 59 45 W.
		Two growlers and one berg: 70 20 N, 59 45 W.
		One berg: 70 25 N, 59 58 W.
	0106	One berg: 70 28 N, 59 40 W.
	0156	One berg: 70 30 N, 59 45 W.
		One berg: 70 30 N, 59 47 W.
		One berg: 70 31 N, 59 30 W.
		One berg: 70 34 N, 59 20 W.
		One berg: 70 35 N, 59 20 W.
	0210	One berg and bergy bits: 70 32 N, 60 00 W.
	0245	One berg and one growler: 70 37 N, 60 05 W.
		One berg: 70 37 N, 60 00 W.
		Two bergs: 70 38 N, 59 45 W.
	0400	One berg: 70 45 N, 61 00 W.
		One berg: 70 50 N, 61 15 W.
	0445	One berg: 70 50 N, 61 40 W.
		One berg: 70 53 N, 61 00 W.
	0530	One berg: 71 05 N, 60 55 W.
	0530	Three bergs: 71 08 N, 60 00 W.
	0620	One berg: 71 12 N, 60 45 W, and numerous growlers in vicinity.
	0640	Two bergs: 71 18 N, 61 45 W.
	0730	Thirty-eight bergs and numerous growlers in vicinity at 71 38 N, 61 30 W.
	0800-1200	From 71 23 N, 61 30 W to 71 55 N, 51 46 W, numerous bergs, growlers and bergy bits in vicinity.
	1000	One string of heavy close packed ice extending SW off Position: 71 40 N, 62 15 W, as far as we can see.
	1221	Sighted ice field in Latitude 72 50 N, Longitude 64 00 W, and followed edge to Latitude 73 11 N, Longitude 64 32 W, with numerous growlers and bergs along edge, left edge of ice at 1600, Position: 73 11 N, 64 32 W.
	1640	Two bergs: 73 30 N, 64 45 W.
	1730	One berg: 73 31 N, 64 15 W.
	1930	One berg: 73 50 N, 64 50 W.
	1935	One berg: 73 40 N, 65 45 W.
	2000	One berg: 73 50 N, 66 00 W.
	2015	Two bergs: 73 52 N, 65 45 W.
	2030	Two bergs and ten growlers: 73 55 N, 66 05 W.
	2110	Two bergs and five growlers: 73 58 N, 66 08 W.
	2200	Two bergs (large) and two small bergs: 74 05 N, 66 15 W.
	2230	One large berg: 74 10 N, 66 18 W.
	2245	One large berg: 74 12 N, 66 17 W.
	2315	One large berg: 74 18 N, 66 22 W.
Aug. 4	0018	One berg: 74 30 N, 66 56 W.
		One berg: 74 32 N, 67 15 W.
	0049	One berg: 74 35 N, 67 20 W.
		Three growlers: 74 35 N, 67 22 W.
		One berg: 74 40 N, 67 23 W.
	0206	One berg: 74 50 N, 68 15 W.
		One berg: 74 54 N, 67 55 W.
		One berg: 74 56 N, 67 20 W.
		One berg: 74 59 N, 67 12 W.
	0300	One berg: 75 00 N, 68 12 W.
		One growler: 75 00 N, 68 00 W.
		One berg: 75 02 N, 67 35 W.
		One berg: 75 01 N, 67 30 W.
	0345	Two large bergs: 75 05 N, 67 40 W.
		One growler: 75 05 N, 67 40 W.
		One berg: 75 06 N, 67 35 W.
	0800	From Position: 75 11 N, 65 30 W to 75 40 N, 66 10 W, numerous bergs and growlers along the track.

Aug. 5 0600 Following ice report intercepted going from Resolute Bay to C.D. Howe, August 5th, 0600 GMT: "Resolute Bay to C.D. Howe...Latest ice information coast Baffin Island from CR position to Goud Pond Inlet scattered floes of dislodged fast ice Pond Inlet cma Eclipse cma Navy Board Inlet and Admiralty Inlet to anchorage Arctic Bay still fast. Plan reconnoitre to supply you latest information CR take off this AM weather permitting."

Aug. 6 #1 062020z Anrg to C.D. Howe....
"Inner Resolute Bay still ten tenths fast ice cmm real fast cmm not Pond Inlet variety heh cmm with some melt northeast edge...Lancaster Sound cmm Eastern entrance sctd. bergs cmm northern two thirds otherwise ice free east of 93 30 except sctd dash west belts conc. five tenths between 82 30 and 85 30 cmm. West of 93 30 conc. generally three tenths with occasional patches seven tenths...time this recon 0614 dash 0619z."

Aug. 7 From 2000 to 2400, from Thule Wharf to Latitude 76 10 N, Longitude 71 18 W, numerous bergs sighted.

Aug. 8 From 0000 to 0200, from Latitude 76 09 N, Longitude 71 18 W to Latitude 75 57 N, Longitude 72 30 W, we sighted sixty-one bergs and twenty growlers.

0300 One berg: 75 40 N, 72 20 W.
One berg: 75 40 N, 72 22 W.
One berg: 75 45 N, 72 30 W.
One berg: 75 50 N, 72 40 W.
One berg: 75 52 N, 73 00 W.
One berg: 75 56 N, 73 10 W.
Two bergs: 76 00 N, 73 20 W.
0400 One berg: 75 50 N, 73 40 W.
One berg: 75 35 N, 73 00 W.
One berg: 75 40 N, 73 10 W.
One berg: 75 38 N, 73 20 W.
0440 One berg: 75 43 N, 73 50 W.
0450 Two bergs: 75 38 N, 73 45 W.
0540 Two bergs: 75 48 N, 74 20 W.
0700 Four bergs: 75 30 N, 74 55 W.
0730 One berg: 75 25 N, 75 15 W.
0800 One berg: 75 23 N, 75 25 W.
0835 One berg: 75 15 N, 75 31 W.
One berg: 75 22 N, 75 50 W.
0910 One berg: 75 11 N, 76 09 W.
1000 One radar target: 75 04 N, 76 30 W.
1130 One radar target: 75 03 N, 77 20 W.
1228 One radar target: 74 55 N, 78 00 W.
1250 Three radar targets: 74 52 N, 78 30 W.
1333 Two bergs: 74 48 N, 78 30 W.
1530 One berg: 74 32 N, 79 10 W.
1547 Three bergs: 74 30 N, 79 30 W.
Along east coast of Devon Island and Philports Island, numerous bergs, growlers and ice strings.
1700 Two bergs: 74 28 N, 80 39 W.
1800 Two bergs: 74 18 N, 81 02 W.
Also from Cape Warrender a string of scattered ice extending across Lancaster Sound 70% open water.

Aug. 8 Fld. from Thule 062340z...
"Navy Board Inlet open north Bluff Head...Bluff Head to 73 15 N conc. five tenths puddled eight tenths..south of 73 15 N, and west of line from shore at 73 13 N, 80 20 W to 72 35 N, 80 12 W to 72 25 N, 80 25 W. to shore vic 72 23 N, 80 07 W conc. nine tenths puddled six tenths north half and seven to eight tenths puddled

Aug. 8 south half.....east of above line in Navy Board Inlet conc. two tenths...Eclipse Sound and Pond Inlet open.... Admiralty Inlet undercast except inner half Adams Sound observed as conc. four tenths and Arctic Bay to Cape Cunningham conc. one tenth.....Plan tactical support flight from Resolute Monday afternoon....."

Aug. 9 2050 One large berg: 74 21 N, 83 08 W.
2100 One large berg: 74 25 N, 83 12 W.
2130 One large berg: 74 22 N, 83 28 W.
2300 One large berg: 74 21 N, 84 08 W.

Govt. C.D. Howe NT 3 CK1180DH 9 2151z
Master N. B. McLean.
"following received from Resolute Quote Inner Resolute Bay still heavily armoured ice with shore leads northeast corner and along southwest shore below outfloe of the Resolute River weather nor too good between Resolute and Leopold but what could see was less than one tenth scattered brash and occasional floe with few patches of conc. two tenths Lancaster Sound five miles band north from shore Brodeur Penn. conc. generally four tenths increasing to ten tenths eight miles west past Stanley Point there is an eight miles band around Crawford conc. seven tenths only occasionally patches ship should stay away from Brodeur Penn ship should stay near centre of Lancaster Sound and will have no trouble. Unquote."....Master.
#1 083335z from Resolute to C.D. Howe and d'Iberville...
"Resolute Bay itself still completely covered with fast ice cma shows little sign moving out next few days and latest visual report August 8 cma aerial August 6 and approaches from Lancaster Sound open except for few widely sctd. belts and patches across ship track from Longitude 91 W to Griffith Island Resolute Bay line according August 6 reco. and fifteen miles wide belt ten tenths ice seaward of Somerset Island and Brodeur Pen. cma.However ice subject to northward movement into ship lanes (in form belts and patches to eight tenths) result recent shift ice drift from southward to northward drift Will keep you informed lates recon and predicted info.."

Aug. 10 0002 One berg: 74 20 N, 85 32 W.
0044 One berg: 74 18 N, 85 54 W.

From midnight position: 74 22 N, 85 38 W to 0400 position 74 22 N, 88 06 W, scattered drift ice.
0500 74 22 N, 88 50 W: string of widely scattered ice extending southward about five miles.
From Latitude 74 24 N, Longitude 90 36 W to Latitude 74 31 N, Longitude 93 02 W, widely scattered drift pieces.
Ice report from Resolute Bay base, flight August 10:
"Few belts and patches along eastern coast Bylot Island locally concentration six to seven tenths. No ice Pond Inlet to limit of observer. 78 Deg. west. Inshore of line from coast seventy-two twenty-one north seventy-five eight five west to seventy-two eighteen north seventy four ten west to light snow covered north sector, hundred yards wide lead from Cape Jameson to seventy two eight six north seventy-three forty west some areas ice in lead, narrow cracks from coast Cape Coutts to Cape Antrabus and east to seventy-two ten north seventy three fifty west, ice not fast to shore. West of line Cape MacCullough to seventy two twenty three north seventy four ten west to seventy two eighteen north

Aug. 10	0500	seventy four ten west thence one to two miles seaward of last line to seventy one fifty six north seventy three twenty seven west then to seventy one thirteen north seventy two forty west to Cape Ruddeford concentration five two seven eight seven."
		Resolute Bay: Inner part covered with fast ice. During the evening of August 10th the N.B. McLean assisted by the C.D. Howe broke up the Bay coverage, thickness of ice was five to eighteen feet.
Aug. 11	1909	Dropped anchor in Resolute Bay, all free of ice, except for scattered drift pieces.
Aug. 15		From Resolute Bay to five miles east, 50% coverage then clear water with a few pieces of drift ice.
Aug. 16	0230	One small berg: 74 25 N, 85 30 W.
		One small berg: 74 21 N, 85 30 W.
	0315	One small berg: 74 19 N, 85 08 W.
	0730	Four baby bergs: 74 21 N, 82 30 W.
	0745	Two baby bergs: 74 22 N, 82 20 W.
	0800	One berg: 74 10 N, 82 02 W.
	0800	One small berg: 74 08 N, 81 43 W.
	0915	One large berg: 74 04 N, 81 20 W.
	1030	One small berg: 74 01 N, 80 36 W.
	1035	One large berg: 74 05 N, 80 37 W.
	1040	One small berg and six growlers: 74 06 N, 80 21 W.
	1130	One large berg: 74 00 N, 79 00 W.
	1215	One berg: 73 44 N, 79 30 W.
	1230	One berg: 73 43 N, 79 13 W.
	1300	One berg: 73 43 N, 78 55 W.
	1330	One berg: 73 47 N, 78 40 W.
		One growler: 73 48 N, 78 38 W.
		One berg: 73 52 N, 78 37 W.
		One berg: 73 51 N, 78 33 W.
		One berg: 73 51 N, 78 26 W.
	1350	One growler: 73 48 N, 78 27 W.
		One growler; 73 47 N, 78 24 W.
		One growler: 73 47 N, 78 21 W.
		One growler: 73 48 N, 78 18 W.
	1435	One small berg: 73 49 N, 77 40 W.
		One growler: 73 49 N, 77 37 W.
		Two growlers: 73 45 N, 77 42 W.
		One berg: 73 49 N, 77 35 W.
		One berg: 73 48 N, 77 28 W.
	1515	One berg: 73 41 N, 77 28 W.
	1525	One growler: 73 38 N, 77 21 W.
		Two growlers: 73 37 N, 77 20 W.
		Two growlers: 73 35 N, 77 11 W.
		Two growlers: 73 39 N, 77 16 W.
		Two growlers: 73 40 N, 77 12 W.
	1550	One small berg: 73 34 N, 76 54 W, and several bergs along east coast of Bylot Island.
	1700	At Position: 73 23 N, 76 34 W, numerous baby bergs and growlers in vicinity.
	1720	One berg and numerous growlers: 73 20 N, 76 30 W.
	1820	Six bergs: 73 15 N, 76 10 W.
	1845	Two bergs: 73 09 N, 76 00 W.
	1935	One berg: 73 06 N, 76 48 W.
	2000	Two bergs: 73 00 N, 75 40 W.
	2005	One large berg: 72 58 N, 75 45 W.
		Four growlers: 75 37 N, 73 00 W.
	2030	Two small bergs and three growlers: 72 59 N, 75 19 W.
	2045	One large berg and one growler: 72 57 N, 75 15 W.
	2100	One large berg: 72 50 N, 75 09 W.

Aug. 16	2130	One large berg: 72 49 N, 74 55 W.
	2200	One small berg: 72 48 N, 74 39 W.
	2215	One large berg: 72 40 N, 74 44 W.
	2320	One small berg: 72 34 N, 74 10 W.
	2320	One large berg: 74 40 N, 73 52 W.

NR 1 P 160030z
FM RESOLUTE / HYDRO REP TO D'IBERVILLE INFO MCLEAN.
Supplementing my 140330z ice recco. by USN from Thule 14 Aug. "Area southeast your present position from 68 N, 62 30 W, along undercast to 69 30 N, 64 15 W westward along 69 30 N, to 66 W directly south along limit OB to Baffin Coast cmm. conc. eight tenths average floe 3000 feet across suggest course to 70 40 N, 66 W will take you to a position where you can proceed clear of ice either westsouthwestward into Clyde River or northnorthwestward up Baffin Bay, Resolute Bay itself cmm sctd. blocks along western shore cmm jetties clear cmm narrow belt ice presently wind driven against eastern shore cmm wide central portion bay conc. less than one tenth."
FM CGSS at 0110z/16 HS.

Aug. 17	(CST)	
	0023	One large berg: 72 29 N, 73 28 W.
	0050	One large berg: 72 25 N, 73 21 W.
		One small berg: 82 23 N, 73 44 W.
		One berg: 72 21 N, 73 36 W.
		One berg: 72 20 N, 73 34 W.
		One berg: 72 13 N, 73 31 W.
	0126	One growler: 72 22 N, 73 00 W.
	0200	One berg: 72 19 N, 72 43 W.
		One berg: 72 15 N, 72 54 W.
	0252	One berg: 72 12 N, 72 23 W.
		One berg: 72 08 N, 72 30 W.
		One berg: 72 07 N, 72 47 W.
		One berg: 72 06 N, 72 40 W.
	0355	One growler: 72 04 N, 71 57 W.
		One growler: 72 03 N, 72 00 W.
		One growler: 72 01 N, 72 03 W.
	0415	One berg: 72 00 N, 71 53 W.
	0440	One berg: 71 54 N, 71 51 W.
	0505	One berg: 71 52 N, 71 50 W.
	0530	One berg: 71 50 N, 71 21 W.
	0710	Six bergs: 71 38 N, 70 40 W.
	0730	One large berg: 71 33 N, 70 20 W.
	0800	Two bergs: 71 32 N, 70 15 W.

0800 to 1200, from 71 33.3 N, 70 06 W to 71 13 N, 68 17 W, numerous bergs and growlers.
0800 to 1200, from 71 33.3 N, 70 06 W to 71 13 N, 68 17 W, one ice field, extending 30 miles east side from land.
1200 to 1600, from 71 11 N, 68 10 W to 71 28 N, 69 09 W numerous icebergs and ice field extending off east coast for thirty miles.

Aug. 18
NR 1 180635z FM ANRG/HYDRO REP TO CGSN
"Ice vicinity Resolute Bay cmm view from hilltop Aug. 17 no additional influx ice into harbour with previously existing blocks jammed against jetties on western shore in belt 200 yards wide cmm outside harbour wide continuous belt of drift ice extends from shore at Eskimo village toward Prince Leopold island, strong likelihood influx of this Barrow Strait ice into harbour later this date."
FROM CGSM AT 0810z/18/HS.

Aug. 18	(CST)	
	0805	One berg: 73 05 N, 73 58 W.
	0910	One radar target: 73 06 N, 75 25 W.
	1035	Two growlers: 73 15 N, 75 39 W.
	1055	One radar target: 73 18 N, 75 45 W.
	1817	One berg: 73 44 N, 77 13 W.
	2150	One radar target: 73 47 N, 78 35 W.
		One radar target: 73 48 N, 78 31 W.
		One radar target: 73 46 N, 78 33 W.
Aug. 19	0100	One radar target: 73 52 N, 79 15 W.
	0200	One radar target: 74 00 N, 79 56 W.
	0345	One berg: 73 52 N, 80 10 W.
		One berg: 73 51 N, 80 04 W.
		One berg: 73 50 N, 80 05 W.
		1 P 19 0115z FROM ANRG...TO D'IBERVILLE/N.B. MCLEAN... "Ice...vicinity Resolute Bay cmm view from shore 18 Aug. cmm influx ice has now covered western two thirds harbour cmm moderate drifting along beach indicating vicinity jetties cmm outside harbour southeast area conc. now only scattered but area between Griffith Island and Cornwallis Island now covered with close drift ice..... strong likelihood further influx ice into harbour this date..."
		FROM CGSS AT 0257/z19/EM.
	0455	Four bergy bits and one berg: 73 54 N, 80 45 W.
	0545	Numerous bergy bits and growlers in vicinity at: 73 55 N, 81 08 W.
	1000	One large berg: 74 03 N, 83 19 W.
	1400	One berg: 74 04 N, 85 12 W.
		One berg: 74 02 N, 85 13 W.
	1554	One berg: 74 08 N, 85 57 W.
Aug. 20		NR 4020192oz HYDRO REP RESOLUTE TO D'IBERVILLE INFO C.D. HOWE/N.B. MCLEAN. "Resolute Bay local ice report packed ice condition within bay cma along coast cma at and westward of sight point cma no relief over yesterday cma tightly packed ten tenths rafted polar ice in all directions to limit of observation estimate visibility three miles PD time OB 1145 local PD will make and forward another OB this evening PD no prospect of removal ice next 25 hours."
		FM CGSM AT 2014/20/HS,
Aug. 21	1200	Ice field across Lancaster Sound at Cape Hurd extending toward Prince Regent Inlet. Heavy scattered drift ice 50% coverage.
		NR 1 TO CGSN AND CGSS
		"Ice Resolute Bay local fscat, evening shore OB showed slackening of pressure but little change in condition of close heavy rafted polar ice now filling bay and approaches in all directions prospect of gradual decrease conc. at least on western side of harbour and some loosening off shore pack commencing with expected wind shift to south west Sunday afternoon no spectacular improvement foreseen however thru 221200z filing time 1700z."
		FM CGSM AT 0750z/21/HS,
	1400	Ice from Cape William Herschel to Latitude 74 29 N, Longitude 89 13 W, extending SE as far as can see.
Aug. 23	1400	One small berg and bergy bits: 74 18 N, 85 37 W.
	1430	Two small bergs: 74 27 N, 85 40 W.
		One berg: 74 19 N, 85 16 W.
		C.D. HOWE NR 3 CK119DH 23 1920 GMT.
		MASTER CGSN

Aug. 23	1430	"Ice conditions...helicopter posn abt 10 miles directly ahead of ship stop ships head 205 True open water about 4 miles wide at this point and the open water is about 15 to 20 miles wide west of here and about 10 miles wide to the east. The open water stretches to the east about 15 miles and to the west for about 20 miles. The ice extends two miles into open water otherwise the southern edge of ice is directly in line with Griffiths Island. The ice projects out about two miles to south of Griffiths Island. The ice around ship was opening up somewhat since yesterday and the ice to the south has opened quite a bit." TOR 2209/23/EMFO.
Aug. 24	0030	Sighted ice Latitude 74 15 N, Longitude 88 10 W a string following along port side about thirteen or fourteen miles off Devon Island, to Latitude 74 18 N, Longitude 89 24 W, then falls away to SW and back again to Latitude 74 22 N, Longitude 89 48 W.
Aug. 24	1200	At position: Latitude 74 28 N, Longitude 90 44 W, heavy packed ice across Lancaster Sound as far as we can see westward and southward.
Aug. 25		From Latitude 74 28 N, Longitude 91 00 W, steamed through heavy close packed ice 50% coverage in all directions thence open water to Resolute Bay.
	1500	Scattered blocks and small floes ice grounded on spit across entrance of Resolute Bay.
Aug. 26	0800	Regular landing place jammed with heavy ice,one third of Bay west side 10% ice coverage, remaining of Bay full of ice. Close packed ice outside as far as we can see. Entrance of Resolute Bay blocked with heavy ice grounded on spit leaving inner Bay as safe harbour without any ice pressure from outside. Wind ESE, force 8, with rain and snow.
Aug. 27	0800	Ice condition same as yesterday with same weather ESE wind, force 8.
Aug. 28	0800	Ice condition same as yesterday, wind SE, force 9, rain and snow, two thirds of Bay east side full of ice any pressure from outside.
Aug. 29	0600	Condition of ice in Bay same, outside from entrance of Bay open water to the west side for two to three miles on east side of entrance large pan of one to two miles in size jammed at East Point. Wind SE, force 2, and fog, at 1800 wind shifting to south and ice on west and south side of Bay started to drift in.
Aug. 30	0600	Southern part of Bay full of ice two thirds of Bay nine tenths coverage, wind shifting to WSW, force 5.
	1500	Ice started to drift out in SE part of Bay. Belt of heavy floes still grounded on spit across entrance, outside ice moving out, wind WSW, force 4.
Aug. 31	0800	Inner of Bay full of ice, wind NW, force 4. String of heavy ice grounded on spit across entrance of Bay, outside string of scattered ice at horizon. Wind WNW, force 3.
Sept. 1	0800	Inner of Resolute Bay full of ice, wind NW, force 4. String of heavy ice grounded on spit across entrance of Bay, outside string of scattered ice on horizon.
Sept. 2	0800	Ice condition in Resolute Bay same as September 1st, outside no ice except scattered drift pieces.
Sept. 3	0300	Leaving Resolute Bay, belt of scattered floes across entrance of Bay with few heavy floes grounded. Inside of Bay full of ice.

Sept. 3	0930	From Resolute Bay to posn Latitude 74 29 N, Longitude 93 15 W, steaming through scattered drift ice 10% coverage thence clear water extending on south side to horizon and about three miles on north side with few scattered drift pans.
Sept. 3		NRL 030523z FM ANRG/HYDRO REP TO CGSM D'IBERVILLE INFO HYDRO WASH DY. Hydro. Eureka ice fcst four. Pd 030500z dash 050500z... Jones Sound cma less than one tenth with actd patches two three tenths southern portion cma East entrance Jones Sound generally three tenths with sctd bergs. Slow southward drift sctd patches two to three tenths into northern Lady anstrit thru out and entrance Lancaster Sound cma sctd bergs. Remainder Sound to approximately 90 w open except for widely scattered small floes extreme southern portion...West of 90 W widely scattered sctd belts patches two to three tenths with gradually increasing conc westward. Barrow generally four tenths in eastern Barrow Strait cma ice occurring in belts and patches locally to seven tenths. No change thru fast and narrow belt six to seven tenths across harbour entrance to pres Resolute Harbour ice free, except for few grounded floes. TOR 0635/3/WLS
Sept. 3	1030	Entering in ice 30% covered and steamed through to Position: Latitude 74 18 N, Longitude 90 00 W, thence clear water with scattered drift ice.

Sept. 4	(EST)		
	0135	One large berg:	Lat. 74 04 N, Long. 85 46 W.
	0745	One berg:	Lat. 74 17 N, Long. 82 36 W.
	0850	One large berg:	Lat. 74 03 N, Long. 82 02 W.
	0900	One large berg:	Lat. 74 00 N, Long. 82 01 W.
	0915	One small berg:	Lat. 74 01 N, Long. 81 57 W.
	1300	One large berg:	Lat. 73 48 N, Long. 80 12 W.
	1430	Two small bergs:	Lat. 73 58 N, Long. 79 05 W.
	1525	Two small bergs:	Lat. 73 42 N, Long. 78 47 W.
	1740	One berg:	Lat. 73 37 N, Long. 77 36 W.
	1750	One berg:	Lat. 73 39 N, Long. 77 00 W, and several growlers in vicinity.
	1820	One berg:	Lat. 73 36 N, Long. 76 40 W.
	1840	Three bergs:	Lat. 73 35 N, Long. 76 30 W.
	1900	One berg:	Lat. 73 34 N, Long. 76 43 W.
	1900	One berg:	Lat. 73 34 N, Long. 76 29 W, and several growlers in vicinity.
	1940	One berg:	Lat. 73 00 N, Long. 76 32 W.
	2030	One large berg:	Lat. 73 24 N, Long. 76 21 W.
	2030	One small berg:	Lat. 73 27 N, Long. 76 10 W.
Sept. 5	0330	One large berg:	Lat. 72 41 N, Long. 73 33 W.
	0330	One small berg:	Lat. 72 39 N, Long. 73 40 W.
	0630	One berg:	Lat. 72 27 N, Long. 72 09 W.
	0900	One large berg:	Lat. 72 10 N, Long. 71 26 W.
	0950	One large berg:	Lat. 71 33 N, Long. 71 39 W.
	0950	One large berg:	Lat. 72 07 N, Long. 70 55 W.
	1130	One large berg:	Lat. 71 53 N, Long. 70 31 W.
	1230	One large berg:	Lat. 71 46 N, Long. 71 40 W.
	1320	Two small bergs:	Lat. 71 43 N, Long. 70 10 W.
	1430	One large berg:	Lat. 71 35 N, Long. 70 45 W.
	1445	One large berg:	Lat. 70 30 N, Long. 69 45 W.
	1445	Three bergs:	Lat. 71 28 N, Long. 70 08 W.
	1550	One large berg:	Lat. 71 27 N, Long. 69 18 W.
	1810	One berg:	Lat. 71 03 N, Long. 69 00 W.
	1945	One berg:	Lat. 70 52 N, Long. 68 34 W.
	2200	One small berg:	Lat. 70 38 N, Long. 67 07 W.

Sept. 5	2215	One large berg:	Lat. 70 37 N, Long. 67 00 W.
	2315	One large berg:	Lat. 70 25 N, Long. 67 02 W.
Sept. 6	0020	One berg:	Lat. 70 25 N, Long. 67 02 W.
	0024	One berg:	Lat. 70 18 N, Long. 66 36 W.
	0026	One berg:	Lat. 70 17 N, Long. 66 35 W.
	0030	One berg:	Lat. 66 16 N, Long. 66 34 W.
	0053	One berg:	Lat. 70 15 N, Long. 66 19 W.
	0100	One berg:	Lat. 70 13 N, Long. 66 13 W.
	0153	Three growlers:	Lat. 70 06 N, Long. 66 09 W.
	0225	One growler:	Lat. 70 01 N, Long. 66 09 W.
	0440	One berg:	Lat. 69 39 N, Long. 66 18 W.
	0450	One berg:	Lat. 60 44 N, Long. 65 32 W.
	0535	One berg:	Lat. 69 36 N, Long. 65 35 W.
	0700	One berg:	Lat. 69 29 N, Long. 64 50 W.
	0700	One berg:	Lat. 69 20 N, Long. 65 26 W.
	1000	One large berg:	Lat. 69 01 N, Long. 64 31 W.
	1030	One berg:	Lat. 68 56 N, Long. 64 26 W.
	1035	One small berg:	Lat. 68 56 N, Long. 64 26 W.
		At position of:	Lat. 68 56 N, Long. 64 11 W, ten bergs and nine bergy bits sighted in radius of ten miles.
	1255	One large berg:	Lat. 68 48 N, Long. 63 49 W.
	1255	One berg:	Lat. 68 32 N, Long. 63 47 W.
	1330	One small berg:	Lat. 68 36 N, Long. 63 41 W.
	1330	One berg:	Lat. 68 36 N, Long. 63 37 W.
	1340	One berg:	Lat. 68 33 N, Long. 63 57 W.
	1400	Six bergs, three growlers, four bergy bits in	Lat. 68 34 N, Long. 63 36 W. to Lat. 68 32 N, Long. 63 32 W.
	1415	One large berg:	Lat. 68 30 N, Long. 63 58 W.
	1415	One berg:	Lat. 68 29 N, Long. 63 57 W.
	1415	One berg:	Lat. 68 28 N, Long. 63 36 W.
	1500	One berg:	Lat. 68 29 N, Long. 63 38 W.
	1500	One berg:	Lat. 68 28 N, Long. 63 36 W.
	1500	One berg:	Lat. 68 29 N, Long. 63 27 W.
	1500	One berg:	Lat. 68 29 N, Long. 63 23 W. From Lat. 68 19 N, Long. 63 43 W. to Lat. 68 19 N, Long. 63 12 W, sighted twelve bergs, five growlers and numerous bergy bits.
	1625	Two bergs:	Lat. 68 11 N, Long. 63 17 W, and numerous growlers in vicinity.
	1700	One berg:	Lat. 68 07 N, Long. 63 17 W.
	1740	Two bergy bits:	Lat. 68 03 N, Long. 63 10 W, and numerous growlers in vicinity.
	1815	One berg:	Lat. 67 58 N, Long. 62 55 W.
	1815	One berg:	Lat. 67 53 N, Long. 63 14 W.
RT	1920	One berg:	Lat. 67 49 N, Long. 62 50 W.
RT	1930	One berg:	Lat. 67 47 N, Long. 62 43 W.
RT	2000	Three bergs:	Lat. 67 41 N, Long. 62 38 W.
	2025	One growler:	Lat. 67 40 N, Long. 62 30 W.
	2120	One large berg:	Lat. 67 30 N, Long. 62 32 W.
	2200	One berg:	Lat. 67 26 N, Long. 62 22 W.
	2200	One berg:	Lat. 67 27 N, Long. 62 13 W.
Sept. 9	1050	One large berg:	Lat. 67 05 N, Long. 61 50 W.
	1105	One berg:	Lat. 67 05 N, Long. 61 40 W.
	1130	One berg:	Lat. 67 03 N, Long. 61 39 W.
	1135	One berg:	Lat. 67 02 N, Long. 61 39 W.
	1200	One berg:	Lat. 66 56 N, Long. 61 35 W.
	1302	One berg:	Lat. 66 49 N, Long. 61 32 W.
	1320	One small berg:	Lat. 66 45 N, Long. 61 28 W.
	1437	One large berg:	Lat. 66 43 N, Long. 60 58 W.
	1437	One small berg:	Lat. 66 43 N, Long. 60 54 W.

Sept. 9	1445	Two bergs:	Lat. 66 41 N,	Long. 60 54 W.
	1445	One large berg:	Lat. 66 41 N,	Long. 60 50 W.
	1445	One berg:	Lat. 66 40 N,	Long. 60 54 W.
	1553	One small berg: two growlers in vicinity.	Lat. 66 35 N,	Long. 60 55 W. and
	1558	One growler:	Lat. 66 31 N,	Long. 61 09 W.
	1558	One berg:	Lat. 66 30 N,	Long. 61 15 W.
	1645	One berg:	Lat. 66 25 N,	Long. 60 43 W.
	1700	One large berg:	Lat. 66 23 N,	Long. 60 48 W.
	1700	One berg:	Lat. 66 23 N,	Long. 61 18 W.
	1830	One bergy bit:	Lat. 66 12 N,	Long. 61 11 W.
	1832	One berg:	Lat. 66 12 N,	Long. 61 10 W.
	1840	One berg:	Lat. 66 10 N,	Long. 61 15 W.
RT-	2015	One berg:	Lat. 65 51 N,	Long. 61 24 W.
"	2020	One berg:	Lat. 65 50 N,	Long. 61 23 W.
"	2035	One berg:	Lat. 67 53 N,	Long. 61 25 W.
"	2105	One berg:	Lat. 65 49 N,	Long. 61 11 W.
"	2145	One berg:	Lat. 65 43 N,	Long. 61 24 W.
Sept. 10	0012	One berg:	Lat. 65 21 N,	Long. 61 20 W.
RT-	0027	One berg:	Lat. 65 19 N,	Long. 61 21 W.
"	0118	One berg:	Lat. 65 14 N,	Long. 61 32 W.
"	0125	One berg:	Lat. 65 12 N,	Long. 61 22 W.
"	0142	One berg:	Lat. 65 11 N,	Long. 61 35 W.
"	0320	One berg:	Lat. 65 02 N,	Long. 61 25 W.
"	0355	One berg:	Lat. 64 56 N,	Long. 61 44 W.
"	0650	One berg:	Lat. 64 32 N,	Long. 61 45 W.
"	0700	One berg:	Lat. 64 30 N,	Long. 61 50 W.
"	0735	One berg:	Lat. 64 29 N,	Long. 61 58 W.
	0805	From La Hacienda: - From Charles Island in daylight and unlimited visibility no ice sighted to position Lat. 61 25 N, Long. 69 48 W, thence on 105° course bergs located as follows:-		
		Bergs:-	Lat. 61 25 N,	Long. 69 09 W.
			Lat. 61 17 N,	Long. 68 16 W.
			Lat. 61 12 N,	Long. 68 02 W,
			Lat. 61 04 N,	Long. 68 04 W.
			Lat. 61 25 N,	Long. 69 09 W.
			Lat. 61 09 N,	Long. 68 10 W.
			Lat. 61 13 N,	Long. 68 00 W.
		Growlers:-	Lat. 61 11 N,	Long. 67 54 W.
			Lat. 61 06 N,	Long. 67 50 W.
		Bergs:	Lat. 67 01 N,	Long. 67 45 W.
			Lat. 61 07 N,	Long. 67 26 W.
			Lat. 61 07 N,	Long. 67 23 W.
			Lat. 60 57 N,	Long. 67 12 W.
			Lat. 61 06 N,	Long. 67 50 W.
			Lat. 61 09 N,	Long. 67 28 W.
			Lat. 61 03 N,	Long. 67 29 W.
			Lat. 61 02 N,	Long. 67 10 W.
		Growlers:-	Lat. 61 05 N,	Long. 67 08 W,
			Lat. 61 03 N,	Long. 67 00 W.
		Bergs:-	Lat. 61 05 N,	Long. 66 47 W.
			Lat. 60 57 N,	Long. 66 16 W.
			Lat. 60 54 N,	Long. 66 07 W.
			Lat. 60 45 N,	Long. 66 06 W.
			Lat. 61 02 N,	Long. 65 32 W.
			Lat. 60 46 N,	Long. 65 02 W,
			Lat. 60 47 N,	Long. 64 41 W.
			Lat. 60 56 N,	Long. 67 00 W.
			Lat. 60 52 N,	Long. 66 18 W.
			Lat. 60 54 N,	Long. 66 03 W.
			Lat. 60 46 N,	Long. 65 47 W.

Sept. 10	(EST)			
	0805	Bergs:	Lat. 60 45 N,	Long. 65 35 W.
			Lat. 60 48 N,	Long. 64 43 W.
				Master.
	0850	One radar target:-	Lat. 64 16 N,	Long. 61 55 W.
	1130	One radar target:	Lat. 64 00 N,	Long. 62 19 W.
	1200	One berg:	Lat. 63 54 N,	Long. 62 13 W.
	1259	One large berg:	Lat. 63 48 N,	Long. 62 17 W.
	1430	One large berg:	Lat. 63 37 N,	Long. 62 14 W.
	1530	One radar target:	Lat. 63 29 N,	Long. 62 29 W.
	1800	One berg:	Lat. 63 08 N,	Long. 62 44 W.
Sept. 11	0430	One berg:	Lat. 62 03 N,	Long. 62 53 W.
	0500	One bergy bit:	Lat. 62 00 N,	Long. 62 35 W.
	1445	One large berg:	Lat. 61 35 N,	Long. 63 54 W.
	1525	One berg:	Lat. 61 54 N,	Long. 64 14 W.
	1525	One berg:	Lat. 61 54 N,	Long. 64 17 W.
	1525	One berg:	Lat. 61 54 N,	Long. 64 19 W.
	1530	One berg:	Lat. 61 35 N,	Long. 64 27 W.
	1600	One berg:	Lat. 61 21 N,	Long. 64 29 W.
	1745	One berg:	Lat. 61 16 N,	Long. 65 00 W.
	1745	One berg:	Lat. 61 19 N,	Long. 65 00 W.
	1805	One berg:	Lat. 61 22 N,	Long. 65 16 W.
Sept. 12	0323	One berg:	Lat. 61 10 N,	Long. 67 54 W.
	0435	One berg:	Lat. 61 06 N,	Long. 68 13 W.
	0435	One bergy bit:	Lat. 60 56 N,	Long. 68 07 W.
	0625	One berg:	Lat. 61 12 N,	Long. 68 50 W.
	0625	One bergy bit:	Lat. 61 12 N,	Long. 68 50 W.

Sept. 19 0911 From North Anglia: "No icebergs seen west of Cape Hopes Advance. On track from ten miles south Resolution Island to twenty-two miles northeast Cape Hopes Advance scattered bergs seen on either side of track. Most easterly berg seen in Lat. 60 54 N, Long. 60 58 W."
Capt. Charlton.

Sept. 19 From CGS. Edward Cornwallis: - Bergs Lat. 61 18 N, Long. 68 50 W; Lat. 61 08 N, Long. 68 40 W; and several to south of Lat. 61 10 N, Long. 67 40 W.

Sept. 20 0835 From m.v. Daltonhall: - Bound Churchill, following ice sighted, medium berg and three growlers in Lat.61 30 N, Long. 67 22 W; large berg and seven growlers in Lat. 61 32 N, Long. 68 45 W; small berg in Lat. 61 52 N, Long. 65 56 W.

Sept. 24 From s.s. Seaboard Enterprise:- September 19th, sighted nineteen bergs between Cape Hopes Advance and Resolution Island.

Sept. 24 From m.v. General Guisan: - From Cape Hopes Advance to Charles Island, no berg sighted.

Sept. 24 1700 From s.s. Gloriana: - Position at 2200z September 24th Lat. 60 58 N, Long. 66 00 W. From Button Islands to present position sixteen bergs and plenty of growlers.

Sept. 24 1927 From s.s. Irish Elm:- Icebergs report broadcast September 25th from 24-2140z to 24-2350z bergs in following positions: 60 07 N, 60 30 W; 60 12 N, 61 05 W; 60 22 N, 61 05 W.

Sept. 25 0700 From s.s. Begonia: - Bergs sighted between 1800z 24th and 0600z 25th:-

Lat. 61 08 N,	Long. 65 10 W.
Lat. 61 11 N,	Long. 65 14 W.
Lat. 60 58 N,	Long. 65 44 W.
Lat. 60 53 N,	Long. 65 53 W.
Lat. 61 04 N,	Long. 66 14 W.
Lat. 61 02 N,	Long. 66 22 W.
Lat. 61 04 N,	Long. 66 58 W.
Lat. 60 54 N,	Long. 65 16 W.

Sept. 25	0700	Bergs:	Lat. 60 50 N, Long. 65 26 W.
			Lat. 60 51 N, Long. 65 40 W.
			Lat. 60 56 N, Long. 65 54 W.
			Lat. 60 49 N, Long. 69 59 W.
			Lat. 60 57 N, Long. 66 15 W.
			Lat. 61 08 N, Long. 66 28 W.
			Lat. 61 20 N, Long. 68 32 W.
		Growlers:	Lat. 60 54 N, Long. 65 20 W.
			Lat. 61 02 N, Long. 66 09 W.

Oct. 4 — From s.s. Liberator: - Bergs sighted in Positions: Lat. 60 33 N, Long. 61 43 W; Lat. 60 25 N, Long. 61 34 W; Lat. 60 19 N, Long. 61 03 W. Growlers in Position: Lat. 60 16 N, Long. 61 00 W.

Oct. 5 — From s.s. Irish Elm: - Bergs sighted between 040300z and 041600z in Positions: Lat. 61 01 N, Long. 66 44 W; Lat. 61 00 N, Long. 65 18 W; Lat. 61 06 N, Long. 67 36 W; Lat. 60 37 N, Long. 63 09 W; Lat. 60 41 N, 63 04 W; Lat. 60 45 N, Long. 62 54 W.

Oct. 28	0225	Radar target:	Lat. 62 36 N Long. 72 42 W.
	1930	Berg:	Lat. 62 25 N. Long. 72 23 W.

Nov. 5 — Churchill Harbour: Close pack of slush ice.

Nov. 6 — Ice condition in Churchill Harbour: Close packed slush ice drifting with tide; thickness two to three feet.

Nov. 7 — Ice in Churchill Harbour getting heavier and rafted. Temperature 5° above.

Nov. 7 1400 — From Churchill Harbour to ten miles off slush ice.

Nov. 12 2000 — First string of light ice seen drifting from bottom of Bay Sugluk.

Nov. 13	2125	Radar target:	Lat. 61 43 N, Long. 71 24 W.
Nov. 14	1900	Radar target:	Lat. 61 11 N, Long. 68 32 W.
Nov. 15	0500	Radar target:	Lat. 61 27 N, Long. 65 14 W.

Nov. 16 — Three miles off Resolution Island (in radius of ten miles), seven bergs and four growlers and several bergy bits.

Nov. 16 — Off Resolution Island (in radius of ten miles) seven bergs and four growlers, and numerous bergy bits 6.8 miles off Resolution Island.

DATE BAYS CLEAR OF ICE

Diana Bay	July 10th, 1955
Wakeham Bay	July 20th, 1955
Sugluk	July 1st, 1955
Digges Island	July 16th, 1955
Resolute Bay -	was broken up by CGS. N.B. McLean on August 10th, 1955.

RESOLUTION ISLAND

July 1 No ice in sight. Rain and fog.
2 Heavy drift ice in all directions.
3 Heavy loose packed ice from shore to one mile to seaward.
4 No ice report due to dense fog.
5 No ice seen due to dense fog.
6 Close packed ice in all directions. No bergs in sight.
7 Loose packed ice in all directions. One berg five miles south west of station.
8 Scattered ice to horizon. No bergs in sight. One growler one mile south of station.
9 Packed ice in all directions and numerous small bergs on horizon.
10 No ice. Fog.
11 Loose scattered ice in all directions to horizon. Few small bergs on horizon.
12 Dense fog. Visibility 0. Scattered ice to horizon this morning. One large berg east of station, one mile.
13 Scattered ice to horizon in all directions. Few small bergs on horizon.
14 Dense fog. Visibility 0.
15 Loose packed ice in all directions. Several bergs on horizon.
16 Heavy loose packed ice along shore thence widely scattered ice in all directions.
17 Widely scattered ice to horizon, 80% open water. Two small bergs five miles to east.
18 Scattered ice to horizon, 70% open water. Few bergs on horizon to the south.
19 Scattered ice to horizon, 70% open water. Several bergs to southeast.
20 Loose ice widely scattered ice to the horizon. Few bergs on horizon.
21 Scattered ice in all directions. Few bergs on horizon.
22 Widely scattered ice in all directions. Several icebergs on horizon to west.
23 Scattered ice to horizon. One large berg one mile west of station.
24 Loose strings of ice and scattered ice. Light rain.
25 Widely scattered ice in all directions. Five bergs five miles south of station.
26 No ice in sight. Fog and rain.
27 Few scattered pieces of drift ice along shore. Four large bergs four to five miles south of station.
28 Three bergs two miles west of station. Fog, light rain.
29 Few Scattered pieces of ice along shore. Two bergs east of station.
30 Few pieces of drift ice close fo shore with bergs and growlers widely scattered in all directions to limit of visibility.

August
1 No ice in sight. Rain and fog.
2 Very widely scattered pieces of small ice in all directions. Two bergs five miles from station to west. Fog.
3 Few small pieces of drift ice. Three bergs about four miles west of station.
4 Widely scattered pieces of small ice. No bergs in sight.
5 No ice sighted. Dense fog. Visibility 0.
6 No ice in sight. One large berg one mile from station to south.
7 No drift ice in sight. Two bergs five miles from station to southwest.

Aug. 8 Several icebergs to southwest, otherwise no ice.
9 No ice. Six bergs in all directions about five to ten miles.
10 No drift ice. Two bergs east of station about two miles. Rain.
11 No ice in sight. Dense fog.
12 No ice. Dense fog. Visibility 0.
13 No ice in sight. Dense fog.
14 No ice in sight. Fog.
15 No ice in sight. Several bergs on horizon to south.
16 No ice in sight. One large berg about eight miles south of station and several small bergs on horizon.
17 No ice in sight. Two bergs one mile east of station.
18 One small berg about one mile from station to east. Fog on sea.
19 No drift ice. Several bergs about five miles to south of station. Rain.
20 No ice in sight.
21 No ice in sight.
22 No ice in sight. Fog and rain.
23 No ice in sight. Several bergs five miles south of station.
24 No ice in sight. Two small bergs about two miles to west of station.
25 No ice in sight. No bergs.
26 No ice in sight. No bergs sighted.
27 No drift ice. Several bergs on horizon to west.
28 No drift ice. Several bergs on horizon.
29 No drift ice. One large berg ten miles south of station.
30 No drift ice. Several large bergs on horizon and several small bergs to east of station.
31 No drift ice. Several bergs about ten miles to south and west of station.

September
1 No drift ice . Several large bergs on horizon to south and west.
2 No ice in sight. Fog.
3 No drift ice. Several small bergs to south and east.
4 No drift ice. No bergs.
5 No ice. Dense fog. Visibility 0.

CAPE HOPES ADVANCE

July 1 No ice in sight.
2 String loose drift ice approximately three miles wide to NW tapering to approximately half a mile wide to east along shore line with open water to horizon.
3 Haze. Close packed drift ice along shore 1/8 mile wide, then open water to limit of visibility.
4 Visibility near 0 in fog.
5 Haze. Close packed drift ice in a narrow strip along shore about 1/8 mile wide, then open water to limit of visibility.
6 Narrow string packed drift ice approximately 1/4 mile off shore. Towards NW approximately 1/4 mile wide tapering towards east to trace. Open water inshore and outside string to horizon.
7 Widely scattered drift ice extending to limit of visibility in all directions. Consists 70% open water.
8 Widely scattered drift ice in all directions to horizon. Approximately 80% open water.
9 Widely scattered drift ice extending to horizon in all directions consists 80% open water.

July	10	Widely scattered drift ice in all directions to horizon. 80 to 90% open water.
	11	No ice in sight.
	12	Widely scattered drift ice in all other directions. No ice in sight.
	13	Small string of drift ice two miles off shore to northwest. In other directions widely scattered ice 10% coverage.
	14	Widely scattered drift ice from shore to three miles off, then open water in all other directions to horizon.
	15	Widely scattered drift ice in all directions to horizon. Approximately 80 to 90% open water.
	16	Scattered drift ice in all directions extending approximately three miles off shore, then open water to horizon. Approximately 80 to 90% open water.
	17	Widely scattered drift ice along shore 90 to 85% open water.
	18	No ice in sight.
	19	No ice in sight.
	20	No ice in sight.
	21	No ice in sight.
	22	No ice in sight.
	23	No ice in sight.
	24	No ice in sight.
	25	No ice in sight.
	26	No ice report. Visibility near 0 in fog.
	27	No ice in sight. Haze.
	28	No ice in sight.
	29	No ice in sight.
	30	No ice in sight.
	31	No ice in sight. Rain
August	1	No ice in sight. Fog.
	2	No ice in sight.
	3	No ice in sight.
	4	No ice in sight.
	5	No ice in sight.
	6	No ice in sight.
	7	No ice in sight.
	8	No ice in sight.
	9	No ice in sight.
	10	Visibility near 0 in fog. No report.
	11	No ice in sight. Haze.
	12	No report. Visibility 0 in fog.
	13	No ice in sight.
	14	No ice in sight.
	15	Visibility 0 in fog. No report.
	16	No ice in sight.
	17	No ice in sight.
	18	No ice in sight.
	19	No ice in sight.
	20	No ice in sight.
	21	No ice in sight.
	22	No ice in sight.
	23	No ice in sight.
	24	No ice in sight.
	25	One berg fifteen miles northeast of station.
	26	No ice in sight. Haze.
	27	One berg sighted fifteen miles northeast of station.
	28	Sighted two bergs off station. Approximate position fifteen miles northeast of station.
	29	Sighted six bergs north to northeast of station.
	30	Sighted six bergs north to northeast of station.
	31	Sighted six bergs yesterday north to north east of station.

September

1	No ice in sight. Visibility 0 in fog.
2	No ice in sight.
3	No ice in sight.
4	No ice in sight.
5	One berg sighted east of station.
6	One berg sighted east of station.
7	Two bergs sighted west and east of station.
8	No ice sighted.
9	Two bergs sighted north and east of station.
10	Three bergs sighted north and east of station.
11	Three bergs sighted north and east of station.
12	No ice sighted.
13	No ice sighted.
14	No ice sighted.
15	No ice sighted.
16	No ice sighted.
17	Fog. No report.
18	No ice sighted.
19	No ice sighted.
20	No ice sighted.

NOTTINGHAM ISLAND

July 1-

10	Loosely scattered ice in all directions.
11	Loose packed ice to west. Close packed ice in other directions off shore string of ice extends from shore to 1/4 mile.
12	Close packed ice from shore to 1/2 mile off beyond considerable open water, then loose packed ice to west with close packed ice to south and southwest.
13	Close packed ice from shore to 1/4 mile, then scattered ice in all directions.
14	Loose packed ice from shore to 1/4 mile, then loose packed string and loose packed ice in all directions.
15	10% of drift ice in cove, entrance blocked. Foggy.
18	Close packed ice northwest, loose packed ice in other directions. 1/8 mile drift ice along shore.
19	Close packed ice along shore to 1/8 mile off, then scattered ice and string of ice in all directions. Coverage 20%.
20	Loose scattered ice and string of ice in all directions.
21	Loose packed ice to northwest and west, widely scattered in other directions. Clear.
22	Scattered ice to south and southwest, string of ice to west and northwest. Clear. Coverage 20 per cent.
25	Drift ice along shore. No ice sighted to NW and W. Ice string extends from SW to S about seven miles off island.
26	Clear water NW to SW, from SW to S, loose packed ice to limit of visibility.
27	Few strings to southwest, in other directions widely scattered small amount of drift ice along shore. Clear.
28	No ice sighted except for little drift along shore.
29	No ice report. Fog

August

2	Small amount of drift ice along shore. No ice south to west.
3	Widely scattered ice in all directions.
4	Dense fog.
5	No ice in sight.
8	No ice to limit of visibility, 1/2 in fog.
9	No ice in sight.

August	10	No ice sighted. Fog and rain.
	11	No ice in sight. Fog.
	12	No ice report. Visibility 1/8 in fog.
	15	No ice sighted.
	16	No ice sighted.
	17	No ice sighted.
	18	No ice sighted. Clear.
	19	No ice sighted. Fog.
	22	No ice in sight.
	23	No ice report. Fog and rain.
	24	No ice in sight.
	25	No ice in sight. Light fog.
	26	No ice sighted.
	29	No ice report. Fog.
	30	No ice sighted.
	31	No ice sighted.
September		
	1	No ice sighted.
	2	No ice sighted. Fog clearing.
	3	No ice sighted. Fog.
	4	No ice sighted.
	5	No ice sighted.

CHURCHILL

July	13	River and river mouth ice free. Bay ice free except few scattered pieces on horizon.
	14	River ice free. Bay some scattered pans on extreme horizon.
	15	No ice in sight. Smoke.
	16	No ice to report.
	17	No ice in river or river mouth. Scattered patches of ice observed on horizon.
	18	No ice visible. Clear water in all directions.
	19	No ice visible. Clear water in all directions.
	20	No ice visible. Dense fog and rain.
	21	No ice to report. Fog over sea.
	22	No ice to report.
	26	No ice to horizon.
	27	Clear water in all directions.
	28	No ice in sight to horizon.
	30	No ice to horizon.
	31	No ice in sight.
October		
	10	Inland lakes frozen over river, and bay ice free.
	11	Inland lakes frozen over river, and bay ice free.
	12	Inland lakes frozen over river, and bay ice free.
	13	Inland lakes frozen over river, and bay ice free.
	14	Inland lakes frozen over with some open water in centre of river, and bay ice free.
	15	No change.
	16	Rainfall most of day. Inland lakes, river and bay ice free.
	17	No change.
	18	No change.
	19	No change.
	20	No change.
	21	Some ice on inland ponds. River and bay ice free.
	22	No change.
	23	No change.
	25	Inland ponds frozen over. River partially frozen with fringe ice. Bay clear.

October

26 River and bay ice free.
27 Scattered pieces in river and bay.
28 Scattered drift ice in river and bay.
29 Small amount fringe ice in river, and bay ice free.
30 No change.
31 River and bay ice free.

November

1 No ice. Visibility 0 in snow and fog.
2 No visibility. Snow and blowing snow.
3 River and bay ice free. Sea rough.
4 River full of slob ice with bay full of same to a distance of from one to two miles.
5 River and bay full of close packed drift ice, some open leads in bay.
6 River full of slob ice with half mile band of same around shoreline of bay.
7 River and bay full of close packed drift ice to horizon.
8 River and bay partially full of scattered drift ice.
9 River and bay ice free. Visibility restricted to two miles in snow.
10 Some fringe ice in river. Large field of slushy slob ice in bay extending from mouth of river to horizon.
11 No change.
12 River full of slob ice. Small amount of same around edge of bay.
13 Fringe ice in river. Several small thin scattered fields of slob ice in bay.
14 No ice in sight. Visibility restricted to one mile in blowing snow.
15 Small amount of slush ice around edges of river and bay.
16 River and bay full of close packed ice to horizon.
17 No change.
18 River solid with ice collar of fringe ice around edge of bay. Several fields on horizon.
19 River and bay full of loosely packed drift ice with numerous open leads.
20 No visibility to river. Bay full of close packed drift ice. Visibility over bay approximately one mile in blowing snow.
21 River and bay packed with drift ice to horizon.
22 River and bay partly filled with drift ice. Numerous open leads.
23 No change.
24 River and bay jammed with drift ice to horizon.
25 River and bay jammed with ice, open leads visible on horizon.
26 No change.
27 River and bay ice jammed. Visibility reduced to one mile in snow and fog.
28 River and bay packed with ice to horizon.
30 River packed with ice. Ice in bay pushed out to horizon by strong south wind.

ABSTRACT

The reports of ice, detected by radar, in Hudson Strait and its approaches have been analysed. The ranges achieved on the larger formations are good since they were detected beyond the sea-clutter region. A few small formations were reported and the detection ranges varied by several thousands of yards for similar targets. These variations are reasonable when the sea-clutter echo is superimposed on the target echo but there were too few reports to form conclusions. The ice concentration in Hudson Strait, for three consecutive years, is shown in graph form. A reasonable estimate of berg size may be made from the detection range during periods of low visibility.

AN ANALYSIS OF RADAR ICE REPORTS SUBMITTED BY HUDSON BAY SHIPPING (1955)

by A. D. HOOD

NATIONAL RESEARCH COUNCIL

This paper is the third in a series of annual ice report surveys. It constitutes an analysis of the reports on Radar Ice Detection at Sea submitted by the masters of vessels using the Hudson Bay route to Port Churchill. The data was collected by eight merchant ships during eleven voyages to Port Churchill or twenty-two passages through Hudson Strait.

One hundred and twenty-one ice formations were reported of which ninety-two were complete with all radar data, ice dimensions and contours. A summary of all data is shown in table form in Fig. 1. The location of all ice formations is shown on a tracing of Chart 5000 Fig 2. The first ice was reported by the S.S. "Warkworth" on July 22 some three hundred miles east of Resolution Island. The last report was from the M.V. "La Hacienda" on October 10 in approximately the same region. It is significant that practically all ice formations reported east of Long. 64° W. are of berg dimensions, on which good radar ranges are achieved. This would indicate that the navigational hazard from drifting ice is low until the approaches to Hudson Strait are reached. For the third consecutive year there were no reports of ice in the shipping lanes of Hudson Bay, nor west of the Charles Island light in the approaches to the Bay.

Floes, growlers and bergy bits were common around Nottingham Island but appeared to be held north of the shipping lanes by currents and wind. Ice of glacial origin, which accounts for all of the large formations in Hudson Strait, is moved in past Resolution Island but was not reported in any concentration in the '55 season west of Cape Hopes Advance. Floes are caused by local ice in and around Hudson Strait that has been packed by the wind and tides. These floes are a great deal more prevalent in the forepart of the shipping season and appear to disintegrate as the season progresses. All floes reported in the 1955 season were encountered in July and August. This is also true of the 1953 and 1954 ice reports and is a good indication that ice in floe proportions will not be encountered in the shipping lanes after the latter part of August.

Fig. 3 is a graph showing a comparison of three years analysis of the ice concentration in Hudson Strait. This graph represents a total of five hundred ice formations reported in three complete shipping seasons. The intense concentration of ice is evident in approximately ten degrees centred on Long. 66° W. The absence of ice east of Long. 58° W. in the Atlantic and west of Long. 75° W. in Hudson Strait is also of particular note.

RADAR ANALYSIS

The radar cross-sectional area was calculated for all ice formations that were reported with complete data, including contour sketches. The detection range vs. radar cross-sectional curve is shown in Fig. 4. With the exception of a few growlers the ranges achieved are in close agreement with theoretical expectations. The scatter is

much less than in any previous analysis due to the excellent sketches that accompanied most reports. The points shown in Fig. 4 are maximum detection range as the ice is approached. It was observed on most reports that, for an equivalent target area, the ranges observed as the ice proceeded astern were greater than the detection range. The fact that it is easier to follow an echo that has been detected on a PPI screen than it is to select a target that is approaching, with range and bearing unknown, is believed to be the reason. This is particularily true for the smaller types of ice that are detected in sea-clutter.

From a statistical analysis of the ice formations reported, in conjunction with the Department of Transport ice description categories, it is possible to arrive at an estimate of the type of ice being encountered in zero visibility. All of the ice formation reports were grouped in their respective categories and the average cross-sectional area and detection range was determined. Formations in the "Large Berg" category were found, with few exceptions, to have a radar cross-sectional area greater than 20,000 square feet and a minimum detection range of greater than 18,000 yards. From the "Ice Report Sheets" a large berg is listed as having a height in excess of 100 feet. The average aspect ratio of large bergs was found to be greater than three to one and a berg 125 feet high would be at least 375 feet wide at the base. The radar cross-section of such a berg would be in the neighbourhood of 20,000 square feet and would be detected on a standard marine radar at 18,000 yards or more. All other ice formations were treated in the same manner and the tabulated results are as follows:

Description of Ice	Height	Average Radar Cross-section	Antenna Detection Range
Large Berg	100 ft.	20,000 sq. ft.	18,000 yds.
Medium Berg	30-100 ft.	8,000 sq. ft.	15,000 yds.
Small Berg	15-30 ft.	1,000 sq. ft.	9,000 yds.
Bergy Bit	6-15 ft.	300 sq. ft.	6,000 yds.
Growler	2-6 ft.	100 sq. ft.	5,000 yds.
Heavy Floe	2 ft.	100 sq. ft.	5,000 yds.
Light Floe	2 ft.	100 sq. ft.	5,000 yds.

There is, of necessity, considerable over-lapping in each bracket and the above ranges are not to be taken as a criterion for the size of an ice formation. However, in most cases, it is possible to arrive at a reasonable approximation of the type of ice seen on the radar during periods of low visibility. It is difficult to establish an average cross-sectional area for floes and growlers since very little data is available and the scatter, as shown in Fig. 4, is quite pronounced. Less than 10 per cent of the reports were in these categories but, from the few statistics available, any formation presenting an area of less than 200 square feet would be classed as a growler or a floe. Ice of this type can be lost or completely masked in a few thousand yards of sea-clutter. A growler may have an area equivalent to a heavy floe or it may be smoothly rounded and practically awash and, for detection purposes, the radar cross-sectional area may be considered as zero. For these reasons and the fact that very few floes and growlers have been reported, no effort has been made to separate the last three classifications on the ice report sheets.

The few growlers that were reported received close examination and are listed below. Some were accompanied by excellent sketches, Fig. 10 and Fig. 11.

#	Bearing	Range	Sea Clutter	Height	Width
1	G 105°	6000 yds.	3000 yds.	5 ft.	15 ft.
	G 135°	7500 "	3000 "	"	"
2	R 020°	1300 "	4000 "	5 ft.	30 ft.
	G 115°	2000 "	4000 "	"	"
3	R 027°	2800 "	4000 "	5 ft.	30 ft.
	R 140°	4000 "	4000 "	"	"
4	R 045°	800 "	1500 "	8 ft.	75 ft.
	R 170°	6500 "	1500 "	"	"
5	G 090°	1000 "	1500 "	6 ft.	18 ft.

The first figures for each growler are the bearing and detection range ahead and the second line is the bearing and range at which the ice was lost astern. The growler with dimensions 5 ft. x 15 ft. was quite shear as if it had recently been broken from a larger berg. However, the maximum cross-section could not possibly be more than 50 sq. ft. and the maximum detection range should have been approximately 4000 yards, yet this growler was detected at 6000 yards and lost astern at 7500 yards. Growler #2, with dimensions of 5 ft. x 30 ft. was listed as shear approaching and concave astern. The radar cross-section, from the contours shown, was approximately 65 sq. ft. The detection range was 1300 yards and radar contact was lost at 2000 yards astern. These ranges are short compared to theoretical values but when the sea clutter signal is taken into account they are quite reasonable. The effect of the clutter on the detection ranges of small ice formations is responsible for much of the scatter in Fig. 4.

Growler #4 is typical of a particularly dangerous piece of ice. This was a crescent shaped pan (Fig. 10). with dimensions of 8 ft. x 75 ft. and might be called a "Bergy Bit" since it is over the established height of 5 ft. It was approached from the convex side and was seen visually before it was detected by radar. The first contact was made at 800 yards, bearing R 045°, when the bay came within view of the radar scanner. The bay, or concave side, had sharp vertical sides which gave a good radar echo and the maximum range astern was 6500 yards. This growler would be exceedingly dangerous when approached from the convex side in 1000 yards of sea clutter during a period of low visibility, but would not present any hazard from the opposite direction. A few growlers were reported as being seen visually but no radar contact was made. Sketches of these, in conjunction with sea-clutter data, would have proved interesting and made a valuable addition to the detection range vs. cross-section plot.

Sketches of the varicus types of ice that were reported are shown in Fig. 5-11. Fig. 5 is a large berg with a reasonably uniform cross-sectional area when viewed from any angle. Fig.6 is also a large berg but the cross-sectional area is about 20% of its original value when viewed from abeam. Fig. 7-9 are good examples of a medium berg, small berg, and bergy bit respectively. All of the above drawings were submitted by Capt. R. Eyre-Walker of the M.V. "La Hacienda". Fig. 10 and 11 are growlers from the report of Captain J. P. Kelly of the s.s. "Irish Cedar".

The ice reports for the 1955 shipping season were exceptionally good with sketches accompanying practically all ice formations. However, as seen from Fig. 1, about 80% of the data was on formations of berg size and it is the calculated values from these bergs that dictate the locus of the fourth power curve (Fig. 4). The intensity and range of sea-clutter is not important when viewing ice of berg dimensions, but it is the predominant factor in all of the four smaller types. More reports on these formations would enable some conclusions to be formulated on detection ranges in sea-clutter.

Figure 1

Statistical Analysis of Radar Ice Detection Reports

Name of Ship	Bergs Large	Bergs Medium	Bergs Small	Bergy Bits	Growlers	Floes Heavy	Floes Light	Radar Targets	Totals	Radar Type	Power Output (Kw)	Antenna Height in Feet
La Hacienda	13	18	2	1	--	--	--	--	34	Decca 12	7	80
Essex Trader	1	1	1	--	--	1	2	19	23	Decca 159	7	70
Ranger	3	--	--	--	1	--	--	--	4	Type 268	30	--
Thistlemuir	1	1	--	--	--	1	--	--	3	Decca 159	7	65
Warkworth	3	1	--	1	--	1	--	--	6	Kelvin Hughes	30	52
North Anglia	4	1	--	--	--	--	--	--	5	Decca 12	7	50
Irish Elm	9	10	2	1	3	--	--	--	25	Marconi IV	50	80
Irish Cedar	13	4	--	1	1	--	--	--	19	Marconi III	40	73
Totals	47	36	5	4	5	3	2	19	121			

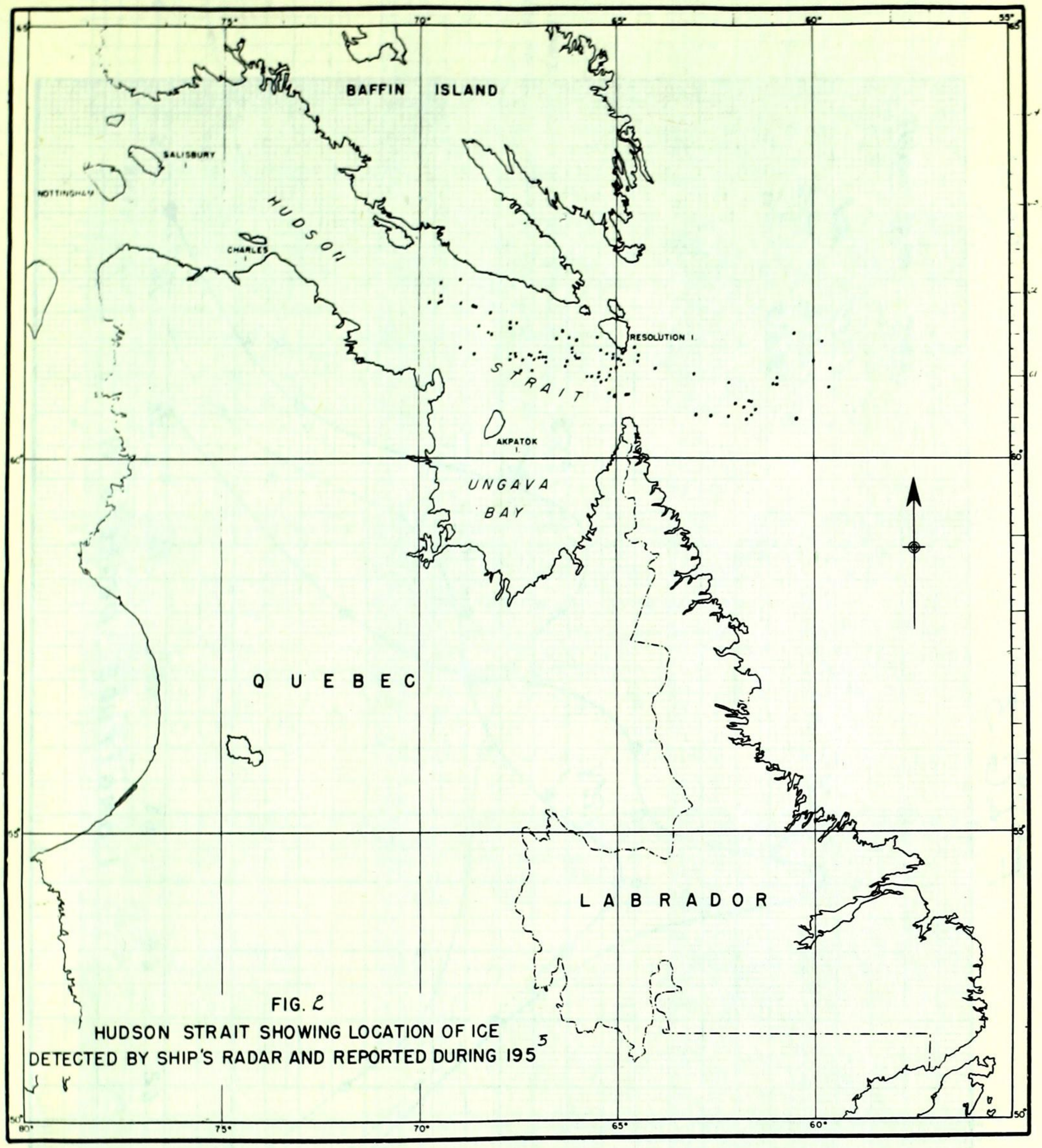


FIG. 2

HUDSON STRAIT SHOWING LOCATION OF ICE DETECTED BY SHIP'S RADAR AND REPORTED DURING 1955

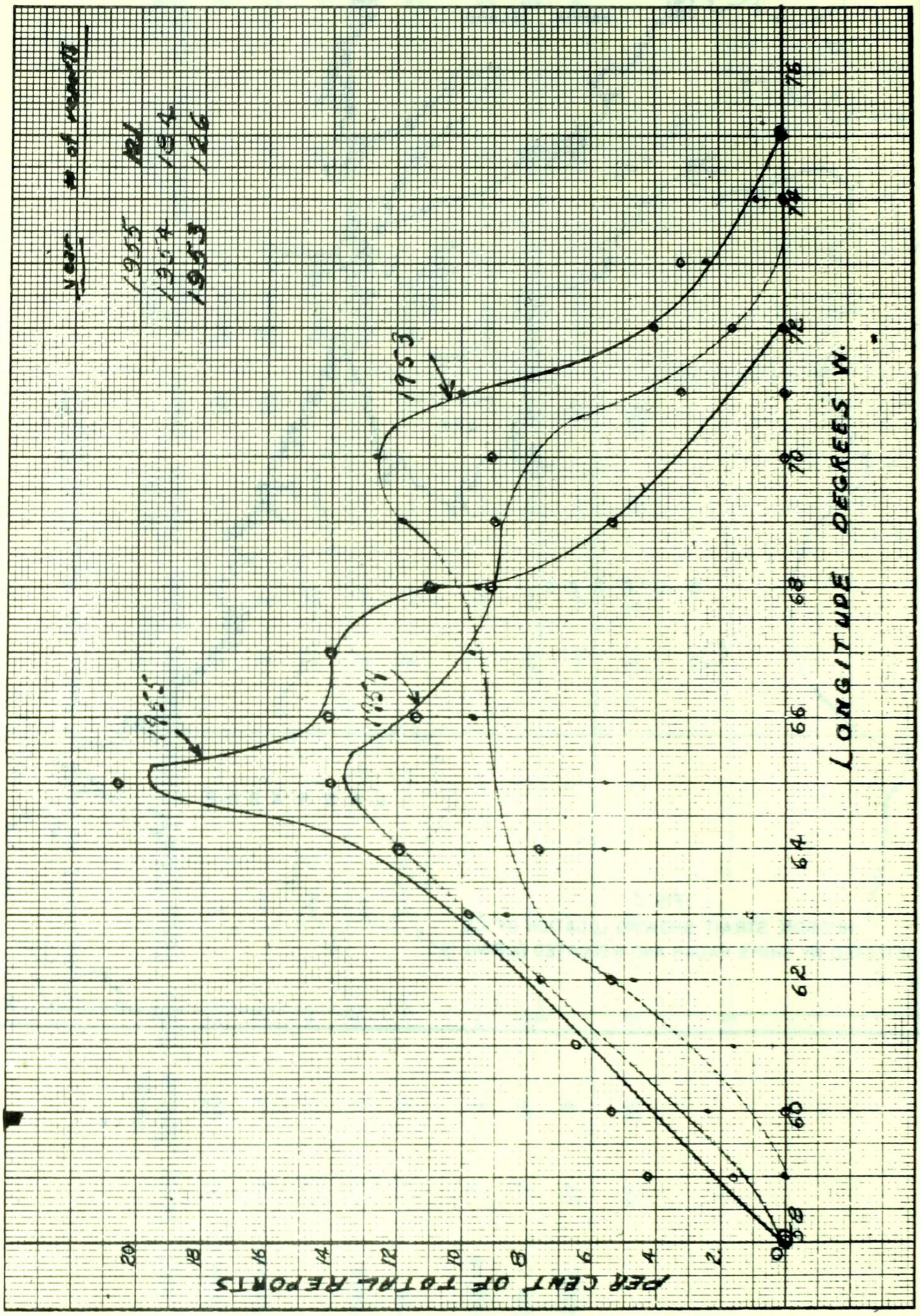

Year
1955
1954
1953
No.
134
126
1953
1954
1955
PER CENT OF TOTAL REPORTS
20
18
16
14
12
10
8
6
4
2
0
60
62
64
66
68
70
72
76
LONGITUDE DEGREES W.

FIG. 3.

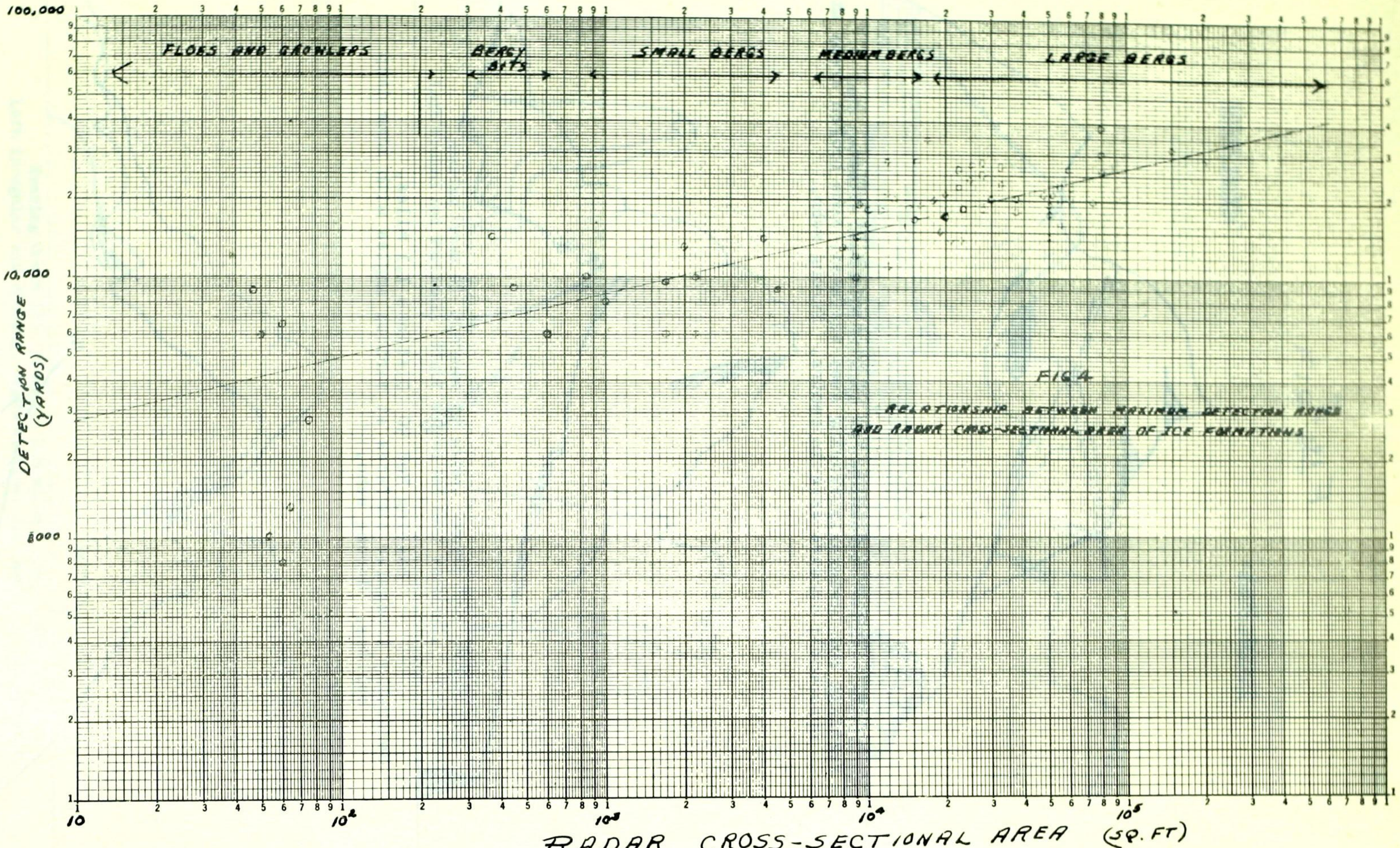
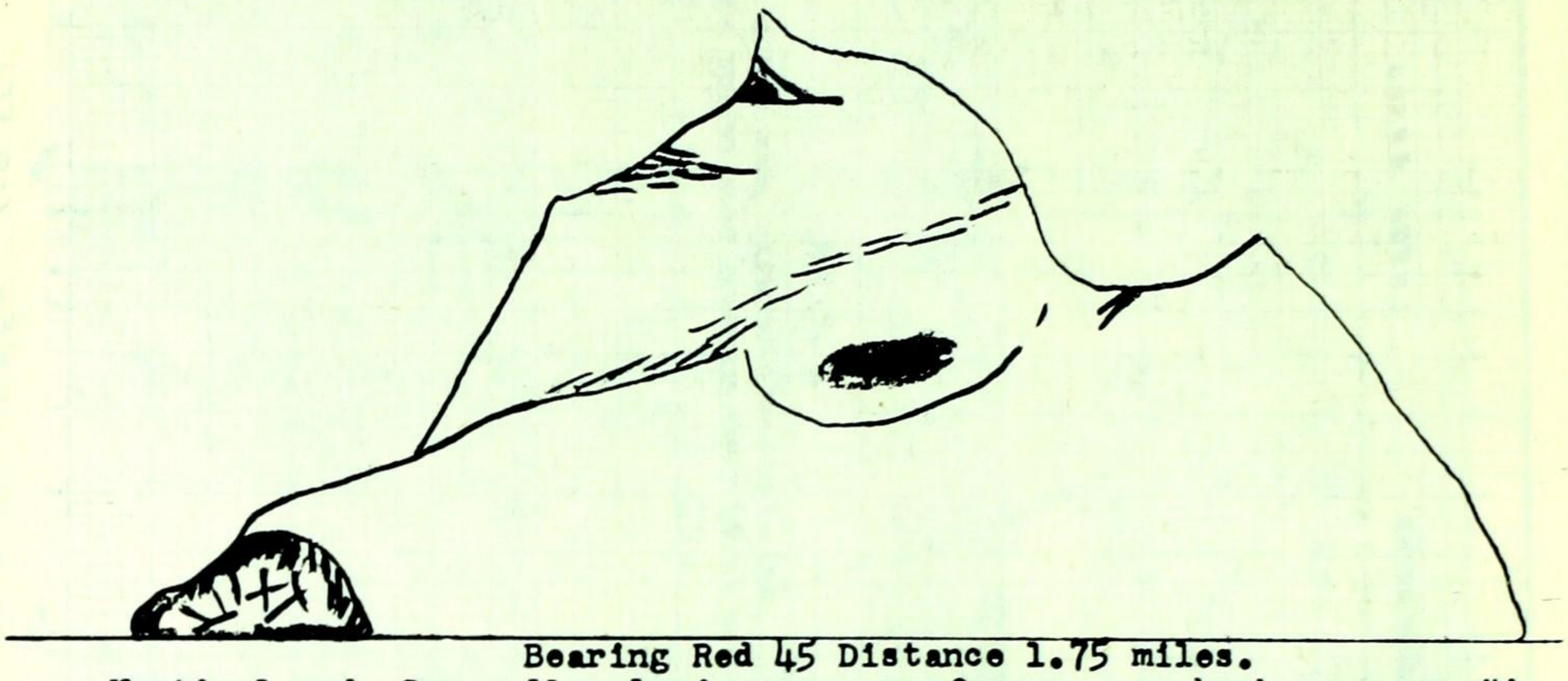


FIG 4

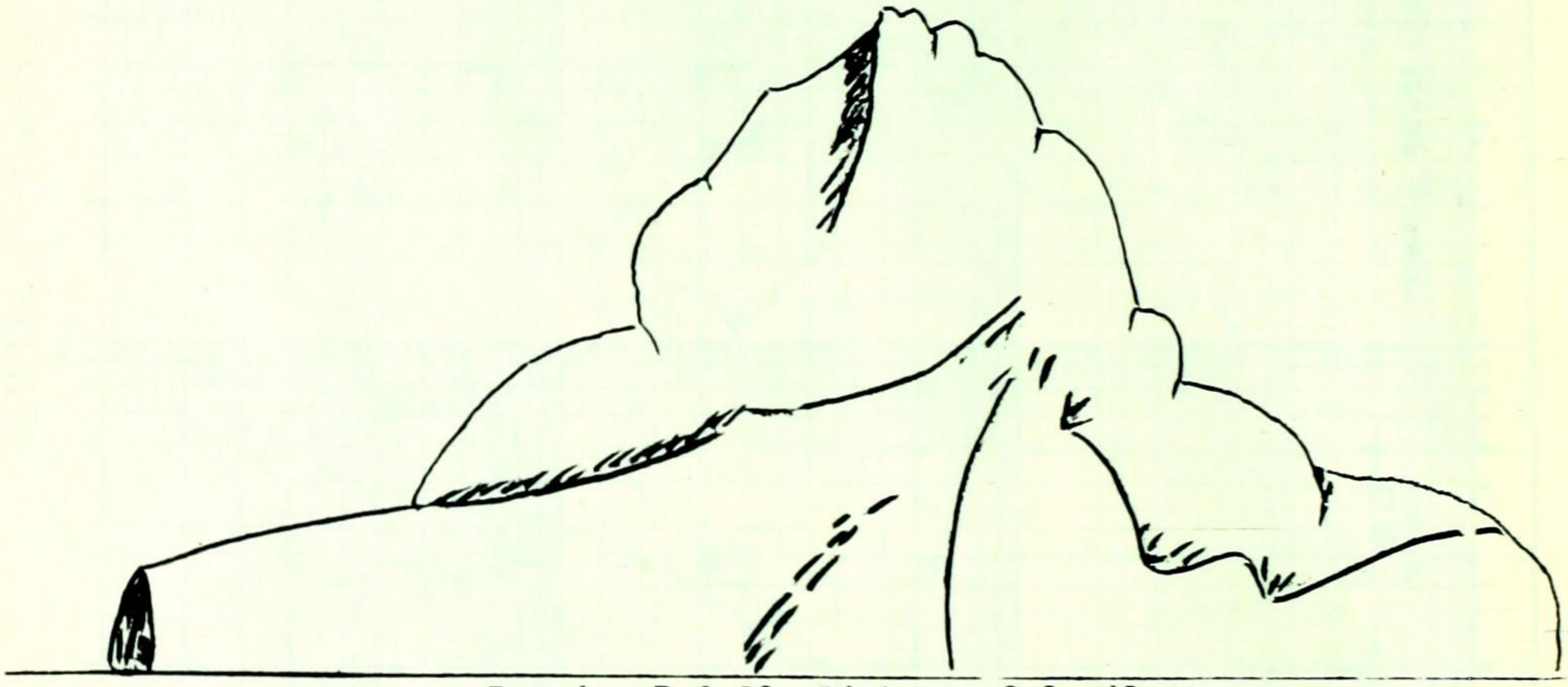
RELATIONSHIP BETWEEN MAXIMUM DETECTION RANGE AND RADAR CROSS-SECTIONAL AREA OF ICE FORMATIONS

Fig. 5

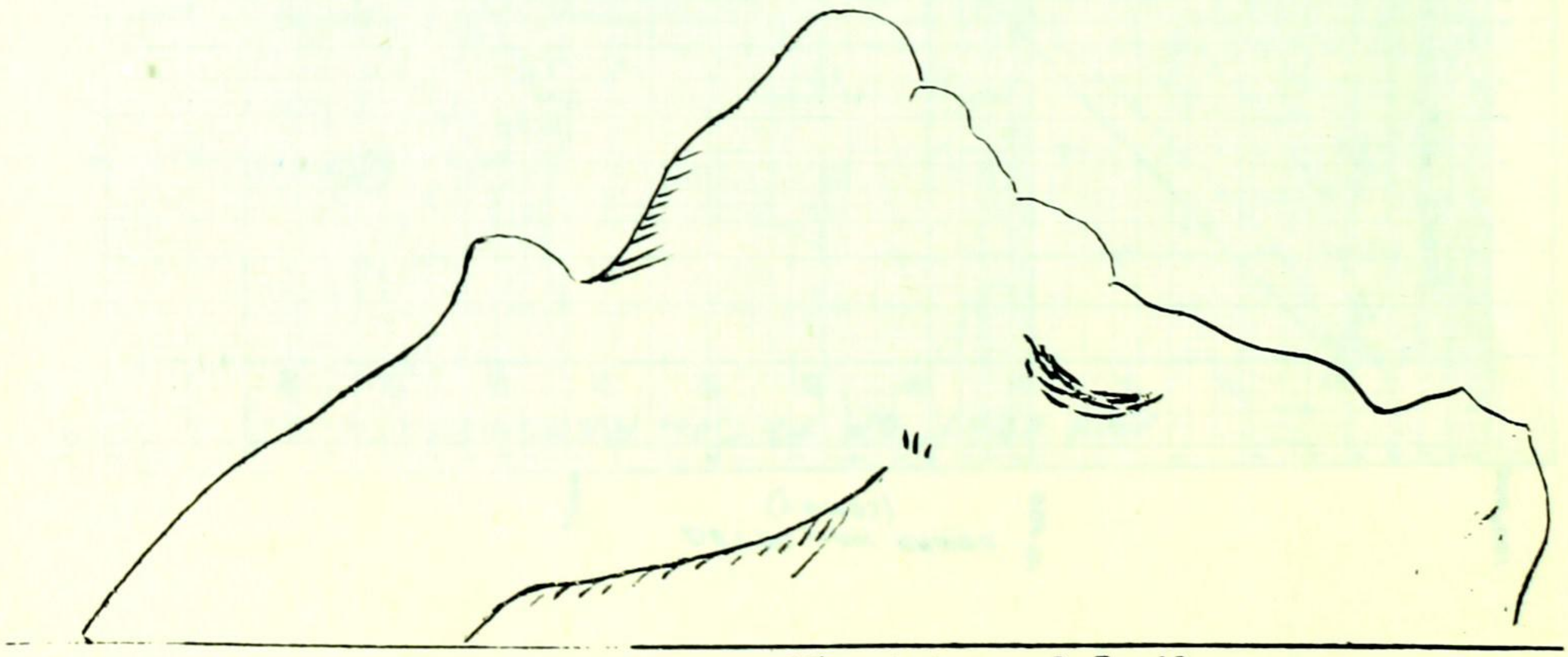
~~Sketch No.4~~.



Bearing Red 45 Distance 1.75 miles.
Vertical end. Generally sloping away surfaces, some broken areas with apparently concave area in centre. Strong echo.

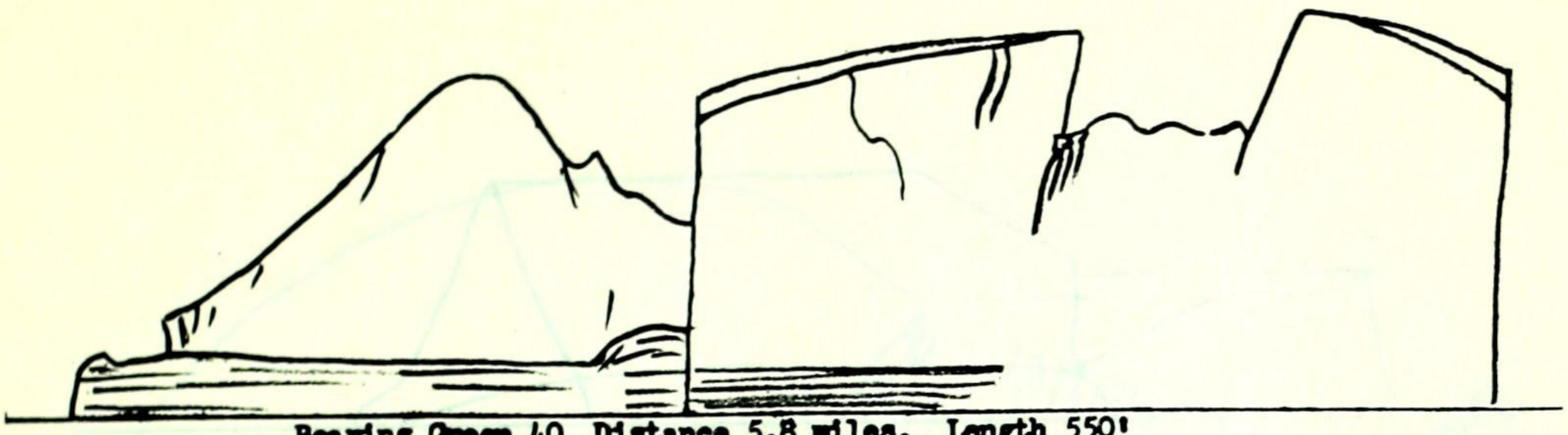


Bearing Red 90 Distance 1.1 miles.
Generally irregular surfaces at various angles with some deep hollows. Strong echo.

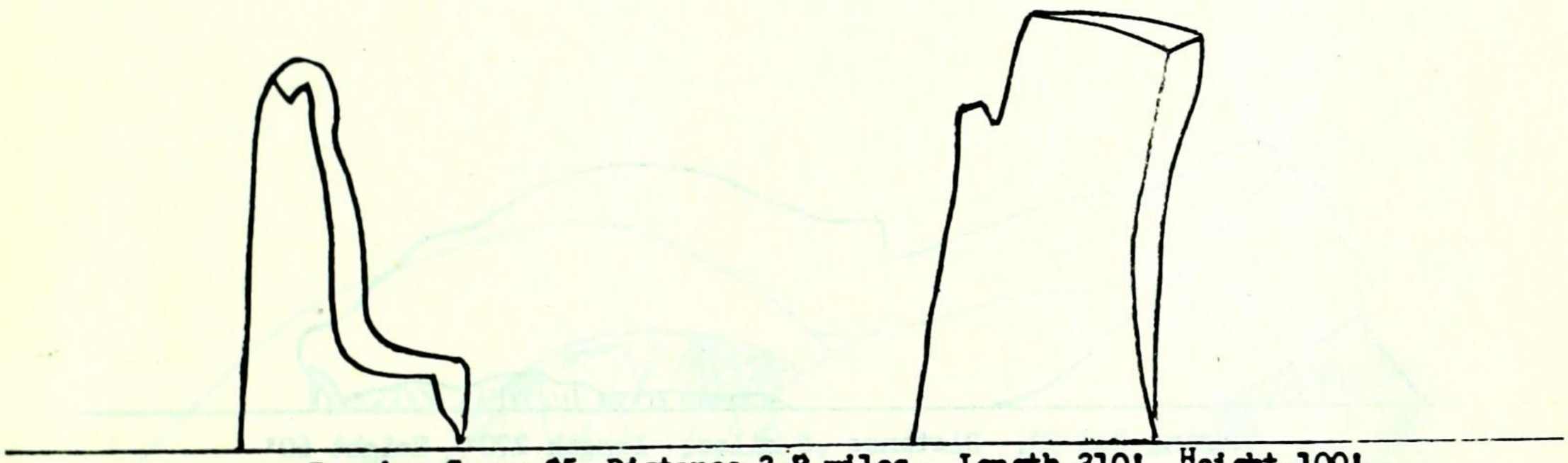


Bearing Red 135 Distance 1.7 miles.
Generally smooth sloping surface with some broken vertical areas and deep concave area at upper right centre. Strong echo.

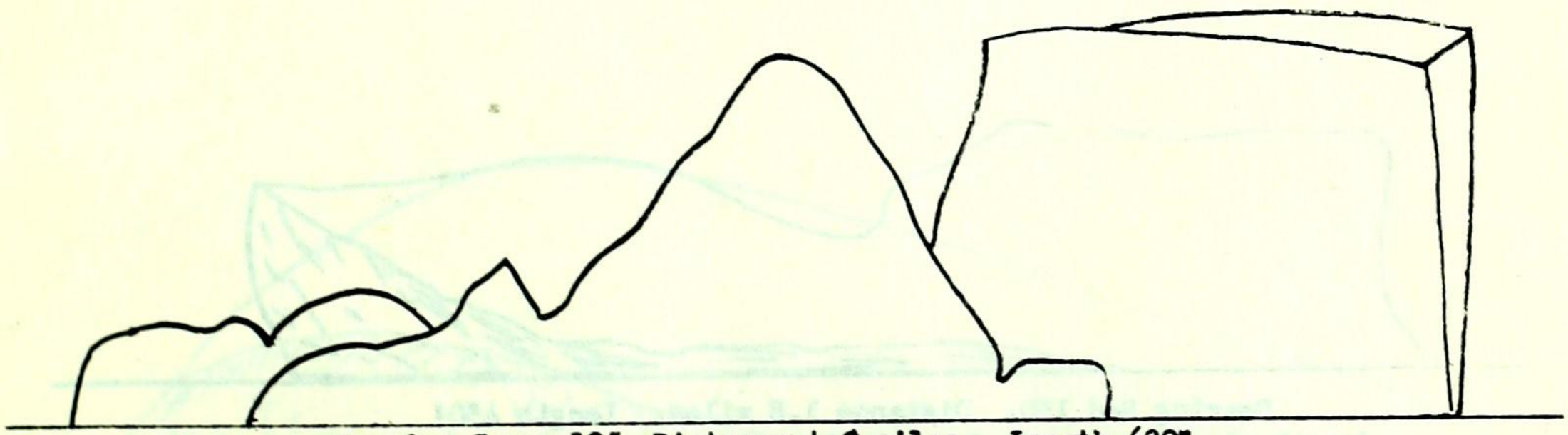
FIG. 6



Bearing Green 40 Distance 5.8 miles. Length 550'
Left generally smooth and sloping. Right broken and vertical. Strong echo.



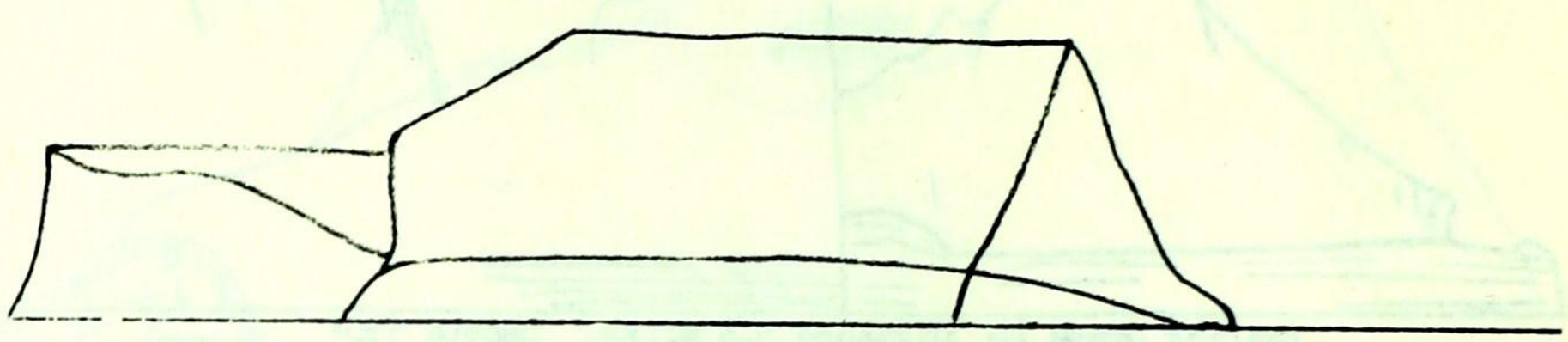
Bearing Green 85 Distance 3.8 miles. Length 310' Height 100'
Left broken and vertical. Right smooth and near vertical. Weak echo.



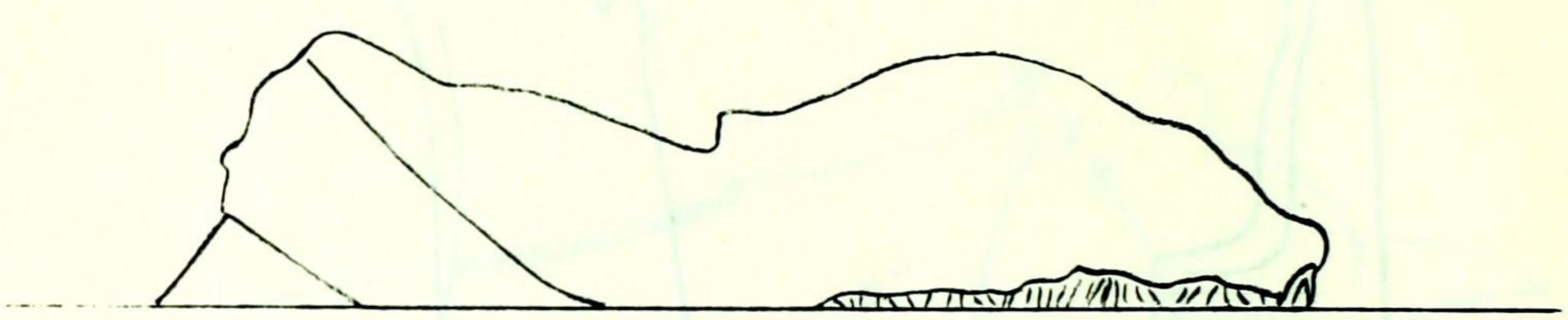
Bearing Green 125 Distance 4.8 miles. Length 630'
Left irregular and sloping. Right vertical and smooth. Strong echo.

Fig. 7

~~SKETCH No. 25.~~



Bearing Red 20. Distance 2.4 miles. Length 370'
Slightly concave at left, remainder flat surfaces at various angles.
Moderate echo.

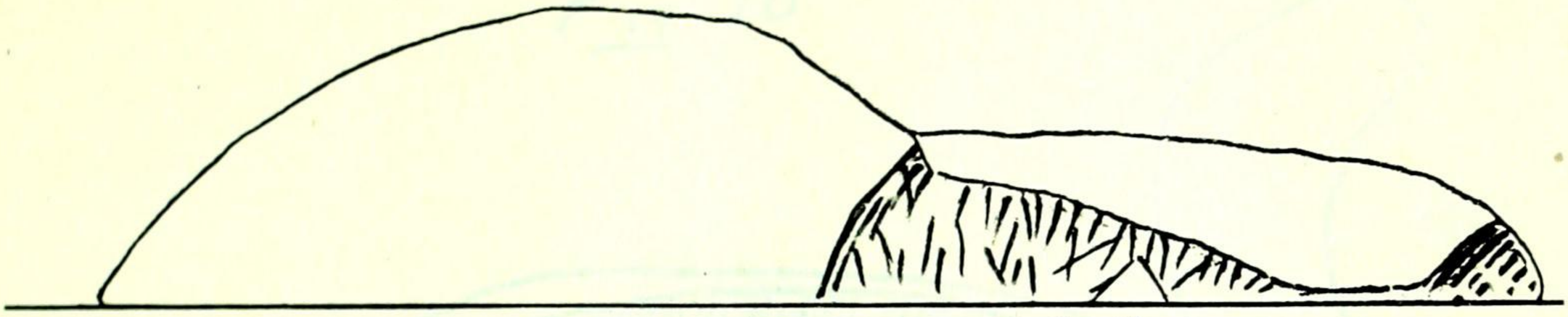


Bearing Red 90. Distance .8 miles. Length 270' Height 60'
Slightly broken at left, remainder smooth sloping away. Weak echo.

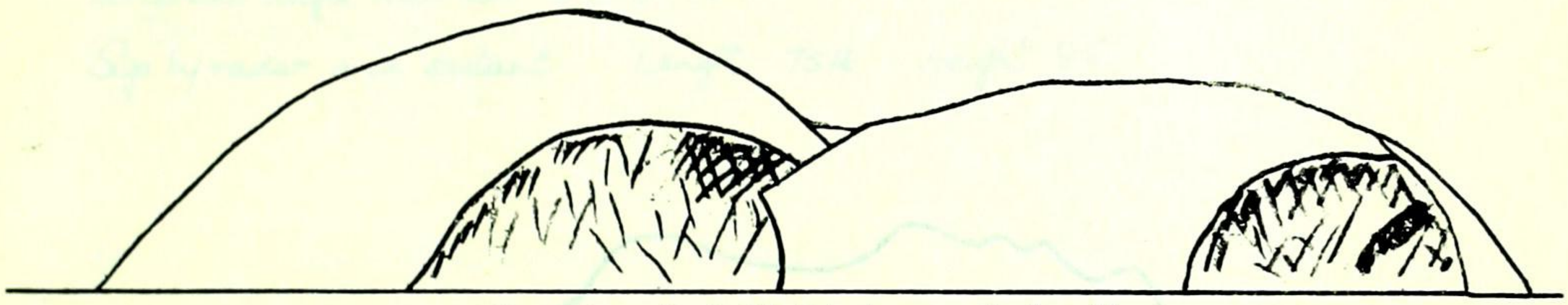
Bearing Red 150. Distance 1.8 miles. Length 450'
Smooth sloping away surface. Broken, near vertical edge and end at right.
Weak echo.

Fig 8.

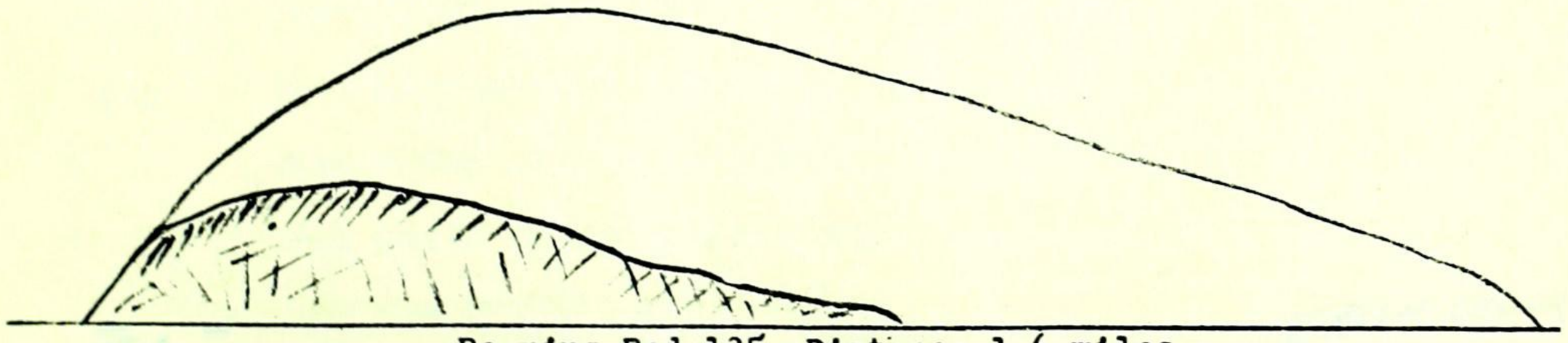
~~SECTION No. 7.~~



Bearing Red 45 Distance 1.5 miles
Very rounded and smooth with slightly broken surface on right.
Weak echo.



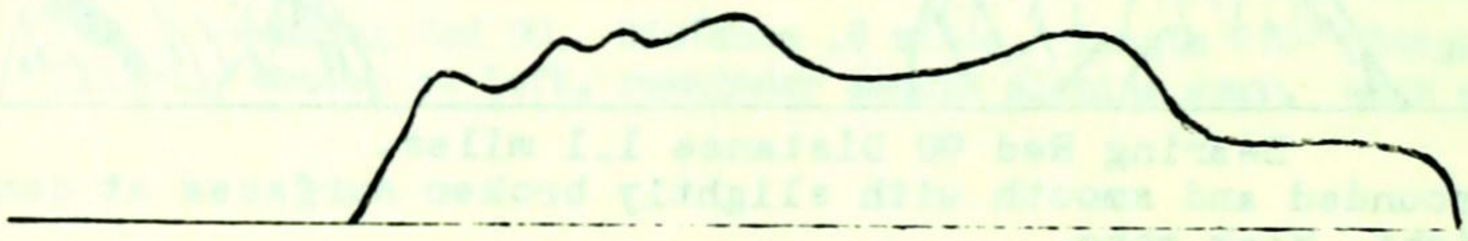
Bearing Red 90 Distance 1.1 miles.
Very rounded and smooth with slightly broken surfaces at centre and right. Weak echo.



Bearing Red 135 Distance 1.6 miles.
Very rounded and smooth with slightly broken sloping surface at left. Weak echo.

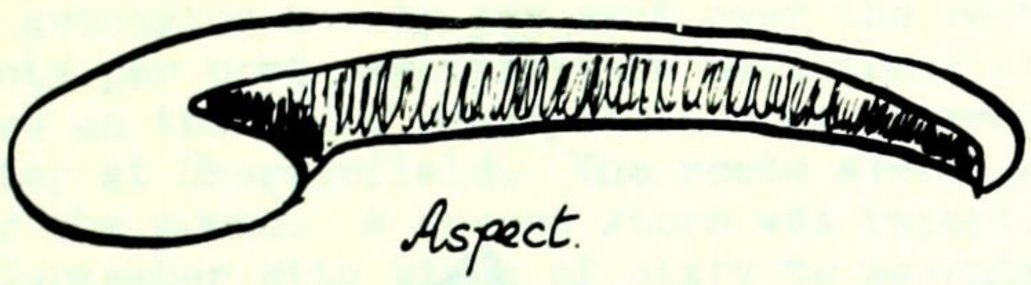
Fig. 9

SKETCH NO. IV.

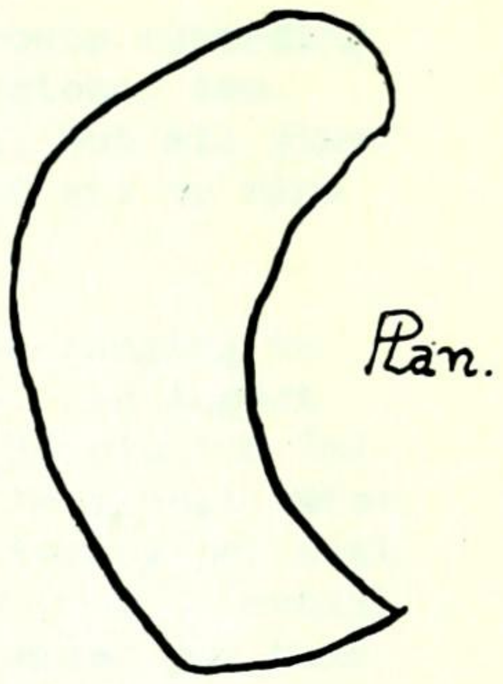


Bearing Green 90. Distance .8 miles. Length 65' Height 15'
Generally smooth with some broken areas. Poor echo.

Fig 10



Aspect.



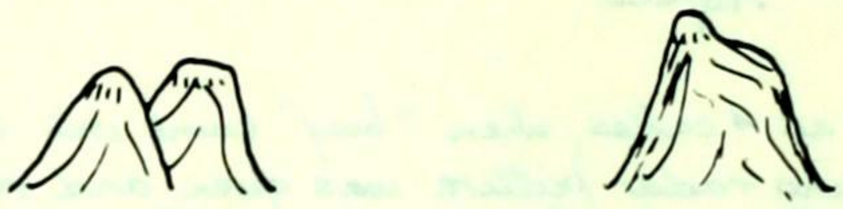
Plan.

First sighted bearing Red 045°- at 4 cables, when "bay" came into view, this having vertical sides. A good strong radar picture was given and retained until it finally faded at a distance of 3¼ miles astern. The aspect remained approximately as in sketch all the time it was visible by radar as the growler rotated in the water. Horizontal angle when sighted 2°23'0'. Vertical angle 0°25'0" Horizontal angle when lost ~~0°10~~ 0°19'0".

Size by radar and sextant. Length: 75ft. Height 8ft.

Fig - IRISH CEDAR

Fig 11



Became visible bearing Green 090° at 5 cables. Remained visible only a few minutes Estimated length 8ft. Height 5ft.

WEATHER SUMMARY
HUDSON BAY ROUTE 1955

March temperatures were about six degrees below normal over Hudson Bay, but April, May and June temperatures were two to eight degrees above normal along the whole Hudson Bay route.

In July temperatures were about normal in Hudson Strait, one to four degrees above normal in Hudson Bay. In August, in the northern section of the Bay temperatures averaged one degree below normal while stations in Hudson Strait and the southern part of the Bay reported temperatures about three degrees above normal.

September was cool with all stations on the route recording mean temperatures normal to two degrees below normal. October temperatures averaged two degrees above normal at Churchill, but all other stations along the route reported temperature excesses of six to nine degrees.

July precipitation was light with deficiencies ranging to fifty per cent, averaging twenty per cent over the route. In August there was a twenty per cent precipitation deficiency at Resolution Island but elsewhere on the route precipitation was normal to almost twice normal, the latter at Chesterfield. The route averaged twenty per cent above normal for the month. A severe storm was reported from Churchill on the 10th of September with winds of sixty to seventy miles per hour for a period of nine hours, and gusts exceeding one hundred miles per hour much of this time. September precipitation totals varied irregularly over the route from fifty-five per cent above normal at Chesterfield to thirty per cent below normal at Cape Hopes Advance, averaging about ten per cent above normal for the route as a whole. In October precipitation was about half the normal amount in Hudson Strait and along the western side of Hudson Bay. While Churchill reported an excess of forty per cent and Coral Harbour received two and a half times the normal fall.

WEATHER NORMALS - HUDSON BAY ROUTE

Mx	Mean daily maximum temperature (Degrees Fahrenheit)
Mn	Mean daily minimum temperature (Degrees Fahrenheit)
M	Mean daily temperature (Degrees Fahrenheit)
R	Mean rainfall (Inches)
S	Mean snowfall (Inches)
TP	Mean total precipitation (Inches)
C_{0730}	Mean cloudiness at 0730 E.S.T. (per cent of sky covered)
C_{1930}	Mean cloudiness at 1930 E.S.T. (per cent of sky covered)
F	Mean number of foggy days (vis. 1,100 yards or less)
T	Mean number of thunderstorm days
-	Less than 0.5 of unit

RESOLUTION ISLAND, N.W.T.

	July	Aug.	Sept.	Oct.
Mx	42	42	38	32
Mn	33	34	32	26
M	37	38	35	29
R	1.83	1.57	1.78	0.47
S	▼	0.2	2.4	8.0
TP	1.83	1.59	2.02	1.27
C 0730	78	80	83	85
C 1930	73	78	76	80
F	18	17	13	6
T	1	0	0	0

NOTTINGHAM ISLAND, N.W.T.

	July	Aug.	Sept.	Oct.
Mx	49	48	39	30
Mn	35	36	31	22
M	42	42	35	26
R	1.36	1.62	1.06	0.19
S	0.8	0.4	3.2	10.0
TP	1.44	1.66	1.38	1.19
C 0730	69	75	81	90
C 1930	63	67	79	84
F	10	10	5	2
T	▼	▼	0	0

CORAL HARBOUR, N.W.T.

	July	Aug.	Sept.	Oct.
Mx	54	53	38	25
Mn	38	38	27	12
M	46	45	33	18
R	1.47	1.34	0.75	0.09
S	0	▼	3.2	8.4
TP	1.47	1.34	1.07	0.93
C 0730	69	70	76	77
C 1930	73	68	76	73
F	5	4	3	4
T	0	▼	0	0

CHESTERFIELD INLET, N.W.T.

	July	Aug.	Sept.	Oct.
Mx	56	53	41	27
Mn	40	40	33	17
M	48	47	37	22
R	1.74	1.48	1.27	0.41
S	0	▼	1.4	8.9
TP	1.74	1.48	1.41	1.30
C 0730	67	66	82	81
C 1930	65	68	79	85
F	4	4	2	1
T	1	▼	0	0

CAPE HOPES ADVANCE, P. Q.

	July	Aug.	Sept.	Oct.
Mx	48	48	40	31
Mn	36	37	33	25
M	42	43	36	28
R	2.34	1.76	2.16	0.60
S	▼	▼	1.7	11.1
TP	2.34	1.76	2.33	1.71
C 0730	71	73	81	80
C 1930	66	76	78	81
F	13	13	10	3
T	1	▼	0	▼

PORT HARRISON, P. Q.

	July	Aug.	Sept.	Oct.
Mx	54	54	46	36
Mn	39	40	36	26
M	47	47	41	31
R	1.54	1.61	2.03	1.00
S	▼	▼	1.8	10.5
TP	1.54	1.61	2.21	2.05
C 0730	71	60	75	86
C 1930	68	57	80	83
F	11	8	6	3
T	1	▼	0	▼

CHURCHILL, Man.

	July	Aug.	Sept.	Oct.
Mx	64	60	48	34
Mn	46	46	38	25
M	55	53	43	29
R	2.51	2.41	1.89	0.72
S	▼	0	0.5	8.1
TP	2.51	2.41	1.94	1.53
C 0730	65	72	82	85
C 1930	66	69	82	84
F	5	5	3	2
T	2	1	0	0

HUDSON BAY ROUTE WEATHER SUMMARY

SUMMER 1955

Daily Weather

Column	1	Date
	2	Mean sea level pressure at 0730 E.S.T.
	3	Mean sea level pressure at 1930 E.S.T.
	4	Maximum temperature for the day ending 0730 E.S.T. next
	5	Minimum temperature for the day ending 1930 E.S.T.
	6	Wind - direction 16 points speed M.P.H. 0730
	7	Wind - direction 16 points speed M.P.H. 1930
	8	Precipitation. A blank space indicates no precipitation. A dash (-) indicates missing data.
	9	Precipitation. A blank space indicates no precipitation. A dash (-) indicates missing data.
	10	Visibility in miles 0730
	11	Visibility in miles 1930
	12	Present weather 0730 - plain language
	13	Present weather 1930 - plain language

RESOLUTION ISLAND METEOROLOGICAL REPORT - 1955

Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730	am	1930	pm		am	pm	a.m.	p.m.
July													
1	999.8	1000.2	36	32	W	10	W	10		10	6	Part Cldy	Fog
2	997.1	996.0	34	32	W	12	WSW	18	0.05	6	5	Fog	Rain and fog
3	997.8	994.2	42	28	NW	8	Calm	00		10	10	Overcast	Overcast
4	994.4	998.1	48	31	Calm	00	Calm	00		15	½	Part Cldy	Fog
5	998.9	1002.3	35	30	WNW	14	W	10	0.06	½	0	Fog	Fog
6	1002.0	1002.5	37	31	Calm	00	E	10		4	3	Fog	Fog
7	1005.1	1009.8	40	33	NNE	12	W	04		10	15	Overcast	Overcast
8	1010.2	1008.3	45	30	WNW	18	WNW	15		15	15	Overcast	Cloudy
9	1004.1	1001.4	46	32	E	10	E	22		15	¼	Clear	Fog
10	999.4	1000.8	38	33	ENE	20	E	10	0.12	½	½	Fog	Rain and fog.
11	1006.9	1010.1	36	35	NNE	12	WNW	02		10	15	Overcast	Clear
12	1004.1	1006.0	40	33	Calm	00	Calm	00	0.06	8	15	Overcast	Overcast
13	1014.3	1011.9	40	35	Calm	00	W	10		15	15	Part Cldy	Clear
14	1015.3	1012.2	37	24	W	16	Calm	00		0	15	Fog	Part Cldy
15	1004.0	999.3	39	33	SW	25	W	12		15	¼	Overcast	Fog
16	1002.9	1007.7	35	32	WNW	18	W	06		4	8	Fog	Overcast
17	1003.7	1003.9	40	32	Calm	00	Calm	00	0.20	15	3	Overcast	Rain and fog
18	1005.9	1010.6	37	32	W	12	Calm	00		10	15	Overcast	Clear
19	1010.4	1008.7	38	32	W	8	Calm	00	Tr.	15	15	Clear	Overcast
20	1004.1	1007.7	44	32	WSW	14	NE	15	Tr.	10	15	Overcast	Cloudy
21	1008.8	1013.0	38	29	Calm	00	NNE	18	Tr.	10	15	Rain	Overcast
22	1012.1	1051.4	41	30	WSW	12	Calm	00		8	15	Overcast	Clear
23	1000.2	994.0	38	33	WNW	20	E	24		15	15	Cloudy	Overcast
24	988.3	991.0	38	32	WSW	25	W	20	0.37	¼	0	Fog	Fog
25	998.5	1000.0	43	31	Calm	00	Calm	00	0.01	15	15	Overcast	Overcast
26	996.2	992.3	40	34	E	26	Calm	00	0.36	½	15	Rain, fog	Part Cldy
27	994.2	996.4	40	34	N	04	WNW	18	0.08	10	8	Overcast	Cloudy
28	999.8	1006.9	37	32	NW	18	W	10	0.03	3	8	Fog	Overcast
29	1012.8	1015.4	41	31	WNW	10	W	16		8	10	Clear	Part Cldy
30	1012.8	1004.5	49	34	Calm	00	ESE	12	0.09	15	15	Clear	Overcast
31	995.3	990.7	46	36	E	10	Calm	00	0.20	½	0	Fog	Fog
Aug.													
1	993.8	1000.6	38	34	SSW	16	Calm	00	0.15	0	10	Fog	Overcast
2	1006.6	1012.0	46	34	Calm	00	NW	20	0.03	0	15	Fog	Clear
3	1015.4	1015.0	39	32	Calm	00	Calm	00		1	8	Fog	Cloudy
4	1006.8	999.6	42	35	E	18	E	14		10	10	Overcast	Overcast
5	994.9	997.8	37	33	Calm	00	WNW	22		0	2	Fog	Fog
6	1003.0	1000.0	37	33	WNW	20	SW	18		10	15	Part Cldy	Part Cldy
7	998.0	993.4	37	34	NW	12	W	16	0.05	15	5	Cloudy	Overcast
8	999.6	998.5	36	32	NW	20	W	20		5	15	Cloudy	Rain
9	995.9	1009.9	39	32	SW	20	W	12		15	5	Fog	Fog
10	1007.4	1001.0	43	32	E	18	E	8		10	5	Overcast	Fog
11	997.0	995.5	43	36	Calm	00	SSW	20		0	15	Fog	Cloudy
12	994.4	1000.5	36	33	S	18	WNW	8		0	0	Fog	Fog
13	1007.1	1016.7	38	32	Calm	00	NW	6		1	10	Fog	Cloudy
14	1015.7	1015.5	45	32	Calm	00	NE	4		1	15	Fog	Cloudy
15	1012.0	1016.0	41	35	Calm	00	Calm	00		15	10	Clear	Clear
16	1016.9	1013.9	37	34	Calm	00	NW	12		15	15	Clear	Cloudy
17	1014.9	1014.4	38	31	Calm	00	W	10		8	0	Cloudy	Fog
18	1012.3	1004.2	45	31	W	16	Calm	00		0	15	Fog	Part Cldy
19	992.4	988.9	44	35	E	18	Calm	00	0.09	10	1	Fog	Overcast
20	990.6	999.6	41	33	Calm	00	Calm	00		6	10	Rain,fog	Part Cldy
21	1002.0	1000.2	38	33	Calm	00	S	8	0.05	5	0	Fog	Fog
22	996.3	998.5	41	33	Calm	00	NW	16	0.16	0	12	Fog	Overcast
23	1004.1	1002.9	40	32	NW	12	SW	28		¼	8	Fog	Overcast
24	999.9	1006.6	41	35	SW	28	W	18	0.02	10	10	Cloudy	Cloudy
25	1013.6	1008.6	41	33	Calm	00	ENE	20	0.40	15	5	Clear	Rain, fog

RESOLUTION ISLAND METEOROLOGICAL REPORT - 1955

Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Aug.													
26	997.9	1007.6	43	36	NNE	28	Calm	00	0.01	5	15	Rain, fog	Clear
27	1014.0	1015.8	39	35	Calm	00	WNW	16		15	15	Clear	Cloudy
28	1018.5	1019.9	40	34	W	16	WNW	12		15	15	Cloudy	Clear
29	1016.5	1012.6	42	35	Calm	00	WNW	12		15	15	Clear	Part Cldy
30	1011.6	1009.8	54	39	Calm	00	Calm	00		15	15	Cloudy	Clear
31	1007.7	1008.2	56	39	Calm	00	Calm	00		15	15	Overcast	Cloudy
Sept.													
1	1003.6	1003.1	45	34	NNE	24	Calm	00	0.02	15	15	Overcast	Cloudy
2	1001.1	999.3	37	33	Calm	00	Calm	00	0.12	2	½	Rain, fog	Fog
3	1000.7	982.0	40	31	Calm	00	E	28	0.78	15	¼	Clear	Rain, fog
4	983.7	994.9	37	33	NNE	8	Calm	00	0.02	10	2	Overcast	drizzle,fog
5	996.2	999.0	37	31	Calm	00	Calm	00		1	15	Fog	Cloudy
6	1001.1	1002.4	37	32	Calm	00	W	10		15	15	Overcast	Overcast
7	1003.0	1004.4	35	32	WNW	10	Calm	00		15	15	Overcast	Overcast
8	1002.9	1002.9	37	33	Calm	00	E	12		10	15	Overcast	Overcast
9	1004.1	1007.9	37	31	Calm	00	Calm	00		10	10	Clear	Overcast
10	1010.5	1000.3	43	32	Calm	00	ESE	14	0.10	8	15	Overcast	Overcast
11	990.3	988.8	38	34	SW	12	WSW	16	Tr.	15	5	Cloudy	Rain showers
12	997.2	1005.7	36	34	WSW	24	SW	20		10	12	Overcast	Clear
13	1008.5	1009.4	35	33	WSW	22	WSW	10		8	10	Overcast	Overcast
14	1007.3	1002.0	36	31	WNW	8	Calm	00	0.04	2	5	Fog	Fog
15	1002.4	1008.8	36	31	NW	16	W	18		15	15	Cloudy	Clear
16	1011.7	1014.0	34	30	Calm	00	Calm	00		15	15	Clear	Clear
17	1011.5	1007.6	34	27	Calm	00	NNE	20	0.02	15	5	Part Cldy	Snow
18	1003.8	1006.8	36	31	WNW	16	NNE	18	0.12	8	3	Overcast	Rain
19	1014.6	1016.2	36	32	NNE	18	NW	8		10	15	Overcast	Part Cldy
20	1016.4	1017.6	36	29	Calm	00	Calm	00	Tr.	15	15	Clear	Cloudy
21	1018.7	1018.3	34	30	Calm	00	Calm	00		10	15	Overcast	Overcast
22	1017.2	1014.8	32	27	NW	16	NW	2		15	1	Part Cldy	Fog
23	1012.6	1013.7	34	28	WNW	24	WNW	24		10	10	Overcast	Overcast
24	1014.3	1014.1	34	30	WNW	20	Calm	00		15	15	Overcast	Overcast
25	1014.8	1012.4	35	30	NNE	12	Calm	00		15	15	Overcast	Clear
26	1010.8	1006.9	33	29	NW	14	Calm	00		15	15	Part Cldy	Clear
27	1004.5	1004.3	34	27	Calm	00	SE	4	Tr.	15	15	Clear	Overcast
28	1001.4	997.5	37	33	E	16	E	16	0.20	4	1	Fog	Fog, drizzle
29	993.0	999.6	38	33	NE	14	Calm	00	0.16	3	0	Rain, fog	Fog
30	1005.5	1000.7	38	32	Calm	00	E	28	0.02	7	10	Overcast	Overcast
Oct.													
1	1002.2	999.1	35	32	SW	10	WSW	22	Tr.	10	12	Overcast	Cloudy
2	1002.5	1002.3	34	32	WSW	28	SW	28	Tr.	10	8	Cloudy	Overcast
3	1000.2	995.8	33	32	SW	28	SW	18	Tr.	5	8	Fog	Overcast
4	998.4	1006.2	34	30	W	18	N	12		10	10	Overcast	Overcast
5	1019.1	1022.0	35	31	W	12	W	20		10	15	Cloudy	Clear
6	1022.3	1022.3	32	28	W	08	W	16		15	15	Part Cldy	Overcast
7	1018.5	1011.5	35	29	SW	07	E	18		15	15	Part Cldy	Part Cldy
8	1001.3	989.2	36	32	E	24	E	28	0.27	12	2	Overcast	Rain, fog
9	983.8	990.8	38	35	ENE	28	ENE	28	0.08	2	3	Rain, fog	Fog
10	1000.1	1007.2	38	34	E	20	ENE	24		2	8	Fog	Clear
11	1015.4	1018.3	39	32	NNE	12	Calm	00		10	15	Clear	Clear
12	1020.5	1023.4	36	32	Calm	00	Calm	00		15	10	Clear	Part Cldy
13	1025.5	1026.3	31	26	Calm	00	SE	10		0	10	Fog	Overcast
14	1026.6	1029.6	38	28	ESE	10	E	10		0	10	Fog	Clear
15	1028.7	1028.7	40	32	S	16	Calm	00		10	15	Overcast	Part Cldy
16	1029.8	1027.8	45	34	Calm	00	Calm	00		15	15	Cloudy	Clear
17	1023.1	1017.7	45	36	Calm	00	Calm	00		15	15	Clear	Clear

RESOLUTION ISLAND METEOROLOGICAL REPORT - 1955

Date	Barometer Mbs.		Temp.		Wind				Precip.	Vis.		Weather	
1955	0730	1930	Max F°	Min F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Oct.													
18	1010.4	998.9	41	34	NE	14	NE	28		15	15	Overcast	Cloudy
19	990.4	982.0	35	32	E	12	Calm	00	0.08	1	1	Fog	Fog
20	983.9	985.2	33	32	SW	14	WSW	16		5	10	Fog	Overcast
21	983.8	988.7	32	31	WSW	14	Calm	00	Tr.	10	8	Overcast	Overcast
22	1000.1	1012.6	30	26	NNW	16	Calm	00		8	15	Overcast	Clear
23	1014.1	1007.7	32	26	SW	16	SE	24	0.20	15	15	Overcast	Overcast
24	1005.8	1003.0	32	31	SSE	14	E	30	Tr.	8	8	Overcast	Overcast
25	999.2	999.0	36	32	ESE	28	ESE	32	0.02	5	1	Fog	Fog
26	1000.8	1001.4	38	35	E	29	ENE	34	0.03	1	½	Fog	Rain, Fog
27	1010.1	1016.1	34	31	SE	10	Calm	00		10	15	Part Cldy	Clear
28	1019.9	1024.9	33	31	SSE	8	SE	12		15	15	Clear	Overcast
29	1027.9	1025.4	36	31	SE	16	SE	16		15	15	Part Cldy	Part Cldy
30	1025.9	1028.8	40	31	S	8	Calm	00		15	15	Clear	Clear
31	1027.4	1023.8	43	33	Calm	00	Calm	00		10	15	Overcast	Cloudy

CAPE HOPES ADVANCE METEOROLOGICAL REPORT - 1955

Date	Barometer		Temp.		Wind				Prec.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730	am	1930	pm		am	pm	a.m.	p.m.
July													
1	1001.0	1001.0	40	30	NW	25	NW	45		12	10	Part Cldy	Cloudy
2	999.4	996.1	49	34	NW	45	NW	30	0.01	12	2	Cloudy	Rain
3	1000.5	999.4	44	31	NW	40	NW	30		8	15	Haze	Overcast
4	992.6	999.2	44	34	WNW	25	NW	25	0.10	1/8	1/8	Rain, fog	Fog
5	1001.1	1003.1	44	32	NW	40	NW	40		0	10	Fog	Part Cldy
6	1001.3	1002.3	45	32	ESE	10	NW	3	0.10	15	1/8	Cloudy	Rain, fog
7	1005.8	1009.8	46	31	NW	15	W	5		4	15	Fog	Clear
8	1009.9	1006.9	57	34	S	4	S	5		15	15	Part Cldy	Cloudy
9	1003.6	1001.7	49	34	NW	15	NW	15		15	15	Part Cldy	Part Cldy
10	999.6	1001.6	40	33	NW	22	NW	30		12	8	Overcast	Cloudy
11	1008.9	1009.9	54	33	NW	25	S	10		8	15	Haze	Cloudy
12	1001.5	1007.6	54	36	W	45	NW	30	0.10	2	3	Haze	Haze
13	1003.6	1017.6	45	32	NW	10	WNW	15		15	0	Cloudy	Fog
14	1016.6	1009.5	62	32	NW	15	S	15	0.03	15	15	Clear	Part Cldy
15	1003.5	1003.3	66	41	SW	20	WNW	20	0.03	15	10	Rain shws.	Overcast
16	1004.3	1008.0	46	33	NW	25	WNW	15	0.14	10	15	Overcast	Cloudy
17	1002.4	1005.9	45	36	WNW	5	NW	45		15	6	Overcast	Haze
18	1008.4	1012.1	51	36	W	30	WNW	8		15	15	Part Cldy	Part Cldy
19	1009.5	1009.8	56	41	Calm	00	WNW	10		15	15	Cloudy	Part Cldy
20	1003.9	1007.7	43	34	NW	30	WNW	20		12	10	Overcast	Cloudy
21	1013.0	1014.4	45	35	WNW	25	NW	22		10	12	Cloudy	Part Cldy
22	1013.9	1005.6	58	38	WSW	10	S	15		15	15	Part Cldy	Cloudy
23	995.4	989.9	45	38	SE	22	ESE	20	0.08	15	12	Cloudy	Overcast
24	983.2	994.5	45	36	W	25	W	20	0.06	4	15	Rain, fog	Part Cldy
25	997.9	1007.1	55	37	SSW	15	SSE	15	0.21	15	15	Part Cldy	Part Cldy
26	989.8	989.9	47	34	ESE	25	NE	10	0.13	1/8	5	Rain, fog	Fog
27	998.4	1001.5	41	35	NNW	30	NW	45		3/4	12	Fog	Part Cldy
28	1002.5	1009.5	46	36	NW	50	NNW	35		15	12	Cloudy	Part Cldy
29	1015.1	1014.5	61	40	NW	35	WSW	5		15	15	Part Cldy	Clear
30	1010.0	999.5	71	46	SW	5	S	22	0.07	15	4	Clear	Rain
31	991.8	990.2	70	47	WSW	5	W	15	0.35	15	12	Cloudy	Cloudy
Aug.													
1	991.9	1004.1	42	36	W	25	W	15	0.14	4	15	Drizzle	Overcast
2	1007.2	1013.3	49	36	NW	25	WNW	22		15	12	Part Cldy	Clear
3	1014.3	1008.3	62	44	WNW	10	SE	30	0.11	15	12	Part Cldy	Cloudy
4	999.1	995.1	65	40	SSW	15	S	20		15	15	Part Cldy	Cloudy
5	995.3	1003.5	47	38	NW	10	WNW	25		15	15	Cloudy	Part Cldy
6	1002.2	998.3	52	38	W	15	NW	15	Tr.	15	15	Part Cldy	Cloudy
7	998.6	998.9	52	36	Calm	00	S	15	0.01	15	15	Cloudy	Cloudy
8	994.7	994.0	51	37	W	15	WNW	50	0.03	10	12	Drizzle	Cloudy
9	1003.7	1008.1	48	37	NW	40	S	15	0.36	10	15	Part Cldy	Cloudy
10	999.5	996.8	60	38	SSE	20	SSW	15	0.10	1/8	10	Fog	Cloudy
11	991.9	989.0	53	47	SSE	20	SW	25	0.14	2	15	Rain, fog	Clear
12	993.1	1002.1	40	34	NW	25	NW	25	Tr.	5/8	10	Fog	Overcast
13	1010.2	1017.0	44	26	NW	40	NW	20		½	12	Fog	Cloudy
14	1015.1	1015.7	46	38	Calm	00	Calm	00		12	1/8	Overcast	Fog
15	1018.1	1017.6	43	35	NW	8	NW	20		0	15	Fog	Part Cldy
16	1018.8	1017.2	49	33	NW	25	WNW	25		15	15	Part Cldy	Cloudy
17	1017.2	1015.8	55	38	NW	25	W	10		15	15	Cloudy	Cloudy
18	1012.2	999.5	67	43	Calm	00	SSE	25	0.24	15	15	Part Cldy	Cloudy
19	988.5	991.2	57	42	W	20	NNW	3		12	0	Overcast	Fog
20	993.6	1000.9	47	30	NW	8	Calm	00		1/8	15	Fog	Overcast
21	1000.0	998.4	52	41	NW	10	Calm	00	Tr.	15	15	Overcast	Overcast
22	996.9	1002.2	44	35	NW	35	NW	15	Tr.	1	15	Rain, haze	Part Cldy
23	1003.9	1000.1	51	38	W	20	SW	20	0.09	15	12	Cloudy	Rain
24	996.8	1007.0	52	40	SW	25	W	12	Tr.	15	15	Cloudy	Part Cldy

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Date	Barometer Mbs. 0730	Barometer Mbs. 1930	Temp. Max F°	Temp. Min F°	Wind 0730 am		Wind 1930 pm		Prec.	Vis. am	Vis. pm	Weather a.m.	Weather p.m.
1955													
Aug.													
25	1012.0	1006.7	48	36	SSE	5	E	3	0.16	15	0	Cloudy	Rain, fog
26	1003.9	1011.7	40	35	NW	35	NW	50		12	12	Part Cldy	Clear
27	1016.2	1017.4	55	35	NW	25	SW	5		12	15	Cloudy	Part Cldy
28	1019.5	1017.0	62	40	WSW	10	W	10		15	15	Clear	Part Cldy
29	1014.9	1010.7	65	49	SW	15	SW	10		15	15	Cloudy	Cloudy
30	1009.2	1007.1	70	54	SSW	10	S	20		15	15	Part Cldy	Cloudy
31	1006.0	1008.2	43	37	NW	25	NW	25		0	5	Fog	Fog
Sept.													
1	1006.2	1004.3	38	34	NW	18	NW	20		0	10	Fog	Cloudy
2	1002.8	1000.7	38	35	NW	14	NW	19	0.10	15	15	Overcast	Overcast
3	1000.0	978.8	37	33	NW	8	SE	30		15	½	Cloudy	Overcast
4	985.3	995.6	39	33	NW	12	NW	16		10	15	Overcast	Part Cldy
5	996.9	1000.3	40	32	NNW	14	NW	26		15	15	Cloudy	Cloudy
6	1002.3	1004.0	39	31	NW	14	NW	10		15	15	Overcast	Cloudy
7	1001.9	1002.2	43	33	Calm	00	E	6		15	10	Overcast	Overcast
8	1000.0	1003.0	39	33	NW	30	-	-		15	15	Overcast	Part Cldy
9	1003.2	1007.6	49	32	SW	14	N	2		15	15	Part Cldy	Part Cldy
10	1005.6	991.7	48	32	S	18	SE	32	0.42	15	2	Cloudy	Overcast
11	988.6	987.0	45	26	S	4	SW	16	0.07	15	15	Cloudy	Part Cldy
12	996.7	1002.1	44	36	W	20	SW	22		15	15	Clear	Cloudy
13	1008.6	1008.1	42	34	NW	15	W	15	0.01	15	10	Cloudy	Overcast
14	1005.7	1002.4	44	33	-	-	N	10		15	15	Overcast	Cloudy
15	1005.0	1000.2	39	31	NW	22	NW	15		15	15	Cloudy	Overcast
16	1012.5	1012.8	43	32	Calm	00	SSE	8	0.06	15	12	Overcast	Cloudy
17	1008.6	1010.6	35	31	SE	20	E	10	0.04	8	3	Overcast	Overcast
18	1007.2	1012.7	36	31	NW	65	NW	50		12	5	Overcast	Overcast
19	1016.5	1017.8	35	31	NW	20	Calm	00		3	15	Overcast	Clear
20	1017.3	1018.6	37	31	NW	10	NW	35	Tr.	15	15	Part Cldy	Overcast
21	1019.4	1019.1	33	30	NW	30	NNW	35	Tr.	5	10	Cloudy	Overcast
22	1019.6	1017.7	37	28	NW	35	NW	25		10	15	Overcast	Overcast
23	1015.5	1016.8	34	30	NW	30	NW	30	Tr.	15	15	Overcast	Cloudy
24	1015.3	1014.4	42	30	NW	5	NE	6		12	15	Overcast	Overcast
25	1013.0	1014.0	37	27	NE	10	Calm	00		3	15	Overcast	Overcast
26	1008.8	1002.8	41	30	SW	8	SE	25	0.03	15	15	Overcast	Overcast
27	1002.1	1000.4	41	29	SE	25	S	14	Tr.	2	10	Overcast	Overcast
28	996.7	991.1	44	37	SW	12	SE	25	0.09	8	0	Cloudy	Overcast
29	993.7	999.4	46	37	SW	10	SW	12		12	15	Cloudy	Cloudy
30	1000.6	-	-	-	S	22	-	-	-	15	-	Cloudy	-
Oct.													
1	-	998.4	40	33	-	-	W	17	-	-	15	-	Part Cldy
2	999.8	996.6	37	33	W	26	W	21		12	15	Overcast	Overcast
3	995.7	997.6	37	32	SW	24	NW	30	Tr.	15	2	Overcast	Snow
4	1000.2	1009.9	33	22	SSE	30	NW	30		15	10	Cloudy	Part Cldy
5	1025.7	-	33	29	NW	22	NW	10		15	10	Overcast	Overcast
6	1025.1	1021.5	39	31	NW	9	SE	10		15	15	Cloudy	Part Cldy
7	1013.0	-	39	30	SE	19	-	-		15	-	Part Cldy	-
8	996.1	981.2	-	-	E	21	SSE	30	0.27	1/16	1/8	Rain	-
9	981.8	988.2	36	33	SE	22	E	23	0.11	1/8	1/16	Drizzle	Fog
10	995.3	1004.8	36	32	SE	23	SE	25	Tr.	1/16	15	Fog	Clear
11	1016.3	1021.2	41	32	E	16	NW	14		15	15	Clear	Clear
12	1022.6	1022.9	38	32	SSE	10	Calm	00		15	15	Clear	Clear
13	1023.3	1021.7	39	29	SE	14	S	20		15	15	Cloudy	Clear
14	1020.1	1024.1	-	-	SE	23	ESE	20		15	15	Cloudy	Cloudy
15	1024.5	1024.6	-	-	SSW	15	SSW	20		15	15	Overcast	Part Cldy
16	1024.3	1024.4	-	-	E	4	SSW	14		15	15	Overcast	Part Cldy

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Date	Barometer Mbs.		Temp. Max	Min	Wind			Prec.	Vis.		Weather	
1955	0730	1930	F°	F°	0730 am		1930 pm		am	pm	a.m.	p.m.
Oct.												
17	1020.9	1016.0			S	15	SW 10		15	15	Part Cldy	Clear
18	1011.3	1001.2	50	31	NW	12	N 9		1/16	15	Fog	Part Cldy
19	990.8	984.5	38	32	E	16	SW 9	0.01	3/4	15	Snow	Cloudy
20	982.8	984.0	37	31	NW	10	W 9	0.05	12	3	Cloudy	Drizzle,snow
21	984.6	992.7	-	-	NW	31	NNW 40	0.03	1	10	Snow	Overcast
22	1004.4	1012.5	30	20	NW	35	SW 9		12	15	Cloudy	Part Cldy
23	1006.1	1001.4	33	22	S	35	S 28	0.01	15	3	Cloudy	Snow
24	1006.5	999.4	35	30	W	10	E 10	0.20	12	¼	Cloudy	Snow
25	992.4	993.4	36	31	SE	19	E 10	0.13	3	6	Haze	Dust Strm
26	993.8	998.2	36	32	SE	24	E 35		5	½	Haze	Fog
27	1006.0	1011.8	34	30	SE	16	SE 17		15	15	Part Cldy	Cloudy
28	1014.2	1014.5	-	-	ESE	9	SE 18		15	15	Cloudy	Overcast
29	1019.8	1018.9	35	29	S	32	S 10		12	15	Part Cldy	Cloudy
30	1023.1	1019.9	35	31	Calm	00	S 30		15	10	Part Cldy	Part Cldy
31	1022.5	1025.7	-	-	S	17	SSW 10		10	2	Part Cldy	Part Cldy

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Date	Barometer Mbs. 0730	Barometer Mbs. 1930	Temp. Max F°	Temp. Min F°	Wind 0730 am		Wind 1930 pm		Prec.	Vis. am	Vis. pm	Weather a.m.	Weather p.m.
1955													
July													
1	1009.9	1007.9	48	34	NW	17	WNW	18		12	15	Clear	Part Cldy
2	1005.3	1006.8	49	33	W	10	NW	20		12	12	Overcast	Cloudy
3	1006.8	1002.4	41	31	W	7	SW	10	0.03	15	12	Overcast	Overdast
4	1000.7	1004.8	46	32	W	13	NW	18		12	15	Cloudy	Cloudy
5	1007.4	1005.0	47	30	W	4	SW	5	0.19	15	12	Part Cldy	Part Cldy
6	1002.5	1005.7	45	33	SE	6	SW	10	0.02	3	12	Rain, snow	Part Cldy
7	1010.1	1011.0	48	32	NW	5	W	9		15	15	Part Cldy	Clear
8	1009.4	1007.5	52	34	Calm	00	SW	3		15	15	Clear	Clear
9	1004.7	1005.9	52	34	N	2	SW	6		15	12	Part Cldy	Part Cldy
10	1007.9	1012.2	56	39	N	13	WNW	14		15	12	Clear	Part Cldy
11	1012.0	1005.2	50	34	N	5	S	11	0.10	12	15	Cloudy	Part Cldy
12	1005.1	1012.8	50	35	W	8	S	6		5	12	Overcast	Clear
13	1018.0	1019.0	52	35	NE	5	SSW	5		12	15	Clear	Clear
14	1015.1	1005.1	50	38	SE	7	S	12	0.02	15	8	Clear	Rain
15	997.5	1004.2	46	36	S	17	W	10		10	14	Overcast	Clear
16	1009.5	1008.0	48	30	W	5	W	10		15	15	Part Cldy	Part Cldy
17	1009.2	1010.1	51	32	W	4	NW	13		15	15	Clear	Clear
18	1013.5	1011.1	47	32	W	3	SW	9		15	15	Part Cldy	Part Cldy
19	1011.7	1010.7	47	36	W	7	SW	7		½	15	Fog	Cloudy
20	1012.5	1016.9	51	39	NW	15	NW	15		15	15	Cloudy	Clear
21	1018.2	1016.3	51	31	NW	5	S	4		15	15	Clear	Part Cldy
22	1009.8	999.6	53	35	E	10	NE	16		15	15	Cloudy	Cloudy
23	992.4	986.1	51	40	NE	7	SW	5		10	6	Overcast	Cloudy
24	988.7	990.3	43	29	W	11	S	20		15	6	Part Cldy	Snow
25	990.7	993.8	46	32	S	18	S	8	0.12	12	15	Cloudy	Part Cldy
26	998.7	1005.7	53	33	NE	17	N	18		15	10	Part Cldy	Overcast
27	1007.6	1007.3	51	33	WNW	10	W	10		15	12	Cloudy	Cloudy
28	1010.7	1015.2	53	32	W	8	SW	9	Tr.	15	15	Clear	Clear
29	1015.5	1007.4	50	34	S	14	SE	17	Tr.	1	8	Rain	Overcast
30	1004.9	997.3	50	38	SW	2	NE	16	0.41	½	5	Fog	Rain
31	990.4	993.9	51	37	NE	17	N	8	0.21	10	10	Overcast	Rain
Aug.													
1	1001.1	1008.8	60	38	NW	11	NW	14		10	15	Overcast	Part Cldy
2	1014.8	1016.4	53	35	N	3	NW	6		15	15	Clear	Part Cldy
3	1009.8	998.5	48	39	E	4	E	19		12	8	Cloudy	Rain
4	991.3	993.2	41	35	S	24	NW	11		0	¼	Fog	Fog
5	1000.5	1002.4	44	34	WNW	14	SW	8		10	12	Cloudy	Cloudy
6	996.3	998.9	42	34	SW	8	WSW	11		10	5	Overcast	Part Cldy
7	998.5	996.6	41	32	SW	12	NW	14	0.15	10	½	Overcast	Rain, fog
8	995.6	1004.1	46	35	WNW	17	NW	14		5	15	Rain	Clear
9	1006.3	999.9	47	30	S	3	E	20	0.11	12	8	Part Cldy	Overcast
10	989.8	990.6	48	39	NE	14	SSE	14	0.59	5	1/8	Rain	Fog
11	989.6	994.1	51	40	SE	6	NW	17	0.35	¼	3	Fog	Rain, fog
12	1000.6	1009.1	40	34	NW	15	WNW	14		½	8	Fog	Cloudy
13	1017.4	1018.3	51	34	SW	6	SW	2		12	12	Cloudy	Cloudy
14	1015.8	1018.2	51	39	E	6	SW	3		12	12	Overcast	Part Cldy
15	1020.6	1021.4	50	34	E	2	SW	5		12	15	Cloudy	Part Cldy
16	1021.1	1020.3	45	34	W	6	W	9		15	¼	Cloudy	Fog
17	1018.2	1015.4	50	37	SW	10	SW	6		15	15	Part Cldy	Clear
18	1004.7	992.6	59	46	E	16	ESE	14	0.34	15	10	Clear	Rain
19	987.4	989.7	47	39	S	13	SE	4		1/8	8	Rain, fog	Overcast
20	996.3	999.4	43	35	W	10	SW	8	0.07	¼	8	Fog	Overcast
21	996.9	999.2	44	32	SW	4	NNW	14		1/8	15	Fog, driz.	Cloudy
22	999.8	1001.4	44	32	Calm	00	W	10	0.09	1	12	Fog	Overcast
23	993.7	995.3	41	36	SW	28	SW	12	0.45	1/8	5	Rain,fog	Rain
24	994.2	1005.0	42	32	SW	21	NW	16		12	12	Cloudy	Cloudy

Date	Barometer Mbs.	Barometer Mbs.	Temp. Max	Temp. Min	Wind		Wind		Prec.	Vis.	Vis.	Weather	Weather
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Aug.													
25	1009.3	1010.8	44	35	SW	13	NW	8		12	10	Cloudy	Part Cldy
26	1015.0	1016.5	44	32	N	4	SW	8		15	15	Clear	Part Cldy
27	1016.1	1015.4	41	35	SW	14	SSW	19		3	8	Fog	Cloudy
28	1016.2	1010.1	46	36	WSW	15	NNW	18	0.01	8	5	Overcast	Fog
29	1008.5	1006.8	48	38	SSW	12	SE	12		0	8	Fog,drizz.	Overcast
30	1003.2	1006.7	48	37	SSE	11	SSW	12	0.07	12	5	Cloudy	Rain, fog
31	1014.6	1014.3	47	35	NW	6	SE	10		12	15	Part Cldy	Clear
Sept.													
1	1010.3	1008.1	39	28	Calm	00	SW	4	0.18	5	10	Cloudy	Overcast
2	1005.7	1004.5	41	33	E	5	NE	1	Tr.	1	15	Fog	Cloudy
3	995.9	984.4	35	31	ESE	16	NE	22	0.08	5	10	Snow	Overcast
4	993.8	998.2	42	29	N	12	NW	12		15	15	Part Cldy	Part Cldy
5	1001.2	1004.4	38	31	NW	6	NW	9		10	12	Cloudy	Cloudy
6	1004.7	1004.6	41	32	NW	5	N	12	0.03	12	12	Overcast	Overcast
7	1002.8	1003.6	37	30	NNW	3	NW	10	0.01	5	15	Snow	Part Cldy
8	1002.2	999.8	36	28	Calm	00	W	4	0.03	5	15	Snow	Part Cldy
9	999.9	1004.2	40	29	NW	7	E	11	0.16	12	12	Clear	Overcast
10	997.1	983.1	41	32	NE	8	NE	15	0.60	10	1	Overcast	Overcast
11	981.5	983.6	41	33	SW	15	SSW	15		15	15	Part Cldy	Part Cldy
12	990.9	1002.9	40	31	NE	8	NW	18	0.02	12	10	Cloudy	Part Cldy
13	1005.0	1006.1	34	29	NW	8	W	6	Tr.	12	12	Cloudy	Overcast
14	1004.6	1005.0	34	28	W	6	NW	10	Tr.	12	10	Cloudy	Overcast
15	1007.9	1012.2	36	29	NW	4	NW	14	Tr.	12	10	Overcast	Overcast
16	1012.3	1012.0	34	28	SW	12	NW	6	Tr.	10	0	Overcast	Overcast
17	1014.6	1019.9	38	27	NE	10	NNW	15	Tr.	10	15	Snow	Overcast
18	1020.1	1021.3	38	29	NW	24	NW	17		15	15	Part Cldy	Cloudy
19	1018.6	1017.2	33	29	NW	13	SW	8	Tr.	12	12	Overcast	Overcast
20	1019.6	1023.4	36	30	S	3	NNE	6		12	15	Overcast	Overcast
21	1026.0	1025.1	33	27	NW	10	W	9	Tr.	15	10	Overcast	Overcast
22	1022.6	1020.3	35	30	W	10	NW	14	0.06	½	10	Snow,rain	Overcast
23	1020.6	1019.5	35	26	NW	10	WSW	8	0.04	12	½	Overcast	Overcast
24	1014.5	1013.8	36	28	E	5	E	5	Tr.	½	15	Overcast	Cloudy
25	1014.7	1011.0	36	27	ENE	4	E	10	0.03	3/4	15	Snow	Overcast
26	1000.9	999.1	40	31	E	13	ESE	9	0.02	10	12	Cloudy	Overcast
27	999.2	996.8	40	33	NE	3	NE	10	0.11	5	3/4	Overcast	Fog
28	991.1	987.5	41	33	NE	10	NE	12	0.37	5	2	Rain	Rain, fog
29	988.8	992.8	40	34	NE	7	NE	6	0.04	8	10	Overcast	Overcast
30	993.1	992.4	38	34	SE	11	NE	6	0.18	½	5	Rain, fog	Rain
Oct.													
1	989.8	988.2	38	32	SSW	10	S	9		10	10	Rain	Overcast
2	986.8	989.4	34	29	NW	7	WSW	57	0.03	2	¼	Fog	Snow
3	996.7	1003.8	34	27	SW	10	WNW	13		5	10	Overcast	Part Cldy
4	1012.3	1019.4	32	26	SE	15	WNW	11		15	10	Part Cldy	Overcast
5	1023.3	-	34	26	W	6	-	-		12	-	Part Cldy	-
6	1021.7	1014.4	36	30	SSE	14	ENE	10		12	15	Overcast	Part Cldy
7	1004.4	-	39	34	E	12	-			1	-	Drizzle	-
8	997.7	992.0	-	-	E	4	SSW	20	0.05	8	10	Overcast	Rain
9	986.5	988.3	39	14	NE	14	SE	12	0.06	10	5	Overcast	Overcast
10	994.1	1005.5	40	34	ENE	11	E	10		5	11	Overcast	Part Cldy
11	1016.7	1020.9	37	32	S	5	S	10		12	12	Clear	Overcast
12	1020.3	1017.4	42	34	S	15	ESE	10		12	12	Clear	Clear
13	1015.0	1012.2	46	34	SSE	18	ESE	10		15	15	Part Cldy	Clear
14	1011.1	1015.3	-		SSE	11	S	20	0.02	12	½	Overcast	Fog
15	1016.2	1022.0	-		S	15	W	4		1	1/8	Fog	Fog
16	1024.4	1020.8	-		SSW	15	NE	5		½	8	Rain	Overcast

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Date	Barometer		Temp.		Wind				Prec.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Oct.													
17	1013.7	1018.0			SSW	10	NW	8		12	12	Overcast	Part Cldy
18	1014.1	1006.1	36	28	NE	5	NE	6		12	12	Clear	Cloudy
19	994.5	987.2	34	29	N	10	NW	16	Tr.	8	8	Cloudy	Snow
20	986.8	993.6	34	24	WNW	16	NNW	22	0.01	2	8	Snow	Cloudy
21	999.0	1005.8	-		NW	23	NW	20	Tr.	8	5	Cloudy	Overcast
22	1009.0	1001.4	33	20	SSW	4	SSE	20	Tr.	10	12	Clear	Cloudy
23	991.5	993.5	37	30	S	19	S	21	0.03	8	10	Cloudy	Cloudy
24	994.8	998.2	33	28	S	14	E	26	Tr.	10	10	Cloudy	Part Cldy
25	997.4	1001.2	30	23	WNW	7	NNW	5	0.01	10	15	Cloudy	Cloudy
26	1004.0	1003.9	35	21	N	9	N	15	0.12	12	5/16	Cloudy	Snow
27	1003.8	1003.7	36	32	NE	12	E	6	0.08	12	2	Cloudy	Snow
28	1008.8	1010.8	-		S	10	E	10		1/16	14	Fog	Overcast
29	1010.3	1016.0	35	28	SSE	10	NE	3	0.16	2	8	Snow	Cloudy
30	1025.6	1017.7	36	22	NNW	5	NW	9		10	10	Overcast	Overcast
31	1019.5	1024.2	-		NE	17	NE	13		3	10	Overcast	Overcast

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Date	Barometer Mbs	Barometer Mbs	Temp. Max	Temp. Min	Wind		Wind		Prec.	Vis.	Vis.	Weather	
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
July													
1	1019.1	1020.9	44	34	E	15	ENE	18		15	15	Part Cldy	Part Cldy
2	1023.1	1021.4	58	31	E	6	E	14		15	15	Part Cldy	Cloudy
3	1018.6	1012.6	66	37	E	6	SE	15		15	15	Part Cldy	Cloudy
4	1011.0	1013.9	61	45	W	9	ENE	7	Tr.	15	15	Clear	Cloudy
5	1008.6	1009.9	74	45	SW	12	NE	10	0.11	15	15	Overcast	Cloudy
6	1010.8	1006.0	51	46	SSE	9	SE	25	0.02	15	15	Overcast	Cloudy
7	1004.0	1009.5	42	38	ENE	12	NNE	10	Tr.	15	15	Overcast	Cloudy
8	1010.0	1009.2	42	32	NE	22	NNE	16	Tr.	4	15	Fog	Overcast
9	1007.4	1016.4	50	36	N	15	N	6		15	15	Part Cldy	Part Cldy
10	1021.1	1021.0	74	42	W	7	Calm	0		15	15	Clear	Part Cldy
11	1021.7	1017.4	80	51	WSW	12	SSW	15		15	15	Clear	Clear
12	1016.3	1012.8	76	55	SW	13	ENE	10		15	15	Part Cldy	Cloudy
13	1012.5	1014.4	76	55	SE	4	SSE	17		15	15	Part Cldy	Part Cldy
14	1012.9	1008.3	86	52	S	18	WNW	20		15	1¼	Clear	Haze
15	1011.7	1007.6	81	59	WSW	12	ENE	14	0.06	15	4	Overcast	Part Cldy
16	1005.4	1012.4	55	43	N	6	N	12		8	12	Cloudy	Cloudy
17	1020.9	1018.8	72	42	W	4	SSW	21		15	15	Clear	Clear
18	1015.6	1011.6	80	58	SSW	20	WSW	12		15	10	Overcast	Cloudy
19	1012.9	1005.5	66	53	E	14	SE	28	Tr.	10	15	Overcast	Cloudy
20	1010.9	1015.8	57	40	E	16	ESE	24	0.42	½	15	Fog	Overcast
21	1009.5	1004.0	57	40	ESE	33	SSW	10	0.39	15	10	Cloudy	Cloudy
22	1001.1	1009.8	56	40	NW	10	NW	15	0.01	10	15	Rain	Cloudy
23	1007.7	1005.8	64	45	WNW	18	ENE	4	0.35	15	3	Cloudy	Rain, fog
24	1005.7	1002.1	53	46	NW	8	NW	4	Tr.	15	15	Overcast	Cloudy
25	997.6	1006.1	51	44	WNW	18	WNW	12	Tr.	15	15	Cloudy	Part Cldy
26	1016.8	1022.9	57	46	NNW	16	Calm	0		15	15	Part Cldy	Part Cldy
27	1025.0	1021.8	59	45	Calm	0	E	16	Tr.	15	15	Part Cldy	Part Cldy
28	1015.3	1003.5	79	48	SE	20	S	24	0.44	15	15+	Cloudy	Cloudy
29	1005.3	1000.7	76	55	WSW	10	E	6		15	15	Part Cldy	Cloudy
30	995.1	999.7	61	49	Calm	0	NNW	12	0.08	1/8	10	Fog	Overcast
31	1006.6	1010.6	62	50	W	13	WNW	9		15	15	Cloudy	Cloudy
Aug.													
1	1016.0	1019.8	56	49	W	13	NNE	10	Tr.	15	15	Part Cldy	Part Cldy
2	1012.8	1000.2	66	46	SW	18	SSW	13	Tr.	15	15	Cloudy	Cloudy
3	997.0	1001.9	67	54	WSW	24	WNW	17	Tr.	15	15	Part Cldy	Cloudy
4	1008.6	1012.9	56	50	WNW	18	E	7	0.05	15	15	Cloudy	Overcast
5	1015.6	1011.2	61	47	W	8	N	3	Tr.	15	15	Part Cldy	Cloudy
6	1013.0	1014.8	57	48	NNW	12	W	7		15	15	Cloudy	Cloudy
7	1013.0	1009.3	71	54	W	12	Calm	0		15	15	Overcast	Part Cldy
8	1003.5	993.1	88	53	S	12	SSW	12	0.11	15	15	Cloudy	Cloudy
9	985.6	991.1	64	52	WSW	24	WNW	15	0.87	15	12	Overcast	Overcast
10	999.3	1010.5	59	51	WNW	33	NW	14	0.02	5	15	Rain,fog	Part Cldy
11	1008.7	1012.2	57	49	WNW	12	ESE	10		15	15	Part Cldy	Part Cldy
12	1011.1	1005.7	60	44	SSE	13	ESE	18	0.16	15	10	Cloudy	Rain
13	1004.1	1009.5	75	49	WSW	6	WNW	15		3/4	15	Fog	Part Cldy
14	1017.3	1021.4	58	52	WNW	10	NNE	6	Tr.	15	15	Part Cldy	Part Cldy
15	1025.4	1023.4	63	44	N	5	SE	12	Tr.	1	15	Drzzl,fog	Part Cldy
16	1021.0	1013.7	68	43	SSE	8	SE	14	Tr.	½	15	Fog	Part Cldy
17	1009.0	999.4	69	49	SSE	14	S	18	0.05	15	8	Cloudy	Rain
18	996.7	1002.1	64	55	WSW	24	W	25	0.03	15	15	Part Cldy	Part Cldy
19	1006.0	1007.1	68	49	W	25	W	3	Tr.	15	15	Part Cldy	Part Cldy
20	1003.5	1003.5	59	51	S	14	N	32	0.39	15	12	Rain shw	Overcast
21	1010.9	1010.5	63	45	NW	20	WSW	15		15	15	Cloudy	Cloudy
22	1013.3	1009.8	64	44	Calm	0	WSW	12	0.05	15	15	Part Cldy	Part Cldy
23	1007.2	1001.4	73	48	SW	15	WSW	12	0.04	15	15	Clear	Cloudy
24	1010.1	1012.8	47	44	NE	18	ENE	12	0.18	15	15	Cloudy	Cloudy
25	1013.6	1017.9	49	42	SE	8	ENE	12	Tr.	12	15	Rain	Part Cldy
26	1021.4	1017.5	59	35	S	12	SSE	18		15	15	Part Cldy	Clear

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Date	Barometer Mbs. 0730	Barometer Mbs. 1930	Temp. Max F°	Temp. Min F°	Wind 0730 am		Wind 1930 pm		Prec.	Vis. am	Vis. pm	Weather a.m.	Weather p.m.
1955													
Aug.													
27	1011.9	1003.1	60	42	SSE	19	S	12	0.51	1	15	Fog	Overcast
28	1004.3	1006.4	66	48	W	12	ESE	6	0.03	2	15	Fog	Overcast
29	1006.1	1012.7	55	52	N	6	NNW	10	0.11	3	15	Rain,fog	Cloudy
30	1018.7	1019.7	57	50	NNW	24	E	6		15	15	Part Cldy	Clear
31	1016.7	1011.1	79	47	WSW	16	WSW	10		15	15	Part Cldy	Part Cldy
Sept.													
1	1006.5	1005.6	72	47	SW	13	N	6		15	1	Cloudy	Cloudy
2	1007.5	997.3	66	43	NNW	11	SSE	18	0.15	5	15	Fog	Cloudy
3	992.2	991.6	67	56	W	12	WSW	15	0.21	12	15	Cloudy	Part Cldy
4	1001.9	1014.1	42	38	NNW	42	N	10	Tr.	10	15	Overcast	Cloudy
5	1013.8	1013.2	46	31	SW	4	NE	14		1	15	Fog	Cloudy
6	1015.6	1017.9	49	39	WNW	10	NW	18	0.05	15	15	Overcast	Cloudy
7	1018.6	1014.9	54	36	NW	25	WNW	18	Tr.	15	15	Part Cldy	Cloudy
8	1010.8	1003.7	60	42	WSW	23	SW	24	0.04	15	15	Cloudy	Cloudy
9	991.0	987.0	49	35	S	18	SW	18	0.43	15	15	Overcast	Cloudy
10	987.5	1005.0	38	30	N	15	NW	60	0.30	15	10	Cloudy	Rain
11	1012.7	1014.7	38	31	NW	35	NW	18	Tr.	15	15	O'cast,rn	Cloudy
12	1017.9	1018.5	38	31	NNW	18	WSW	2	Tr.	5	15	Sn shwrs	Cloudy
13	1014.0	1014.9	38	29	S	8	N	8	0.01	15	15	Cloudy	Rain
14	1019.0	1019.7	37	32	NW	11	N	2		15	15	Overcast	Cloudy
15	1020.9	1017.5	42	26	E	12	E	14		15	15	Part Cldy	Cloudy
16	1009.2	1007.8	42	32	ESE	10	E	16	0.59	8	3	Overcast	Rain, fog
17	1016.5	1025.7	39	36	ENE	24	E	17	Tr.	3	15	Drrz,fog	Overcast
18	1028.9	1026.1	42	34	E	16	E	18	Tr.	15	10	Overcast	Rain shwrs
19	1023.9	1024.0	39	34	E	12	SE	6		15	15	Overcast	Cloudy
20	1024.3	1023.5	47	30	S	8	S	12		15	15	Overcast	Cloudy
21	1026.4	1025.7	45	34	SE	10	SSE	9		15	15	Cloudy	Overcast
22	1025.7	1025.2	41	30	S	6	NNE	12	Tr.	15	15	Cloudy	Overcast
23	1023.8	1024.5	40	33	NNE	18	E	3	Tr.	12	15	Cloudy	Part Cldy
24	1022.3	1020.9	51	30	W	18	WNW	12		15	15	Cloudy	Cloudy
25	1016.1	1006.9	55	37	SW	18	WSW	24	Tr.	15	15	Part Cldy	Overcast
26	1005.3	999.2	57	44	SW	12	S	12	0.05	15	15	Cloudy	Cloudy
27	991.0	996.2	52	35	SSW	17	WNW	48	0.07	15	8	Cloudy	Rain shwrs
28	1001.1	1007.8	41	34	WNW	30	NW	18	Tr.	15	15	Cloudy	Cloudy
29	1008.2	1011.2	36	33	NW	18	N	24	Tr.	2	10	Rain,fog	Overcast
30	1011.1	1014.8	31	26	NW	30	NW	27	0.03	12	12	Overcast	Snow grns
Oct.													
1	1016.2	1016.7	31	25	NW	24	NW	30	0.03	10	5	Snow	Snow shwrs
2	1016.6	1019.8	31	25	NW	25	NW	24	0.01	15	15	Snow	Snow shwrs
3	1021.4	1022.4	28	23	W	12	W	6		15	15	Cloudy	Part Cldy
4	1022.6	1016.2	37	15	S	12	SE	24		15	15	Part Cldy	Cloudy
5	1005.7	1000.1	47	31	SE	30	SE	24	0.28	15	5	Overcast	Rain, fog
6	1003.5	1006.1	39	36	NW	12	NW	18	0.07	3	15	Rain,fog	Cloudy
7	1009.3	1007.5	46	33	NW	12	SSW	12		15	15	Cloudy	Part Cldy
8	1001.2	989.7	58	32	SSW	15	SSE	24		15	15	Clear	Cloudy
9	988.3	992.0	44	36	W	20	W	24	0.05	15	15	Cloudy	Cloudy
10	1002.4	1011.9	37	33	NW	24	WNW	12	Tr.	12	15	Overcast	Cloudy
11	1012.6	1002.8	39	29	E	11	E	30	Tr.	15	6	Cloudy	Fog
12	996.9	1004.3	41	35	W	12	NNW	12	Tr.	3	15	Drizzle	Cloudy
13	1010.8	1014.3	34	30	NW	30	NNW	18		15	15	Overcast	Cloudy
14	1011.3	1002.3	44	23	S	12	S	30		15	15	Part Cldy	Overcast
15	1013.6	1021.3	35	34	NW	12	N	12	0.18	15	15	Part Cldy	Cloudy
16	1020.0	1019.5	36	33	N	18	NW	6	0.08	12	12	Rain	Cloudy
17	1019.7	1019.1	37	27	SE	15	S	6	Tr.	10	15	Cloudy	Cloudy
18	1018.1	1011.1	37	32	WNW	6	E	10	0.10	2	15	Fog	Overcast
19	1002.9	1011.9	34	30	ENE	25	NW	24	0.07	1	12	Snow	Cloudy
20	1014.3	1017.6	30	26	NW	24	W	8	Tr.	10	15	Snow	Overcast
21	1012.5	1002.8	38	22	SE	12	SSE	24		15	15	Cloudy	Cloudy

CHURCHILL METEOROLOGICAL REPORT - 1955

Date	Barometer Mbs		Temp. Max	Min	Wind				Prec.	Vis.		Weather	
1955 Oct.	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
22	992.7	995.8	40	31	SW	18	WNW	36	0.01	15	10	Part Cldy	Snw shwrs
23	1007.5	1012.2	24	19	WNW	42	NW	30	0.02	12	15	Snw shwrs	Cloudy
24	1011.2	1005.6	26	18	W	24	S	12	0.05	15	15	Cloudy	Cloudy
25	993.7	1001.1	31	21	SE	16	E	3	0.02	2	15	Snow	Snow
26	1005.9	1005.3	32	26	S	9	SE	31	0.16	15	3/4	Overcast	Snow
27	1007.5	1010.8	33	30	NE	31	SE	6	0.01	15	15	Overcast	Overcast
28	1011.1	1014.5	32	29	S	6	WNW	6	Tr.	2	10	Fog	Snw shwrs
29	1019.5	1023.8	31	25	NNE	6	W	6	Tr.	15	15	Cloudy	Part Cldy
30	1024.7	1023.5	30	18	W	6	NNE	18	0.03	3/4	15	Fog	Cloudy
31	1017.8	1004.9	33	26	N	36	NNE	54	0.94	6	¼	Snw shwrs	Snw,bl.snw.

CHESTERFIELD INLET METEOROLOGICAL REPORT - - 1955

Date	Barometer Mbs.		Temp. Max	Min	Wind				Precip.	Vis.		Weather	
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
July													
1	1017.8	1016.0	64	33	Calm	00	N	14		15	15	Clear	Part Cldy
2	1016.7	1015.6	70	44	NW	8	NW	23		15	15	Part Cldy	Cloudy
3	1010.2	1006.5	74	51	NW	30	N	9		15	15	Part Cldy	Cloudy
4	1009.6	1009.0	56	42	N	10	Calm	00		15	15	Part Cldy	Part Cldy
5	1005.4	1003.8	55	42	NW	5	N	20	0.04	15	15	Cloudy	Part Cldy
6	1007.6	1007.0	52	39	N	16	S	9	Tr.	15	15	Clear	Part Cldy
7	1009.4	1011.9	47	36	Calm	00	Calm	00	0.13	15	15	Rain	Cloudy
8	1010.9	1008.6	61	46	N	11	N	7		15	15	Part Cldy	Part Cldy
9	1009.9	1012.8	60	38	E	8	SW	3		15	15	Cloudy	Clear
10	1013.7	1012.0	76	48	N	9	NE	24		15	15	Part Cldy	Cloudy
11	1010.4	1006.8	79	57	W	23	W	28		15	6	Overcast	Smoke
12	1008.1	1012.8	65	44	N	7	SE	6		10	15	Clear	Part Cldy
13	1014.6	1012.2	57	36	SW	6	S	14	0.08	¼	15	Fog	Cloudy
14	1004.0	999.9	83	39	SW	12	NW	15	Tr.	15	15	Cloudy	Part Cldy
15	1003.5	1008.6	58	44	NW	23	S	12		15	15	Part Cldy	Cloudy
16	1010.1	1011.0	58	39	S	6	SW	12		15	15	Cloudy	Cloudy
17	1014.5	1014.8	62	42	N	8	S	6	0.14	15	15	Clear	Part Cldy
18	1004.7	1010.7	58	39	S	10	NE	10		15	15	Overcast	Part Cldy
19	1015.5	1013.4	69	44	NW	13	W	10		15	15	Part Cldy	Cloudy
20	1019.1	1021.1	62	41	SW	9	S	10		15	15	Part Cldy	Part Cldy
21	1019.5	1013.6	48	41	Calm	00	SE	10	0.19	15	15	Cloudy	Cloudy
22	1006.4	1002.0	66	38	NE	6	SW	8	Tr.	15	15	Drizzle	Cloudy
23	996.3	996.4	54	46	NW	24	N	25	0.05	15	15	Cloudy	Cloudy
24	991.0	991.0	49	39	NW	30	N	8	Tr.	15	15	Cloudy	Cloudy
25	991.0	998°4	50	34	N	7	E	6	0.02	15	15	Part Cldy	Cloudy
26	1011.7	1015.6	60	36	N	4	NW	23		15	15	Cloudy	Part Cldy
27	1017.4	1014.5	57	40	NW	24	NW	45	Tr.	15	15	Part Cldy	Cloudy
28	1015.8	1010.5	51	39	NW	8	S	10	0.36	15	15	Cloudy	Rain
29	996.8	997.8	68	39	S	20	W	24	0.13	½	15	Fog	Part Cldy
30	995.9	994.8	48	39	SW	8	S	6	0.55	15	5	Cloudy	Rain
31	996.0	1003.8	51	41	N	8	NE	3	0.43	2	15	Rain	Overcast
Aug.													
1	1011.2	1015.6	60	43	N	12	SW	12		15	15	Part Cldy	Part Cldy
2	1016.5	1010.0	46	41	S	2	S	7	0.34	15	¼	Cloudy	Fog
3	996.7	992.5	46	39	E	26	NE	14	0.12	2	1	Rain,fog	Fog
4	999.1	1014.0	52	40	N	18	N	15	Tr.	15	15	Cloudy	Part Cldy
5	1004.9	1000.7	46	37	NW	12	NW	24	0.09	15	15	Cloudy	Cloudy
6	1002.5	1003.1	47	39	NW	26	N	25		15	15	Cloudy	Cloudy
7	1004.7	1004.4	55	40	NNW	18	NW	10		15	15	Part Cldy	Part Cldy
8	1003.1	999.6	44	40	Calm	00	S	10	0.55	15	15	Overcast	Overcast
9	993.8	987.5	43	40	SE	18	E	40	0.63	5	5	Fog	Rain
10	992.6	999.6	57	41	NE	30	N	20		2	15	Drizzle	Part Cldy
11	1004.8	1007.1	57	41	N	24	N	15		15	15	Clear	Part Cldy
12	1011.0	1012.9	55	41	N	3	S	10		15	15	Cloudy	Cloudy
13	1011.9	1011.1	41	40	SE	12	SW	30	0.18	15	6	Overcast	Fog
14	1016.0	1021.0	46	39	E	12	Calm	00		15	15	Overcast	Part Cldy
15	1023.1	1022.1	54	37	Calm	00	S	16		15	15	Part Cldy	Part Cldy
16	1018.7	1015.4	54	41	WSW	10	SW	25	Tr.	6	15	Fog	Part Cldy
17	1012.1	1005.3	42	39	S	20	S	28	0.03	½	1/8	Fog,drzz.	Fog
18	989.8	986.3	48	40	S	18	NE	15	0.50	¼	8	Fog,rain	Rain
19	989.9	997.5	56	41	NW	28	NNW	30	Tr.	5	15	Rain	Part Cldy
20	1001.2	1001.3	51	42	NW	9	N	20	0.17	15	15	Cloudy	Overcast
21	1003.5	1003.5	50	40	NW	12	NW	12	0.01	15	15	Cloudy	Rain, fog
22	1004.6	996.3	56	38	W	10	W	24	0.02	15	15	Overcast	Cloudy
23	998.5	995.3	44	40	N	10	NW	24	0.06	15	15	Part Cldy	Part Cldy
24	1002.4	1007.3	50	37	NW	20	NW	15		15	15	Part Cldy	Clear

Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Aug.													
25	1010.8	1013.7	52	36	NNW	10	N	10		15	15	Part Cldy	Clear
26	1016.0	1011.0	57	37	W	3	WNW	30		15	15	Part Cldy	Part Cldy
27	1007.9	1005.4	60	42	SW	20	SW	30	0.10	15	15	Clear	Overcast
28	1002.5	1004.2	51	40	SE	6	S	5	0.01	¼	1/8	Rain,fog	Fog
29	1003.1	1005.4	56	40	Calm	00	N	20		15	15	Cloudy	Cloudy
30	1013.1	1015.3	56	44	N	20	N	10	Tr.	15	15	Cloudy	Part Cldy
31	1013.9	1007.0	50	38	S	12	SW	20		15	15	Part Cldy	Part Cldy
Sept.													
1	1009.5	1009.9	42	39	E	30	E	12	Tr.	½	15	Fog	Cloudy
2	1009.5	998.3	42	38	E	8	S	20	0.58	15	6	Clear	Rain
3	986.2	998.0	40	36	SSE	9	E	40	0.21	0	½	Fog	Rain, fog
4	1002.2	1006.4	42	29	NE	24	N	18		15	15	Part Cldy	Clear
5	1007.7	1009.0	52	36	NW	15	NNW	18		15	15	Cloudy	Part Cldy
6	1009.5	1009.4	44	39	N	6	N	12		15	15	Overcast	Cloudy
7	1010.4	1006.7	42	32	N	20	N	12	0.03	15	15	Overcast	Cloudy
8	1001.5	1000.0	40	35	Calm	00	SE	10	0.10	15	15	Clear	Cloudy
9	995.9	995.1	35	33	SE	24	E	45	0.30	½	2	Snow	Rain, snow
10	997.9	1002.1	36	33	NE	42	NE	40	0.03	5	15	Snow	Part Cldy
11	1003.4	1004.6	34	31	N	24	N	30		15	15	Part Cldy	Overcast
12	1008.7	1010.4	37	32	N	20	NE	20	Tr.	15	15	Overcast	Overcast
13	1010.5	1010.0	38	29	N	18	N	16	Tr.	15	15	Part Cldy	Overcast
14	1013.1	1013.0	35	29	N	21	N	20		15	15	Overcast	Part Cldy
15	1017.0	1016.6	33	27	N	15	NW	12		15	15	Overcast	Part Cldy
16	1015.2	1017.7	35	30	N	12	E	14	0.01	15	15	Cloudy	Cloudy
17	1023.0	1028.7	37	30	NE	8	Calm	00		15	15	Cloudy	Clear
18	1031.7	1028.5	40	28	NW	12	N	7		15	15	Clear	Part Cldy
19	1025.3	1021.5	38	26	NW	8	NE	16		15	15	Cloudy	Part Cldy
20	1021.6	1023.8	38	26	NE	6	SW	10		15	15	Part Cldy	Part Cldy
21	1025.9	1024.9	38	30	SW	10	SW	10	0.32	15	5	Cloudy	Rain
22	1024.6	1024.7	36	33	NE	10	N	5	0.02	5	6	Rain	Fog
23	1021.1	1018.1	45	30	W	10	NW	10		15	15	Cloudy	Cloudy
24	1016.0	1014.0	36	32	N	5	S	10		1/8	6	Fog	Fog
25	1007.7	998.3	40	32	SE	8	SW	10	0.27	1/8	4	Fog	Rain
26	998.3	1001.0	44	36	N	8	S	5		¼	10	Fog	Cloudy
27	997.3	991.5	34	33	SE	12	NE	20	0.34	¼	¼	Fog	Snow
28	992.7	999.5	32	30	NE	28	NE	30	0.07	¼	3	Snow	Snow
29	1005.3	1006.1	27	25	NE	25	NNE	24		6	15	Fog	Overcast
30	1003.9	1003.7	24	22	N	25	N	30	0.05	15	¼	Overcast	Snow, fog
Oct.													
1	1003.0	1003.6	32	22	N	30	N	30		4	5	Bl'ng snw	Overcast
2	1004.5	1008.0	32	27	N	25	N	20		15	15	Cloudy	Part Cldy
3	1013.1	1015.6	30	23	N	30	N	18		15	15	Cloudy	Clear
4	1018.5	1018.1	34	19	NNW	4	SW	10		15	15	Clear	Overcast
5	1015.3	1006.6	36	30	S	20	S	30	0.09	15	6	Cloudy	Fog
6	1001.1	1002.7	37	35	S	25	NW	10	0.10	5	6	Rain	Fog
7	1003.4	1003.8	36	30	N	20	NE	10		10	15	Overcast	Overcast
8	1000.1	994.6	32	29	S	10	S	12		½	1	Fog	Fog
9	990.2	992.9	34	31	SSE	12	NE	12	0.20	10	3	Overcast	Fr'ng rain,fog
10	996.4	1001.7	34	32	N	15	NE	10	0.22	15	5	Overcast	Rain
11	1005.7	1012.3	33	28	Calm	00	SW	5		15	15	Fog	Part Cldy
12	1004.8	996.7	35	28	SE	20	SSE	25	0.30	3	3	Fog	Rain, fog
13	1005.9	1011.2	29	27	NW	18	N	18		6	15	Fog	Cloudy
14	1008.5	998.8	37	20	W	4	S	28		15	15	Part Cldy	Cloudy
15	1004.5	1019.1	36	30	WNW	18	NW	4		15	15	Cloudy	Part Cldy
16	1024.3	1017.8	36	29	E	2	NE	15	0.05	15	3	Overcast	Snow

CHESTERFIELD INLET METEOROLOGICAL REPORT - 1955

Date	Barometer Mbs.		Temp. Max	Min	Wind			Precip.	Vis.		Weather	
1955	0730	1930	F°	F°	0730 am		1930 pm		am	pm	a.m.	p.m.
Oct.												
17	1015.9	1020.6	33	20	NW	12	NW	5	10	6	Overcast	Fog
18	1019.5	1015.3	26	16	N	4	E	8	15	6	Cloudy	Fog
19	1009.1	1007.0	29	18	N	10	N	14	15	15	Cloudy	Part Cldy
20	1008.0	1011.1	25	14	N	20	N	24	15	15	Cloudy	Part Cldy
21	1011.7	1007.2	23	5	NW	15	SW	20	0.05	15	15	Clear	Overcast
22	990.1	980.4	32	23	S	25	SW	10	0.02	6	10	Snow	Overcast
23	985.6	997.2	34	9	N	30	N	40		6	½	Snow	Bl'ng snow
24	998.4	997.8	31	7	N	40	NW	20		2	10	Bl'ng snw	Overcast
25	996.6	1000.6	14	8	NW	12	NW	12		10	15	Overcast	Cloudy
26	1007.2	1010.4	18	11	NW	5	S	6		15	15	Overcast	Cloudy
27	1010.3	1009.6	27	22	SE	3	E	8	0.06	15	15	Overcast	Overcast
28	1008.2	1012.9	30	18	SW	6	S	4	Tr.	6	15	Snow. fog	Part Cldy
29	1013.5	1017.0	30	16	N	2	W	10	Tr.	15	15	Overcast	Part Cldy
30	1022.7	1027.3	29	10	SW	6	SE	2		15	3	Part Cldy	Fog
31	1027.6	1021.5	27	10	SE	10	NE	30	0.06	15	3/4	Part Cldy	Snw,bl'g snw

Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
July													
1	1010.6	1015.5	52	37	N	18	N	16		15	15	Cloudy	Clear
2	1019.1	1016.3	49	38	W	14	E	22		15	15	Clear	Overcast
3	1016.0	1015.0	52	36	E	19	W	17		10	15	Overcast	Cloudy
4	1008.8	1008.1	55	39	W	10	W	14	Tr.	15	15	Cloudy	Cloudy
5	1011.9	1008.9	47	39	W	7	SW	10	0.01	8	15	Overcast	Overcast
6	1002.9	1009.2	55	38	N	9	W	14		10	15	Overcast	Part Cldy
7	1010.6	1007.2	58	40	N	6	N	4		15	15	Overcast	Overcast
8	1002.5	1000.9	67	46	E	16	Calm	00	0.14	15	8	Cloudy	Overcast
9	994.5	996.1	66	44	E	22	W	16	0.08	15	½	Overcast	Fog
10	1002.5	1014.1	58	42	N	7	N	24		10	15	Overcast	Clear
11	1020.3	1019.7	52	41	W	11	W	17		15	15	Overcast	Part Cldy
12	1019.3	1017.7	56	46	W	8	W	14		10	15	Part Cldy	Cloudy
13	1016.9	1016.2	60	45	W	5	W	10		15	15	Part Cldy	Part Cldy
14	1016.0	1013.7	66	46	SW	4	W	7		15	15	Clear	Part Cldy
15	1011.9	1010.3	57	49	W	8	W	9	Tr.	15	15	Cloudy	Part Cldy
16	1012.2	1004.9	53	46	N	8	S	20	0.35	10	7	Overcast	Overcast
17	1004.5	1016.8	59	46	N	23	N	22		15	15	Part Cldy	Clear
18	1020.4	1018.7	54	44	W	13	SW	15	0.10	15	15	Clear	Overcast
19	1009.7	1014.0	62	44	W	15	N	16		5	10	Overcast	Cloudy
20	1013.1	1015.5	66	42	N	3	N	24		15	15	Overcast	Clear
21	1020.5	1016.7	62	41	N	11	ENE	7		15	15	Clear	Cloudy
22	1005.2	993.5	62	46	SSE	17	SE	13	0.16	15	30	Overcast	Fog
23	988.4	993.3	52	45	W	14	NW	20		10	10	Overcast	Cloudy
24	996.7	1001.5	53	46	NW	16	W	20		15	15	Cloudy	Overcast
25	997.3	996.3	51	44	W	9	W	18	0.08	15	15	Overcast	Cloudy
26	1000.2	1011.3	50	36	W	18	NW	25	Tr.	15	15	Cloudy	Part Cldy
27	1017.1	1017.6	52	39	W	20	W	18	Tr.	15	10	Overcast	Overcast
28	1017.3	1022.1	52	39	W	16	W	18		10	15	Overcast	Clear
29	1022.2	1014.0	57	40	SW	16	S	21		15	15	Part Cldy	Cloudy
30	1004.0	999.1	54	50	S	26	S	10	0.67	15	1/8	Overcast	Fog
31	996.2	1005.9	50	42	S	10	W	24		1/8	8	Fog	Overcast
August													
1	1009.4	1012.8	49	32	W	17	W	16	0.05	10	¼	Overcast	Fog
2	1017.4	1018.0	58	43	NW	8	W	7		10	15	Cloudy	Clear
3	1013.8	1003.3	52	43	S	23	S	13	0.15	12	10	Overcast	Overcast
4	1002.2	1001.8	55	47	S	13	W	18	0.02	1/8	12	Fog	Overcast
5	1009.6	1013.1	52	36	W	17	W	17		12	15	Overcast	Overcast
6	1009.0	1005.3	51	44	W	19	W	14	0.01	15	15	Overcast	Cloudy
7	1004.1	1005.9	50	41	W	11	NW	15	0.03	15	15	Cloudy	Overcast
8	1007.5	1009.5	52	41	W	16	W	9	0.05	10	15	Overcast	Cloudy
9	1007.0	1001.6	58	44	E	12	S	13	0.06	5	10	Rain	Rain
10	996.2	995.5	57	48	S	19	S	28	0.26	¼	10	Fog	Overcast
11	998.0	1006.6	52	42	W	31	W	20		10	15	Overcast	Part Cldy
12	1010.7	1017.8	53	43	W	18	W	14		15	15	Overcast	Clear
13	1020.8	1012.3	55	42	S	12	E	13	0.21	15	15	Overcast	Overcast
14	1011.6	1014.8	51	50	S	12	W	8		1/8	10	Fog	Overcast
15	1016.5	1021.4	57	47	W	15	W	17		15	15	Overcast	Part Cldy
16	1025.3	1021.9	63	38	N	7	NW	9		15	15	Clear	Part Cldy
17	1018.5	1013.9	70	44	NE	14	W	4		15	15	Clear	Clear
18	1006.1	998.8	61	50	S	10	SW	16	0.17	15	¼	Overcast	Fog
19	999.3	999.0	55	42	W	13	W	22	0.26	10	10	Cloudy	Cloudy
20	999.5	1005.6	50	44	NW	19	W	8		6	8	Fog	Overcast
21	1001.8	998.6	50	46	S	11	N	13	0.17	1	6	Fog	Rain
22	1006.9	1010.5	52	42	NW	10	NW	16		15	15	Cloudy	Cloudy
23	1011.5	1008.5	53	44	W	20	SW	22		15	15	Cloudy	Clear
24	1005.2	1011.3	55	47	W	17	NE	11	0.02	15	15	Cloudy	Cloudy

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Date	Barometer Mbs.	Mbs.	Temp. Max	Min	Wind			Precip.	Vis.		Weather	
1955	0730	1930	F°	F°	0730 am		1930 pm		am	pm	a.m.	p.m.
August												
25	1008.8	1008.3	49	45	NE	17 N	22	0.02	15	15	Overcast	Part Cldy
26	1015.0	1020.4	50	43	N	15 N	12		15	15	Overcast	Part Cldy
27	1024.4	1023.7	50	35	Calm	00 W	9		15	15	Clear	Part Cldy
28	1021.0	1017.9	55	44	S	16 S	20		15	15	Cloudy	Cloudy
29	1014.8	1010.7	60	49	S	15 S	13		15	15	Part Cldy	Cloudy
30	1005.0	1003.0	73	50	S	15 N	17		15	15	Cloudy	Cloudy
31	1002.0	1006.4	65	48	N	29 E	18		15	15	Cloudy	Cloudy
Sept.												
1	1008.0	009.5	64	43	N	11 W	9		15	15	Clear	Part Cldy
2	1006.2	1001.8	57	47	S	18 W	13	Tr.	15	3	Cloudy	Fog
3	995.4	987.5	56	46	N	13 W	14	0.29	2	8	Fog	Rain
4	992.0	993.3	51	48	W	7 S	11	0.21	8	10	Overcast	Overcast
5	1001.3	1007.9	48	37	N	30 N	10	0.03	15	10	Cloudy	Cloudy
6	1008.5	1007.8	47	36	Calm	00 N	11	0.03	15	15	Cloudy	Part Cldy
7	1004.5	1007.3	48	39	N	6 N	11	0.13	10	15	Overcast	Cloudy
8	1008.2	1006.5	50	33	N	4 W	10	0.12	15	15	Cloudy	Part Cldy
9	1005.9	1006.7	54	42	W	20 S	26	0.25	15	15	Cloudy	Cloudy
10	993.3	992.1	49	41	S	28 W	24	0.42	5	15	Rain	Cloudy
11	984.7	999.7	48	36	W	13 N	26	0.09	15	15	Overcast	Overcast
12	1005.9	1012.0	48	29	W	18 W	13		3	15	Snw shwrs	Overcast
13	1016.1	1014.0	45	36	W	14 W	20	0.28	15	8	Cloudy	Rain
14	1004.3	1009.8	44	34	E	13 N	14	0.03	5	10	Rain,fog	Cloudy
15	1014.3	1017.1	40	34	N	14 NW	13	0.02	10	10	Overcast	Overcast
16	1018.2	1013.4	41	32	Calm	00 W	10	0.01	10	10	Cloudy	Overcast
17	1012.7	1016.2	43	29	N	2 N	10	0.01	15	15	Cloudy	Part Cldy
18	1026.3	1025.9	42	30	N	13 N	12	Tr.	15	15	Part Cldy	Overcast
19	1022.6	1018.8	44	36	N	5 N	12		15	15	Overcast	Cloudy
20	1018.6	1020.5	46	29	N	7 N	17		15	15	Overcast	Cloudy
21	1026.4	1027.6	43	29	N	12 N	12	0.01	15	15	Clear	Overcast
22	1028.5	1027.0	42	32	N	5 N	4	0.05	15	15	Part Cldy	Part Cldy
23	1024.6	1020.7	43	35	W	4 N	4		15	15	Overcast	Overcast
24	1015.0	1013.1	44	33	E	6 N	12		15	15	Cloudy	Part Cldy
25	1015.7	1014.8	45	31	N	4 SW	15		15	15	Part Cldy	Rain shwrs
26	1002.4	1005.0	46	39	W	14 W	12	Tr.	10	8	Overcast	Overcast
27	1003.4	1000.5	48	44	SW	9 S	19	0.17	15	8	Overcast	Overcast
28	991.3	993.4	46	40	S	16 W	27	0.25	1	8	Rain,fog	Rain shwrs
29	997.9	1001.8	41	38	W	31 W	20	0.26	8	10	Overcast	Overcast
30	993.1	1001.9	40	30	N	16 W	22	0.10	3	10	Rain shrs	Rain shwrs
October												
1	1003.1	1006.4	38	28	W	28 W	33	0.07	10	½	Snw shwrs	Overcast
2	1005.3	1008.3	38	30	W	29 W	28	0.12	12	8	Overcast	Overcast
3	1008.3	1012.4	37	27	W	23 W	20	0.25	3	10	Overcast	Overcast
4	1016.2	1023.6	40	32	N	12 N	8	0.01	12	15	Cloudy	Cloudy
5	1028.8	1028.1	40	29	E	2 S	15	Tr.	15	15	Overcast	Overcast
6	1022.3	1011.9	49	35	S	14 S	20	0.13	15	15	Part Cldy	Overcast
7	1004.4	1000.6	45	40	S	26 SW	15	0.02	8	10	Rain	Cloudy
8	991.6	983.2	41	32	N	9 N	24	0.30	15	8	Cloudy	Rain
9	985.6	991.5	42	40	N	20 W	7	0.04	10	2	Overcast	Overcast
10	992.3	1002.2	41	38	W	6 N	6	Tr.	12	10	Overcast	Overcast
11	1015.2	1021.6	42	33	E	13 E	9		12	10	Cloudy	Clear
12	1020.8	1016.0	46	33	SE	12 SE	22		15	15	Part Cldy	Clear
13	1011.1	1009.5	51	36	SE	22 SE	16		15	15	Clear	Overcast
14	1012.9	1021.4	48	46	S	19 S	18	Tr.	15	15	Cloudy	Overcast
15	1021.6	1022.4	49	44	S	14 S	3		15	15	Overcast	Overcast
16	1023.2	1021.2	53	42	N	8 SE	2		15	15	Cloudy	Clear

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Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Oct.													
17	1018.2	1013.1	51	23	N	6	N	8		15	15	Cloudy	Clear
18	1006.6	999.7	49	33	N	8	N	11		15	15	Overcast	Cloudy
19	994.3	994.7	39	34	N	17	NW	14	0.03	15	10	Overcast	Overcast
20	994.3	998.6	34	29	NW	16	NW	30	0.05	10	1	Overcast	Snow
21	1004.2	1011.0	31	26	N	23	N	19	Tr.	10	10	Overcast	Snow
22	1015.1	1004.2	41	26	N	2	S	33	0.14	10	15	Part Cldy	Rain
23	999.6	1003.2	42	33	W	11	W	18	Tr.	8	10	Overcast	Overcast
24	1002.9	999.4	32	31	W	15	N	13		10	15	Overcast	Overcast
25	999.4	998.3	32	25	N	10	N	17	0.01	15	10	Overcast	Part Cldy
26	995.3	999.0	36	27	N	32	N	16	Tr.	8	10	Overcast	Cloudy
27	1002.9	1008.3	37	34	N	12	W	5	Tr.	½	8	Drzzle,fog	Drizzle
28	1014.1	1010.6	40	28	Calm	00	SE	17		10	15	Part Cldy	Cloudy
29	1012.4	1018.4	40	35	S	15	N	7	Tr.	15	8	Overcast	Drizzle
30	1018.5	1016.3	43	32	E	13	E	12		15	15	Clear	Cloudy
31	1004.5	1011.6	48	34	SE	14	SE	19		15	15	Cloudy	Overcast

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Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730	am	1930	pm		am	pm	a.m.	p.m.
July													
1	1015.7	1011.6	57	32	NNE	18	NNW	26		25	15	Part Cldy	Clear
2	1009.9	1011.0	62	41	NNW	40	NNW	24	Tr.	15	15	Cloudy	Overcast
3	1007.4	1003.5	64	49	WNW	12	WNW	20	Tr.	15	15	Overcast	Cloudy
4	1004.8	1007.6	55	37	N	24	NNW	24		15	15	Cloudy	Part Cldy
5	1007.6	1001.6	45	34	ESE	8	W	14	0.05	15	10	Cloudy	Rain
6	1003.8	1008.6	49	37	NE	16	S	16		15	15	Part Cldy	Part Cldy
7	1010.3	1010.9	56	34	Calm	00	NNW	7	0.01	15	12	Part Cldy	Part Cldy
8	1010.0	1007.8	59	37	NNE	4	ESE	6		15	15	Part Cldy	Cloudy
9	1008.7	1010.6	54	39	N	10	NNE	18		15	15	Part Cldy	Part Cldy
10	1011.8	1012.2	66	40	NNW	12	NNW	18	Tr.	15	15	Cloudy	Cloudy
11	1010.2	1003.0	76	44	SSE	4	W	18	0.06	15	15	Cloudy	Cloudy
12	1008.6	1015.5	57	49	ENE	14	SSE	14		15	15	Cloudy	Cloudy
13	1019.4	1018.2	56	40	S	6	S	18		15	15	Clear	Clear
14	1012.7	1000.3	59	40	S	10	ESE	8	0.07	15	15	Overcast	Part Cldy
15	1000.8	1007.1	61	40	NNW	12	SE	10		15	15	Overcast	Cloudy
16	1010.9	1010.3	60	38	N	12	SSE	15		15	15	Cloudy	Cloudy
17	1010.4	1013.0	60	38	WSW	8	NNW	18		15	15	Clear	Part Cldy
18	1012.9	1011.3	56	45	SSW	4	SW	6		15	15	Cloudy	Part Cldy
19	1013.9	1012.5	72	42	N	6	NNE	14		15	15	Part Cldy	Part Cldy
20	1017.9	1019.4	59	36	N	4	N	20		15	15	Part Cldy	Part Cldy
21	1020.2	1017.1	59	40	NNW	14	S	10		15	15	Part Cldy	Part Cldy
22	1009.1	1002.3	52	41	ESE	8	WNW	4	Tr.	15	15	Cloudy	Overcast
23	994.4	991.1	58	42	W	6	NNW	22	0.02	15	15	Part Cldy	Cloudy
24	988.6	985.3	43	33	NW	8	E	6	0.24	15	8	Part Cldy	Rain
25	988.0	996.2	40	32	NNE	16	ENE	24	0.03	12	12	Cloudy	Overcast
26	1006.5	1010.7	58	34	N	25	NNW	14		15	15	Part Cldy	Part Cldy
27	1011.5	1009.2	52	37	NW	12	NW	16	Tr.	15	15	Cloudy	Cloudy
28	1013.9	1014.1	63	35	NNW	8	W	16	0.02	15	15	Clear	Part Cldy
29	1012.2	1002.9	46	41	SSE	10	SSE	10	0.13	15	1/8	Overcast	Rain, fog
30	1002.9	998.1	56	39	SE	8	S	5	Tr.	1/8	12	Drzzl.fog	Overcast
31	996.0	1011.3	57	50	Calm	00	NNW	14	0.06	15	15	Overcast	Cloudy
August													
1	1007.9	1014.2	60	44	N	12	N	13		15	15	Cloudy	Part Cldy
2	1017.7	1014.9	60	42	NW	12	SE	9		15	15	Part Cldy	Cloudy
3	1007.5	994.7	48	41	E	9	ESE	10	0.05	15	1½	Overcast	Rain, fog
4	991.5	997.5	50	42	N	14	NNW	25	0.02	10	15	Rain	Cloudy
5	1002.0	999.8	50	33	W	12	WSW	16		15	15	Part Cldy	Cloudy
6	999.2	998.7	51	31	NNW	10	W	15	Tr.	15	15	Part Cldy	Part Cldy
7	998.0	999.7	51	35	NNW	17	NW	22		15	15	Cloudy	Cloudy
8	1000.6	1005.0	55	41	WNW	12	SSE	8		15	15	Cloudy	Cloudy
9	1004.1	997.7	50	41	E	9	E	26	0.61	15	4	Cloudy	Rain
10	992.0	989.6	42	38	NE	18	N	16	0.95	10	5	Overcast	Rain, fog
11	995.1	1001.2	50	37	NW	28	NW	25	Tr.	10	15	Rain	Part Cldy
12	1006.2	1012.6	55	38	NW	25	NW	18		15	15	Part Cldy	Part Cldy
13	1017.8	1019.2	55	34	N	6	SE	7		15	15	Part Cldy	Part Cldy
14	1019.3	1021.8	58	38	NE	16	SSW	8		15	15	Part Cldy	Cloudy
15	1023.5	1022.3	60	38	NW	8	W	16		15	15	Part Cldy	Part Cldy
16	1022.2	1019.7	55	41	NW	-	W	16	Tr.	15	15	Cloudy	Part Cldy
17	1017.7	1012.9	50	39	S	3	SSE	12		15	15	Overcast	Part Cldy
18	1000.6	988.3	52	39	ESE	16	SE	16	0.10	15	3	Cloudy	Rain
19	985.4	992.6	52	42	E	12	NE	8	Tr.	½	15	Fog, Drizz	Cloudy
20	999.1	998.4	52	45	WSW	4	NW	16	Tr.	15	15	Overcast	Part Cldy
21	999.9	1001.0	49	41	NW	16	NE	8	Tr.	15	15	Overcast	Cloudy
22	1001.7	996.9	49	34	NW	14	WSW	21	Tr.	15	15	Part Cldy	Overcast
23	996.1	992.4	40	35	NW	14	WSW	15	Tr.	15	8	Cloudy	Rain
24	995.7	1004.1	48	31	W	20	W	19	Tr.	15	15	Part Cldy	Rain shwrs

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Date	Barometer Mbs.		Temp.		Wind				Precip.	Vis.		Weather	
1955	0730	1930	Max F°	Min F°	0730 am		1930 pm			am	pm	a.m.	p.m.
August													
25	1009.4	1012.8	45	33	WNW	5	NW	10		15	15	Part Cldy	Cloudy
26	1017.4	1014.3	54	30	NW	7	SWS	18	Tr.	15	15	Part Cldy	Cloudy
27	1012.7	1011.6	59	42	WSW	15	WSW	16	Tr.	12	15	Overcast	Part Cldy
28	1010.9	1005.0	44	40	SSE	16	SE	10	0.10	1/8	¼	Fog,drzzl	Rain, fog
29	1006.9	1005.3	50	42	SSW	4	SSE	2	0.09	½	0	Fog	Fog,drzzl
30	1002.8	1013.1	48	42	NW	24	NW	28	Tr.	15	15	Rain	Cloudy
31	1017.8	1013.7	50	31	NW	8	SSE	14	0.02	15	15	Clear	Cloudy
Sept.													
1	1011.4	1010.9	45	39	NE	5	E	14		15	15	Overcast	Cloudy
2	1010.1	1005.0	43	30	NNE	14	SSW	12	Tr.	15	15	Cloudy	Cloudy
3	995.6	993.8	34	30	E	16	NE	16	Tr.	3	15	Snw, fog	Overcast
4	998.6	1000.7	39	28	NNW	17	NNW	23	Tr.	15	8	Part Cldy	Snow
5	1004.2	1006.3	42	33	NW	10	NNW	12		15	15	Cloudy	Cloudy
6	1006.9	1006.5	39	32	NW	12	WNW	4	Tr.	15	10	Cloudy	Rain
7	1005.5	1005.2	38	31	NW	12	NW	16	Tr.	15	12	Cloudy	Cloudy
8	1001.6	1001.3	38	30	WNW	5	N	6	Tr.	15	15	Overcast	Cloudy
9	1003.5	1004.8	34	23	NNE	6	E	18	0.30	15	½	Cloudy	Snow
10	1000.1	993.5	33	28	ENE	37	NNE	48	0.05	1	10	Snw,bl.s	Overcast
11	987.3	990.2	33	26	NNW	43	NNW	38		15	15	Overcast	Overcast
12	1000.4	1004.7	35	27	NNW	32	WNW	19	Tr.	15	15	Cloudy	Cloudy
13	1004.3	1008.1	38	26	W	18	N	6	Tr.	8	15	Snow	Cloudy
14	1007.5	1007.9	32	26	NW	22	NW	20		15	15	Cloudy	Cloudy
15	1012.0	1014.7	34	29	NNW	14	NW	12	Tr.	15	15	Cloudy	Cloudy
16	1014.3	1017.0	33	24	NNW	11	N	10		15	15	Cloudy	Cloudy
17	1021.1	1026.8	37	27	NNE	27	N	11		15	15	Cloudy	Part Cldy
18	1027.6	1025.5	39	25	NNW	22	NW	10		15	15	Part Cldy	Cloudy
19	1022.4	1020.5	34	22	NW	3	NE	8		15	15	Part Cldy	Overcast
20	1022.8	1025.8	33	28	NE	4	E	3		15	15	Overcast	Cloudy
21	1027.5	1025.8	37	29	NW	7	W	9	0.05	15	15	Cloudy	Overcast
22	1024.1	1023.5	34	27	NW	10	NW	10	0.04	12	15	Overcast	Part Cldy
23	1021.7	1018.8	36	24	WNW	6	W	6		15	15	Cloudy	Cloudy
24	1016.7	1016.2	35	24	NNE	5	WSW	4	Tr.	15	15	Cloudy	Part Cldy
25	1014.4	1007.2	33	27	SSE	8	SE	18	0.13	7	5	Snow	Snow
26	999.7	1001.2	34	31	E	17	ENE	8	0.04	1	3/4	Snow	Drzz,fog
27	1000.3	997.8	36	32	ENE	5	E	16	Tr.	¼	12	Drzz.fog	Drizzle
28	992.2	992.8	33	31	NE	26	NNE	35	0.05	12	15	Snow	Overcast
29	993.9	995.4	34	28	N	42	N	30	0.08	15	½	Overcast	Snow,fog
30	994.9	995.5	35	29	N	18	NNE	16	0.03	15	10	Snow	Snow
October													
1	991.7	990.3	34	31	NNW	20	N	24	0.09	2	10	Snw,fog	Snow
2	993.1	994.4	34	29	NNW	18	NNW	32	Tr.	15	15	Cloudy	Cloudy
3	1004.3	1011.2	31	25	NW	20	NNW	14		15	15	Cloudy	Cloudy
4	1016.6	1020.8	31	17	NNW	14	WNW	6		15	15	Part Cldy	Part Cldy
5	1023.4	1021.6	34	13	Calm	00	SE	14	0.02	10	15	Cloudy	Overcast
6	1016.0	1010.5	36	31	SSE	24	SE	18	0.05	12	4	Rain	Overcast
7	1001.9	1001.0	36	33	E	10	NNE	10	0.20	1	15	Rain,fog	Overcast
8	1000.6	996.8	38	34	NE	4	NE	4	Tr.	3	12	Fog,drzz.	Drizzle
9	991.0	991.4	36	33	NNE	5	NE	14	0.10	15	10	Overcast	Rain
10	994.6	1004.8	37	33	ENE	18	ENE	18	0.06	1	10	Fog,drzz.	Overcast
11	1012.9	1017.9	35	31	SE	21	SSW	13	0.03	0	1	Rain,fog	Fog.drzz
12	1016.4	1010.6	35	30	SE	14	SE	32	Tr.	¼	6	Fog,drzz.	Fog
13	1010.2	1010.3	36	33	SSE	14	E	3	0.10	15	8	Cloudy	Rain
14	1009.2	1008.9	35	29	E	4	SSE	17	0.22	15	0	Cloudy	Fog
15	1009.1	1021.5	34	32	SSW	24	WNW	12	Tr.	3	15	Fog	Overcast
16	1026.7	1018.8	35	29	E	16	E	20	0.52	15	5	Part Cldy	Rain,snw

CORAL HARBOUR METEOROLOGICAL REPORT - 1955

Date	Barometer		Temp.		Wind				Precip.	Vis.		Weather	
	Mbs.	Mbs.	Max	Min									
1955	0730	1930	F°	F°	0730 am		1930 pm			am	pm	a.m.	p.m.
Oct.													
17	1014.3	1020.0	33	27	SW	14	NNW	6	Tr.	1½	15	Fog, drzz.	Part Cldy
18	1019.1	1013.6	29	25	N	8	NNE	10	Tr.	15	15	Cloudy	Snow
19	1002.8	997.4	27	23	N	31	NNW	25	Tr.	15	15	Part Cldy	Part Cldy
20	997.0	1001.0	22	17	NNW	34	NNW	32	Tr.	15	15	Part Cldy	Snow
21	1006.7	1010.4	21	9	NW	20	NW	6		15	15	Part Cldy	Clear
22	1005.2	990.3	32	7	ESE	12	SE	26	0.17	15	2	Overcast	Snow
23	984.0	988.5	31	26	S	20	WSW	12	0.10	8	15	Snow	Overcast
24	992.3	996.1	22	17	WSW	7	SW	5	0.15	15	5	Overcast	Snow,fog
25	996.6	1001.6	25	16	Calm	00	WSW	8	Tr.	15	15	Overcast	Overcast
26	1008.6	1012.4	27	5	N	18	NNW	16	Tr.	15	15	Part Cldy	Overcast
27	1008.1	1006.1	28	8	NNE	28	NNE	28	0.35	15	3/4	Snow	Snw,bl sn
28	1009.9	1016.7	26	13	NNW	18	NW	9	0.16	15	15	Part Cldy	Overcast
29	1013.8	1020.0	26	8	NNE	16	NNW	8	Tr.	1½	15	Snow	Part Cldy
30	1025.7	1028.4	26	7	E	7	NE	9	Tr.	½	10	Fog	Drizzle
31	1025.5	1022.1	31	11	NNE	32	NE	30	0.04	15	2	Overcast	Sleet, blwg snow

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks.
July											
1	0400	56 47	57 00	N	5	29.56	43	43		15	Cloudy and clear.
	1200	57 46	58 03	NW	3	29.64	40	42		15	Cloudy and clear.
	2000	58 52	59 35	NW	3	29.69	37	41	2	12	Cloudy and clear.
2	0400	59 55	61 00	W	4	29.62	33	36		12	Cloudy and clear.
	1200	60 54	62 35	W	6	29.50	37	36		12	Cloudy and clear.
	2000	61 10	64 00	W	3	29.50	34	32		8	Overcast and rain.
3	0400	61 13	64 30	NW	1	29.48	30	32		1	Overcast and snow.
	1200	61 18	65 28	WSW	3	29.53	35	32		8	Cloudy with fog.
	2000	61 18	66 26	WNW	5	29.48	34	33		15	Overcast and clear.
4	0400	61 17	69 06	NW	4	29.53	34	34		10	Overcast and clear.
	1200	61 05.6	69 34. 6	WNW	2	29.58	41	33		½	Cloudy and fog.
	2000	61 56	70 06	NW	5	29.57	34	35	12	1.8	Cloudy and fog.
5	0400	62 30.5	71 00	WNW	5	29.64	33	34		12	Overcast and fog.
	1200	62 37	73 38	NW	3	29.75	34	33		15	Cloudy and clear.
	2000	62 46	74 30	WSW	1	29.74	34	34		5½	Fine and clear.
6	0400	62 54	75 24	Calm	0	29.69	34	32		5	Overcast and rain.
	1200	62 59	77 56	SE	2	29.68	38	32		2	Overcast and snow.
	2000	62 44	78 00	SW	1	29.77	36	33		10	Fine and clear.
7	0400	Erik Cove		Calm	0	29.82	34	34		15	Cloudy and clear.
	1200	Erik Cove		NNE	1	29.88	39	33		15	Fine and clear.
	2000	Erik Cove		NNE	1	29.91	39	35		15	Fine and clear.
8	0400	Erik Cove		SSW	1	29.88	36	35		15	Cloudy and clear.
	1200	Erik Cove		Calm	0	29.83	40	34		15	Cloudy and clear.
	2000	62 26	79 36	N	2	29.81	42	39		15	Fine and clear.
9	0400	62 13	81 46	N	1	29.78	39	39		15	Fine and clear.
	1200	62 13	82 26	NE	4	29.74	40	39		15	Fine and clear.
	2000	62 42	79 54	NE	2	29.77	36	37		15	Cloudy and clear.
10	0400	63 04	78 07	N	2	29.79	35	33		15	Fine and clear.
	1200	63 05	77 58	NNW	3	29.85	37	32		15	Fine and clear.
	2000	Erik Cove		W	2	29.95	45	34		15	Fine and clear.
11	0400	Erik Cove		SSW	2	29.92	47	35		15	Cloudy and clear.
	1200	Erik Cove		NNW	2	29.87	46	35		15	Cloudy and clear.
	2000	Erik Cove		SSW	2	29.77	58	35		15	Cloudy and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
July											
12	0400	Erik Cove		S	5	29.72	43	35		10	Cloudy with rain.
	1200	Erik Cove		SSW	3	29.80	41	36		10	Overcast and clear.
	2000	Erik Cove		Calm	0	29.96	41	34	5	8	Overcast and clear.
13	0400	Erik Cove		SSW	1	30.04	37	34		15	Fine and clear.
	1200	Erik Cove		NNE	1	30.12	45	34		15	Fine and clear.
	2000	Erik Cove		Calm	0	30.09	61	36		15	Fine and clear.
14	0400	Erik Cove		S	2	30.06	48	34		15	Fine and clear.
	1200	Erik Cove		S	4	29.76	57	37		15	Cloudy and clear.
	2000	Erik Cove		SSW	4	29.76	57	36		15	Overcast and clear.
15	0400	Erik Cove		S	6	29.57	48	35		8	Cloudy with fog.
	1200	Erik Cove		SW	5	29.60	48	35		5	Cloudy, fog in distance.
	2000	Erik Cove		NW	1	29.72	53	36	$8\frac{1}{2}$	15	Cloudy and clear.
16	0400	62 40	77 32	NW	2	29.81	35	36		15	Cloudy and clear.
	1200	63 02	77 50	WSW	1	29.87	40	34		15	Cloudy and clear.
	2000	63 05	77 58	NW	1	29.84	36	33		15	Cloudy and clear.
17	0400	Nottingham Island		NW	1	29.82	27	33		15	Fine and clear.
	1200	63 04	78 00	NW	1	29.88	38	33		15	Cloudy and clear.
	2000	63 04	78 00	NW	1	29.88	36	34		15	Cloudy and clear.
18	0400	Nottingham Island		WNW	1	29.97	34	33		15	Fine and clear.
	1200	63 01	77 39	SSW	1	29.95	37	34		15	Cloudy and clear.
	2000	62 42	75 16	Calm	0	29.92	48	35		15	Cloudy and clear.
19	0400	62 36	73 57	Calm	0	29.91	46	36		15	Fine and clear.
	1200	62 36	73 57	SW	1	29.92	44	35		15	Fine, fog in distance.
	2000	62 25. 8	73 03. 4	W	1	29.86	44	37	2	15	Cloudy and clear.
20	0400	61 42	71 58	S	1	29.78	40	36		15	Cloudy and clear.
	1200	Wakeham Bay		NNW	4	29.79	44	36		15	Cloudy and clear.
	2000	Wakeham Bay		NW	4	29.91	47	36		15	Cloudy and clear.
21	0400	61 30	70 20	NW	2	29.96	38	37		15	Cloudy and clear.
	1200	61 12	67 54	NW	4	29.92	45	36		12	Fine and clear.
	2000	61 20	65 54	NNW	2	29.94	34	33	45m.	15	Cloudy and clear.
22	0400	62 28	65 55	N	2	29.94	33	34		15	Cloudy and clear.
	1200	63 28.5	67 59	SSE	1	29.84	48	35		15	Cloudy and clear.
	2000	63 41.9	68 29.1	SE	1	29.74	48	36		15	Cloudy and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Temperature Sea	Fog Hrs.	Vis. Mi.	Remarks
July											
23	0400	Koojesse Inlet		Calm	0	29.66	40	36		15	Cloudy and clear.
	1200	Koojesse Inlet		SE	3	29.52	37	35		15	Cloudy and clear.
	2000	Koojesse Inlet		SE	4	29.46	36	35		10	Cloudy and clear.
24	0400	Koojesse Inlet		SE	5	29.34	35	34		8	Overcast and haze.
	1200	Koojesse Inlet		SE	3	29.25	35	34		2	Overcast, rain and fog.
	2000	Koojesse Inlet		Calm	0	29.36	36	35	15	6	Overcast, rain, fog in d.
25	0400	Koojesse Inlet		Calm	0	29.47	38	35		15	Cloudy and clear.
	1200	Koojesse Inlet		SW	1	29.51	40	37		15	Cloudy and clear.
	2000	Koojesse Inlet		SSE	1	29.57	41	38		15	Cloudy and clear.
26	0400	Koojesse Inlet		Calm	0	29.58	40	37		15	Cloudy and clear.
	1200	Koojesse Inlet		Calm	0	29.53	45	37		15	Overcast and clear.
	2000	Koojesse Inlet		ENE	2	29.56	45	37		10	Overcast and light rain.
27	0400	Koojesse Inlet		WNW	1	29.47	42	37		15	Cloudy and clear.
	1200	Koojesse Inlet		NW	2	29.57	47	36		15	Cloudy and clear.
	2000	63 01	67 09	NW	3	29.52	44	35		15	Cloudy and clear.
28	0400	61 53	65 36	WNW	3	29.54	40	35		10	Overcast and clear.
	1200	61 19.7	64 54.4	NW	2	29.68	39	33		8	Overcast, fog in distance.
	2000	Acadia Cove		W	-	29.80	35	33	8	10	Cloudy and clear.
29	0400	Acadia Cove		W	1	29.87	35	34		12	Cloudy and clear.
	1200	60 47	65 18	W	4	30.02	36	34		15	Fine and clear.
	2000	59 36.3	66 52	SW	2	30.09	40	36		15	Cloudy and clear.
30	0400	59 50	66 42	S	1	30.03	38	35		15	Cloudy and clear.
	1200	61 03	65 20	SSW	1	29.93	49	36		15	Fine and clear.
	2000	61 22	64 34	SE	3	29.74	43	35		10	Overcast and clear.
31	0400	62 29.5	63 25.5	SE	2	29.60	39	36		10	Overcast and clear.
	1200	63 46	62 58	E	2	29.50	37	34		15	Overcast and clear.
	2000	64 42	61 45	ENE	1	29.41	35	33	9	2	Overcast, rain and fog.
August											
1	0400	64 36	59 45	NE	2	29.30	32	33		1	Overcast, rain and fog.
	1200	65 05	57 45	N	2	29.39	34	32		3.5	Overcast, rain and fog.
	2000	66 06	57 30	N	4	29.54	34	33	24	1-3	Overcast, rain and fog.
2	0400	67 20	57 25	NNW	5	29.72	35	33		5	Overcast, fog in dist.
	1200	68 35	57 15	N	4	29.80	35	36		15	Overcast and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
August											
2	2000	69 40	58 45	Calm	0	29.85	37	37	6	15	Overcast and clear.
3	0400	70 56	60 30	SE	2	29.82	37	37		15	Overcast and clear.
	1200	71 55	62 15	SSW	1	29.83	35	35		15	Overcast, fog patches.
	2000	73 50	65 35	NW	2	29.89	34	36	7	10	Overcast and clear.
4	0400	75 11	68 05	NW	1	29.94	37	37		15	Overcast and clear.
	1200	76 06	69 03	E	3	29.96	38	37		8-12	Cloudy and clear.
	2000	Thule		E	2	29.93	43	38	2	2-8	Overcast, rain and fog.
5	0400	Thule		E	1	29.89	45	38		8	Overcast and rain.
	1200	Thule		ENE	1	29.81	50	38		15	Cloudy and clear.
	2000	Thule		SE	2	29.74	49	39		15	Cloudy and clear.
6	0400	Thule		SW	1	29.69	42	39		15	Fine and clear.
	1200	Thule		Calm	0	29.60	50	39		15	Fine and clear.
	2000	Thule		Calm	0	29.54	52	39		15	Cloudy and clear.
7	0400	Thule		Calm	0	29.54	42	39		15	Cloudy and clear.
	1200	Thule		W	1	29.59	48	40		15	Cloudy and clear.
	2000	Thule		SW	1	29.63	45	40		15	Cloudy and clear.
8	0400	75 45	73 22	Calm	0	29.63	39	39		15	Cloudy and clear.
	1200	74 55	77 38	W	1	29.64	35	38		0-3	Cloudy, fog patches.
	2000	74 30	82 31	SW	2	29.61	38	33	4	10	Cloudy and clear.
9	0400	74 32	82 28	S	1	29.58	34	34		15	Fine and clear.
	1200	74 32	82 28	SW	1	29.55	44	35		0	Fine, fog patches.
	2000	74 28	82 36	WSW	1	29.54	49	35	2	5	Fine, fog in distance.
10	0400	74 22	88 06	WSW	2	29.58	39	35		15	Cloudy and clear.
	1200	74 31	93 02	WNW	1	29.64	38	36	4	1-3	Overcast, fog patches.
	2000	Resolute Bay		W	1	29.71	33	33		10	Cloudy with fog patches.
11	0400	Resolute Bay		W	1	29.76	33	33		10	Overcast and clear.
	1200	Resolute Bay		WNW	1	29.80	37	33		5-10	Cloudy with fog patches.
	2000	Resolute Bay		ENE	1	29.83	37	33		15	Overcast and clear.
12	0400	Resolute Bay		NE	1	29.81	40	34		15	Overcast and clear.
	1200	Resolute Bay		SE	1	29.82	43	33		15	Overcast and clear.
	2000	Resolute Bay		SE	1	29.85	37	32		15	Cloudy and clear.
13	0400	Resolute Bay		ENE	1	29.90	38	33		15	Overcast and clear.
	1200	Resolute Bay		SE	3	29.92	44	32		15	Overcast and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
August											
13	2000	Resolute Bay		SE	2	29.89	40	33		3	Overcast and rain.
14	0400	Resolute Bay		S	1	29.94	34	33		1	Overcast, rain and fog.
	1200	Resolute Bay		S	1	29.99	34	33		3-8	Overcast, rain and fog.
	2000	Resolute Bay		SSW	1	30.00	33	33	24	5	Overcast and light snow.
15	0400	Resolute Bay		WNW	2	29.99	33	32		10	Overcast and clear.
	1200	74 39 5	94 50 5	SW	2	29.98	32	32		10	Overcast and fog patches.
	2000	74 25 5	89 20	W	6	29.98	33	33	$7\frac{1}{2}$	1-4	Overcast and light snow.
16	0400	74 19 7	84 41	SW	4	29.82	34	35		1-5	Cloudy and clear.
	1200	73 52 5	79 35	SW	4	29.92	36	36		15	Cloudy and clear.
	2000	73 01	75 33	N	1	29.95	37	37		$4\frac{1}{2}$	Overcast and light rain.
17	0400	72 02	71 52	ESE	1	29.94	38	36		15	Overcast and clear.
	1200	71 13	68 17	NNE	1	29.40	38	35		15	Cloudy and clear.
	2000	71 45	70 34	SSW	3	29.83	44	38		15	Fine and clear.
18	0400	72 28	73 28	ESE	2	29.94	41	38		15	Fine and clear.
	1200	73 23	75 54	ESE	5	29.64	36	36		$\frac{1}{2}$	Overcast and fog.
	2000	73 43	77 42	SE	2	29.60	35	34		0	Thick fog.
19	0400	73 54 5	80 18	NE	3	29.59	34	35		1-2	Overcast and fog banks.
	1200	74 00	84 09	NE	4	29.57	37	34		0-8	Overcast and fog patches.
	2000	74 16	88 19	ENE	7	29.53	33	35	24	2-4	Overcast and fog patches.
20	0400	74 22	88 34	ENE	7	29.44	33	34		2-5	Overcast, rain, fog in dist.
	1200	74 20	87 42	E	5	29.42	34	34		2-10	Overcast, rain, fog patches.
	2000	74 20	86 41	E	1	29.45	34	34	24	2-6	Overcast, fog and drizzle.
21	0400	74 24	88 40	E	1	29.44	33	33		0-$\frac{1}{2}$	Cloudy with heavy fog.
	1200	74 31	88 57	ESE	2	29.41	36	34		3-8	Overcast and fog patches.
	2000	74 27	89 00	SE	4	29.40	34	34	20	1-5	Cloudy with fog patches.
22	0400	74 25	88 53	ESE	2	29.34	34	34		3-8	Overcast and fog patches.
	1200	74 27	89 04	E	7	29.25	34	34		10	Overcast and clear.
	2000	74 22 5	88 16	E	9	29.18	35	34	10	8	Cloudy with fog patches.
23	0400	74 20 4	87 26	E	9	29.15	35	33		10	Cloudy and clear.
	1200	74 16	86 02	ENE	5	29.20	39	33		7-10	Overcast, fog in distance.
	2000	74 31	94 22	ENE	1	29.28	39	33		12	Overcast and clear.
24	0400	74 20	89 45	NNW	3	29.38	35	33		15	Overcast and clear.
	1200	74 28	90 44	N	3	29.45	37	33		15	Cloudy and clear.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Temperature Sea	Fog Hrs.	Vis. Mi.	Remarks
August											
24	2000	74 33	91 00	NW	1	29.51	40	32		15	Cloudy and clear.
25	0400	74 35	91 16	WNW	5	29.57	31	32		8	Overcast, fog in distance.
	1200	74 36	93 46	W	1	29.63	31	32		15	Overcast and clear.
	2000	Resolute Bay		E	1	29.68	31	32		1-6	Cloudy and fog patches.
26	0400	Resolute Bay		ESE	2	29.65	34	32		15	Cloudy and clear.
	1200	Resolute Bay		ESE	5	29.66	35	34		15	Cloudy and clear.
	2000	Resolute Bay		ESE	8	29.63	33	32		15	Overcast and clear.
27	0400	Resolute Bay		ESE	8	29.62	33	32		1-3	Overcast and snow.
	1200	Resolute Bay		ESE	6	29.66	34	32		3-5	Overcast, snow flurries.
	2000	Resolute Bay		ESE	5	29.70	33	32		12	Cloudy and clear.
28	0400	Resolute Bay		ESE	6	29.64	33	32		3	Overcast, light rain.
	1200	Resolute Bay		ESE	8	29.53	33	32		1-3	Overcast, rain and snow.
	2000	Resolute Bay		ESE	7	29.50	33	32		1	Overcast, rain and fog.
29	0400	Resolute Bay		ESE	4	29.52	32	32		2-5	Overcast, fog in distance.
	1200	Resolute Bay		ESE	1	29.54	35	32		½-1	Overcast and fog.
	2000	Resolute Bay		Calm	0	29.60	34	32	13½	0-7	Overcast, fog in distance.
30	0400	Resolute Bay		SW	1	29.62	32	32		1	Overcast and snow.
	1200	Resolute Bay		SW	2	29.67	31	32		1-3	Overcast and snow.
	2000	Resolute Bay		WSW	3	29.71	30	32		5	Overcast and snow.
31	0400	Resolute Bay		WSW	3	29.69	30	32		2	Overcast and snow.
	1200	Resolute Bay		WSW	3	29.57	30	32		2	Overcast and snow.
	2000	Resolute Bay		WNW	3	29.64	30	32		5	Overcast and snow.
Sept.											
1	0400	Resolute Bay		WNW	3	29.68	29	32		3	Overcast and snow.
	1200	Resolute Bay		WNW	3	29.76	29	32		10	Cloudy and clear.
	2000	Resolute Bay		WNW	3	29.75	30	32		8	Overcast, snow flurries.
2	0400	Resolute Bay		NW	3	29.77	31	31		15	Overcast and clear.
	1200	Resolute Bay		NW	2	29.75	30	31		15	Overcast and clear.
	2000	Resolute Bay		N	1	29.71	30	31		10	Cloudy and clear.
3	0400	Resolute Bay		NNW	1	29.67	30	31		15	Overcast and clear.
	1200	74 21 5	92 03	WNW	2	29.61	35	31		15	Overcast and clear.
	2000	74 09 7	89 11	NNW	5	29.49	32	31		15	Cloudy and clear.
4	0400	74 03 5	84 32	E	3	29.46	33	33		15	Cloudy and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
Sept.											
4	1200	73 57	80 31	NE	4	29.45	34	33		15	Cloudy and clear.
	2000	73 29	76 27	W	4	29.34	30	33		15	Partly cloudy and clear.
5	0400	73 36 7	73 25	N	3	29.27	32	34		2	Overcast and snow.
	1200	71 50	70 45	SSW	2	29.33	35	35		15	Overcast and clear.
	2000	70 54	67 35	Calm	0	29.42	37	37		15	Overcast and clear.
6	0400	69 49	65 45	W	1	29.41	35	37		15	Overcast and clear.
	1200	68 46	63 57	SSW	2	29.46	34	37		10	Overcast and light snow.
	2000	67 41 5	62 38	SE	2	29.46	38	36	4	1-5	Overcast and fog.
7	0400	Padloping		NNW	3	29.48	35	34		10	Overcast, fog in distance.
	1200	Padloping		ESE	1	29.57	42	36		12	Cloudy and clear.
	2000	Padloping		E	1	29.65	33	36	14	12	Cloudy and clear.
8	0400	Padloping		Calm	0	29.70	33	36		15	Fine and clear.
	1200	Padloping		E	1	29.70	46	36		15	Fine and clear.
	2000	Padloping		E	1	29.68	33	36		15	Cloudy and clear.
9	0400	Padloping		NW	2	29.67	30	35		5-7	Overcast, fog in distance.
	1200	66 59	61 33	WNW	1	29.71	33	35		12	Cloudy and clear.
	2000	65 57	61 17	Calm	0	29.79	32	35	8	10	Overcast and clear.
10	0400	64 55 5	61 40	SW	2	29.86	30	35		3-5	Clear sky, fog patches.
	1200	63 55 3	62 13	SE	3	29.86	35	36		0	Cloudy with fog patches.
	2000	62 54	62 22	SE	4	29.72	38	37	15	15	Cloudy and clear.
11	0400	62 05	62 40	SE	5	29.38	40	39		10	Overcast and clear.
	1200	61 31	62 03	WSW	5	29.24	38	38		7-10	Partly cloudy and clear.
	2000	61 15	62 41	SW	5	29.31	35	37	2	15	Cloudy and clear.
12	0400	61 12	68 06	SW	4	29.43	36	35		15	Cloudy and clear.
	1200	61 16	70 00	WSW	5	29.61	41	39		15	Cloudy and clear.
	2000	61 46 6	71 57	WSW	4	29.58	40	38	6	10	Overcast and rain.
13	0400	Wakeham Bay		WSW	3	29.79	37	39		15	Cloudy and clear.
	1200	Wakeham Bay		WNW	4	29.83	43	38		15	Cloudy and clear.
	2000	61 43 5	71 57	W	3	29.82	39	39		15	Cloudy and clear.
14	0400	62 29	73 10	WNW	5	29.74	35	38		15	Overcast and clear.
	1200	62 31	74 12	WNW	3	29.68	34	38		15	Cloudy and clear.
	2000	Sugluk Inlet		NW	2	29.73	34	38		15	Overcast and clear.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
Sept.											
15	0400	Sugluk Inlet		NW	2	29.78	32	38		2	Overcast and snow.
	1200	Sugluk Inlet		NW	1	29.86	35	39		15	Overcast, snow flurries.
	2000	62 39	76 43	NW	4	29.92	33	39		15	Overcast and clear.
16	0400	63 03	78 03	NW	1	29.98	30	36		5-8	Overcast, snow flurries.
	1200	Nottingham Island		W	2	29.92	30	34		2-5	Overcast, snow flurries.
	2000	62 04 5	77 23	N	1	29.92	33	36		½-3	Overcast, snow flurries.
17	0400	Erik Cove		N	3	29.93	34	38		1-3	Overcast and snow.
	1200	Erik Cove		N	4	30.02	36	39		15	Overcast and clear.
	2000	Erik Cove		NNE	4	30.12	37	38		15	Overcast and clear.
18	0400	Erik Cove		NNW	3	30.17	32	38		15	Overcast and clear.
	1200	Erik Cove		NW	3	30.19	35	38		15	Cloudy and clear.
	2000	Erik Cove		NW	2	30.32	33	38		15	Cloudy and clear.
19	0400	Erik Cove		SE	1	30.14	33	38		15	Cloudy and clear.
	1200	Erik Cove		W	2	30.09	34	38		15	Overcast and clear.
	2000	Erik Cove		NE	1	30.08	33	38		½-3	Overcast and snow.
20	0400	Erik Cove		Calm	0	30.11	33	38		10	Overcast and clear.
	1200	Erik Cove		Calm	0	30.16	42	37		15	Overcast and clear.
	2000	Erik Cove		W	1	30.24	34	38		15	Overcast and clear.
21	0400	Erik Cove		SSW	1	30.28	34	38		3-5	Overcast, snow flurries.
	1200	Erik Cove		Calm	0	30.30	32	38		5-10	Overcast, snow flurries.
	2000	Erik Cove		Calm	0	30.31	33	38		15	Overcast and clear.
22	0400	Erik Cove		WSW	1	30.27	33	38		5-8	Overcast, occasional snow,
	1200	Erik Cove		WSW	2	30.21	35	39		2-5	Overcast, snow and rain.
	2000	Erik Cove		NNW	2	30.16	33	38		2-5	Overcast, occasional snow.
23	0400	Erik Cove		NW	2	30.17	33	38		1-3	Overcast and snow.
	1200	Erik Cove		WSW	3	30.15	34	38		10	Cloudy and clear.
	2000	Erik Cove		SW	2	30.15	32	38		10	Cloudy and clear.
24	0400	Erik Cove		SSW	2	30.02	31	38		15	Overcast and clear.
	1200	Erik Cove		S	2	29.98	33	38		2-5	Overcast, rain and snow.
	2000	Erik Cove		NNE	1	29.98	34	38		15	Cloudy and clear.
25	0400	Erik Cove		Calm	0	29.98	33	38		10	Overcast and clear.
	1200	Erik Cove		WNW	1	29.98	36	38		15	Fine and clear.
	2000	Erik Cove		SSE	1	29.90	36	38		15	Cloudy and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks.
September											
26	0400	Erik Cove		SSE	5	29.68	35	36		15	Overcast and clear.
	1200	Erik Cove		SSE	3	29.58	40	36		15	Cloudy and clear.
	2000	Erik Cove		SSE	1	29.58	39	36		15	Overcast and clear.
27	0400	Erik Cove		S	1	29.59	38	36		10	Overcast and clear.
	1200	Erik Cove		SSW	1	29.58	40	38		15	Cloudy and clear.
	2000	Erik Cove		Calm	0	29.49	40	38		5-10	Overcast, occasional rain.
28	0400	Erik Cove		SE	1	29.39	42	38		10	Overcast and clear.
	1200	Erik Cove		E	2	29.28	42	38		5-10	Cloudy and intermittent rn.
	2000	Erik Cove		SSE	2	29.27	40	39		10	Overcast, intermittent rn.
29	0400	Erik Cove		SE	1	29.28	39	39		10	Overcast and rain.
	1200	Erik Cove		S	2	29.93	40	39		15	Overcast and clear.
	2000	Erik Cove		SE	1	29.42	39	40		15	Overcast and clear.
30	0400	Erik Cove		SSE	4	29.42	36	39		15	Overcast and clear.
	1200	Erik Cove		SE	1	29.43	38	39		15	Overcast and clear.
	2000	Erik Cove		Calm	0	29.40	40	39		10	Overcast and int. rain.
October											
1	0400	Erik Cove		SE	3-5	29.34	35	39		15	Cloudy and clear.
	1200	Erik Cove		SSW	7	29.29	36	38		8-15	Cloudy with rain showers.
	2000	Erik Cove		SW	5	29.29	36	39		1-5	Overcast, rain and snow.
2	0400	Erik Cove		SW	4	29.22	35	39		1-3	Overcast and snow flurries.
	1200	Erik Cove		NW	2	29.33	34	39		1-5	Overcast, snow and rain.
	2000	Erik Cove		WSW	3	29.36	34	39		2-4	Overcast, snow and rain.
3	0400	Erik Cove		N	3	29.43	32	38		10	Overcast, rain and snow.
	1200	Erik Cove		NNW	4	29.60	33	39		10	Overcast and clear.
	2000	Erik Cove		NW	5	29.73	32	39		1-10	Overcast and int. snow.
4	0400	Erik Cove		NW	3	29.87	31	39		15	Overcast and clear.
	1200	Erik Cove		N	3	30.01	32	39		12	Overcast and light snow.
	2000	Erik Cove		Calm	0	30.16	30	37		3-7	Overcast and light snow.
5	0400	Erik Cove		SW	1	30.23	30	38		15	Cloudy and clear.
	1200	Erik Cove		SSW	3	30.27	33	38		15	Cloudy and clear.
	2000	Erik Cove		SSE	3	30.28	34	37		15	Cloudy and clear.
6	0400	63 04	78 00	SW	4	30.23	34	35		12	Cloudy and clear.
	1200	62 56	78 00	SSE	5	30.27	33	34		15	Cloudy and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Temperature Sea	Fog Hrs.	Vis. Mi.	Remarks
October											
6	2000	Nottingham Island		SE	3	29.98	32	34		15	Cloudy and clear.
7	0400	62 46	78 16	E	3	29.74	34	34		8	Overcast and rain.
	1200	62 14	75 38	SSW	4	29.70	40	38		12	Overcast and int. rain.
	2000	62 34	76 33	SSW	1	29.62	41	39		15	Overcast and clear.
8	0400	62 38	79 06	Calm	0	29.56	40	39		15	Partly cloudy and clear.
	1200	62 15	81 58	N	2	29.49	35	38		2-5	Overcast, fog patches.
	2000	61 35	84 30	NNW	3	29.45	35	35	10½	12	Overcast and clear.
9	0400	60 53	87 04	E	1	29.34	31	35		1-8	Cloudy, fog patches.
	1200	60 11 2	89 36	SSW	3	29.24	36	37		15	Cloudy and clear.
	2000	59 30	92 00	W	3	29.30	38	35	5½	5	Overcast and drizzle.
10	0400	58 48 4	94 08	NW	5	29.56	34	36		15	Overcast and int. rain.
	1200	Churchill		NW	3	29.79	38	37		15	Overcast and clear.
	2000	Churchill		NNW	2	29.94	36	39		15	Cloudy and clear.
11	0400	Churchill		WNW	1	29.96	33	39		15	Overcast and clear.
	1200	Churchill		SSE	2	29.88	35	39		15	Cloudy and clear.
	2000	Churchill		ESE	4	29.67	33	38		15	Overcast and clear.
12	0400	Churchill		W	1	29.50	39	38		10	Overcast and int. rain.
	1200	Churchill		E	2	29.60	36	38		15	Cloudy and clear.
	2000	Churchill		NW	2	29.75	36	39		15	Cloudy and clear.
13	0400	Churchill		NW	4	29.83	32	39		15	Overcast and clear.
	1200	Churchill		NNW	6	29.92	32	39		15	Cloudy and clear.
	2000	58 55	94 00	NW	3	29.97	34	36		10	Cloudy and clear.
14	0400	59 08	91 40	NNE	3	29.91	31	36		3-8	Cloudy and fog patches.
	1200	59 02	89 18	NW	1	29.87	35	38		1-10	Cloudy and fog patches.
	2000	58 56	86 06	SSW	3	29.92	38	38	12	10	Overcast and clear.
15	0400	58 48	83 38	SSW	3	30.01	38	38		1-5	Overcast and fog.
	1200	58 40	80 29	SE	3	30.10	40	39		4-8	Overcast and rain.
	2000	Port Harrison		S	1	30.20	45	42	8½	12	Cloudy and clear.
16	0400	58 27	78 36	SW	1	30.19	45	42		15	Overcast and clear.
	1200	58 46	81 08	SE	1	30.13	45	41		15	Overcast and clear.
	2000	59 48	83 09	SW	2	30.08	42	41	3	1-8	Overcast and int. rain.
17	0400	60 49	85 04	WNW	4	30.06	35	37		15	Overcast and clear.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
October											
17	1200	61 50	87 07	WNW	4	30.13	30	34		15	Partly cloudy and clear.
	2000	62 54	89 20	NW	3	30.15	27	33	12	3-5	Cloudy and fog patches.
18	0400	Chesterfield Inlet		NW	1	30.15	21	32		10	Cloudy and int. snow.
	1200	Chesterfield Inlet		ENE	1	30.10	27	32		1-5	Overcast and drizzle.
	2000	Chesterfield Inlet		SE	2	30.00	26	32		6	Overcast and light snow.
19	0400	Chesterfield Inlet		NNE	2	29.90	24	32		1-5	Overcast and fog.
	1200	Chesterfield Inlet		N	4	29.81	22	32		15	Overcast and clear.
	2000	Chesterfield Inlet		N	4	29.80	23	32	7	15	Cloudy and clear.
20	0400	Chesterfield Inlet		NW	4	29.80	21	32		15	Overcast and clear.
	1200	Chesterfield Inlet		NW	5	29.82	18	32		15	Fine and clear.
	2000	Chesterfield Inlet		NW	4	29.89	15	32		15	Cloudy and clear.
21	0400	Chesterfield Inlet		NW	5	29.94	10	31		0-8	Clear sky and vapor.
	1200	63 13	89 48	NW	2	29.91	16	31		15	Cloudy and clear.
	2000	63 02	86 43	SE	1	29.89	22	32		10	Cloudy and clear.
22	0400	63 23	83 40	SE	3	29.79	22	32		12	Cloudy and clear.
	1200	Coral Harbour		S	6	29.56	30	33		½	Overcast and snow.
	2000	Coral Harbour		SSE	6	29.28	32	33		1-2	Overcast and snow.
23	0400	Coral Harbour		S	2	29.16	31	32		10	Overcast and clear.
	1200	Coral Harbour		SW	3	29.16	31	32		12	Cloudy and clear.
	2000	Coral Harbour		W	4	29.26	26	32		10	Overcast and clear.
24	0400	Coral Harbour		W	3	29.34	22	32		8-10	Overcast and int. snow.
	1200	Coral Harbour		W	2	29.40	20	32		15	Overcast and clear.
	2000	Coral Harbour		W	1	29.47	20	32		15	Overcast and clear.
25	0400	Coral Harbour		SW	2	29.46	24	32		2-10	Overcast, snow flurries.
	1200	Coral Harbour		SW	2	29.51	25	32		15	Overcast and light snow.
	2000	Coral Harbour		W	2	29.62	25	32		10	Overcast and clear.
26	0400	63 15	81 23	NNE	3	29.73	26	32		15	Overcast and clear.
	1200	63 06	78 17	NNE	4	29.70	28	32		1-3	Overcast and snow.
	2000	62 52	76 51	NNE	4	29.66	35	33		3-5	Overcast, int. drizzle.
27	0400	62 27	75 36	E	3	29.67	38	32		12	Cloudy and clear.
	1200	Sugluk Inlet		WSW	2	29.72	37	37		15	Cloudy and clear.
	2000	62 22	75 05	S	5	29.70	35	36		15	Overcast and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks
October											
28	0400	62 11	72 21	SSE	6	29.85	32	36		10	Overcast and clear.
	1200	Wakeham Bay		Calm	0	30.01	36	36		15	Cloudy and clear.
	2000	62 17	72 34	WSW	1	30.11	35	37		15	Cloudy and clear.
29	0400	62 33	75 00	SE	1	29.98	38	37		15	Overcast and clear.
	1200	62 42	77 44	SW	5	29.89	36	37		5-7	Overcast and int. rain.
	2000	62 27	80 20	NNW	2	30.11	28	36	4¼	5-10	Overcast and fog in distance.
30	0400	61 55	83 00	WNW	1	30.24	29	33		12	Overcast and clear.
	1200	61 47	85 32	ENE	1	30.27	30	35		15	Overcast and clear.
	2000	20 36	88 02	NE	4	30.22	30	34		15	Overcast and clear.
31	0400	59 56	90 30	NE	6	30.13	30	34		10	Overcast and clear.
	1200	59 40	91 50	NE	8	29.96	29	34		1-2	Overcast and snow.
	2000	59 56	91 29	NE	10	29.71	30	34		0.2	Overcast and snow.
November											
1	0400	60 15	90 06	NE	8	29.46	33	34		1-5	Overcast and rain.
	1200	60 26	91 20	E	5	29.37	34	34		0-2	Overcast and fog.
	2000	59 32	93 21	SSE	3	29.34	33	34	10	8	Overcast and haze.
2	0400	58 49	94 06 5	NNE	5	29.28	31	32		0-2	Overcast, snow and rain.
	1200	59 05	94 06	NNW	7	29.30	23	30		½-1	Overcast and snow.
	2000	59 36	94 02	NW	10	29.38	22	30		½-1	Overcast and snow squalls.
3	0400	59 59	94 02	NW	9	29.48	16	30		1-2	Overcast and snow.
	1200	59 42	93 56	NW	8	29.80	16	30		2-4	Overcast and snow.
	2000	59 20	93 32	NW	6	30.00	15	30		10	Cloudy and clear.
4	0400	59 29	93 48	NW	4	30.12	12	30		15	Cloudy and clear.
	1200	58 53 5	94 03 5	W	2	30.12	10	30		3-5	Overcast and int. snow.
	2000	Churchill		SW	1	30.07	12	30		15	Cloudy and clear.
5	0400	Churchill		ESE	2	30.06	16	30		2-5	Overcast and light snow.
	1200	Churchill		ENE	2	30.02	24	30		15	Overcast and clear.
	2000	Churchill		SE	1	30.06	25	30		5-7	Overcast and snow flurries.
6	0400	Churchill		NNW	4	30.15	25	30		15	Cloudy and clear.
	1200	Churchill		ENE	5	30.23	24	30		15	Cloudy and clear.
	2000	Churchill		NNW	4	30.35	19	30		5-10	Overcast and light snow.
7	0400	Churchill		NNW	3	30.42	16	30		15	Cloudy and clear.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog. Hrs.	Vis. Mi.	Remarks
November											
7	1200	Churchill		W	1	30.43	9	30		15	Cloudy and clear.
	2000	59 27	92 14	NNE	1	30.35	24	28		15	Fine and clear.
8	0400	60 08	89 43	E	1	30.26	24	32		15	Overcast and clear.
	1200	60 48	87 12	ENE	3	30.20	22	30		15	Cloudy and clear.
	2000	61 28	84 48	ENE	4	30.14	25	29		15	Overcast and clear.
9	0400	62 02 5	82 24	ENE	6	30.06	22	29		15	Cloudy and clear.
	1200	62 26	79 52	ENE	6	29.93	26	29		15	Cloudy and clear.
	2000	62 42	77 51	ENE	5	29.84	27	29		15	Overcast and clear.
10	0400	62 30	76 01	NE	3	29.75	31	29		5	Overcast and light snow.
	1200	Sugluk Inlet		NE	3	29.75	33	30		15	Cloudy and clear.
	2000	Sugluk Inlet		NE	2	29.80	33	30		15	Overcast and clear.
11	0400	Sugluk Inlet		ESE	4	29.84	32	30		15	Overcast and clear.
	1200	Sugluk Inlet		E	1	29.86	32	30		15	Overcast and clear.
	2000	Sugluk Inlet		E	1	29.88	30	30		15	Cloudy and clear.
12	0400	Sugluk Inlet		W	1	29.86	25	30		15	Overcast and clear.
	1200	Sugluk Inlet		SSW	2	29.87	27	30		15	Overcast and clear.
	2000	Sugluk Inlet		SW	2	29.95	27	30		10	Overcast and clear.
13	0400	Sugluk Inlet		WNW	1	30.02	27	29		10	Overcast and clear.
	1200	62 26	74 36	SW	2	30.05	28	30		15	Overcast and clear.
	2000	61 57	71 42	ESE	1	30.04	27	30		15	Overcast and clear.
14	0400	61 08	69 30	NE	1	29.94	28	29		15	Overcast and clear.
	1200	Diana Bay		NNE	1	29.90	28	33		15	Overcast and clear.
	2000	61 10	68 26	NNW	2	29.88	26	33		10	Cloudy and clear.
15	0400	61 16	65 57	N	5	29.88	26	32		15	Overcast and clear.
	1200	Acadia Cove		N	2	29.84	28	31		1-8	Overcast and int. snow.
	2000	Acadia Cove		NE	4	29.88	27	31		10	Overcast and clear.
16	0400	Acadia Cove		NNE	2	29.94	27	31		10	Overcast and clear.
	1200	61 26	65 17	N	2	29.92	23	32		15	Cloudy and clear.
	2000	61 14	65 11	NE	3	29.91	24	32		15	Overcast and clear.
17	0400	61 02	64 15	NE	6	29.85	28	32		2-7	Overcast and snow flurries
	1200	61 10	63 50	NNE	6	29.63	27	33		10	Overcast and int. snow.
	2000	61 23	63 42	N	7	29.46	28	33		1-5	Overcast and snow squalls.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature Air	Sea	Fog Hrs.	Vis. Mi.	Remarks.
November											
18	0400	60 42	62 22	NE	7	29.34	32	33		3	Overcast and snow.
	1200	59 05	60 45	NE	6	29.24	36	33		10	Overcast and clear.
	2000	57 45	59 12	NNW	8	28.85	36	33		1-2	Overcast and int. rain.
19	0400	54 31	57 35	SE	6	28.76	35	34		3-5	Overcast, rain and snow.
	1200	55 37	56 11	NW	6	29.08	37	36		15	Cloudy and clear.
	2000	54 14	55 38	W	5	29.60	34	36		2-8	Overcast and int. snow.
20	0400	52 42	55 20	WNW	3	29.91	31	36		8	Overcast and light snow.
	1200	51 24	56 50	NW	1	30.04	29	36		12	Cloudy and clear.
	2000	50 20	59 12	ENE	6	29.80	32	37		2-10	Overcast and int. snow.
21	0400	50 00	61 54	NE	9	29.22	30	37		0-½	Overcast and snow.
	1200	49 58	64 43	NW	8	29.14	26	37		10	Overcast and clear.
	2000	49 16	67 15	NW	7	29.37	25	33		15	Cloudy and clear.
22	0400	48 12	69 20	W	8	29.70	22	33		15	Cloudy and clear.
	1200	46 50	71 08	W	3	29.94	30	33		15	Fine and clear.

CANADIAN GOVERNMENT SHIP N.B. McLEAN

The C.G.S. N.B. McLean is a steel twin screw icebreaker, built in 1930, by Halifax Shipyards Limited, Halifax, Nova Scotia. Registered dimensions:- 260.0 feet length, 60.3 feet beam, 28.75 feet depth. Tonnage: gross, 3,253,68, net register 1,171.26.

The twin screws are driven by reciprocating engines having a total of 6,500 indicated horse power. The vessel is equipped with the most modern navigation equipment, and keeps continuous radio telegraph watch on 500 k.c. (international distress frequency), and is equipped for communication by radiotelephone on 2,182 k.c. (distress and calling frequency) and 2,738 k.c. (ship to ship frequency). In addition, diving equipment and salvage gear are carried on board.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
July									
1	0400	60 49	63 08	NW	3	29.37	34	15	Overcast
	1200	61 42	63 42	NW	2	29.48	40	15	Overcast.
	2000	61 20	65 03	W	2	29.46	34	10	Overcast.
2	0400	61 18	65 36	W	1	29.39	35	12	Overcast.
	1200	61 16	66 50	NW	2	29.38	36	12	Overcast.
	2000	61 14	67 53	W	4	29.33	35	4	Overcast.
3	0400	61 09	69 05	NNW	2	29.50	34	13	Overcast.
	1200	Off Cape Hopes Advance		WNW	2	29.49	40	12	Cloudy.
	2000	Off Cape Hopes Advance		NW	3	29.44	38	10	Overcast.
4	0400	Off Cape Hopes Advance		NW	2	29.45	38	10	Overcast.and rain.
	1200	Off Cape Hopes Advance		WNW	1	29.40	46	0	Foggy
	2000	Off Cape Hopes Advance		NW	2	29.44	45	3	Overcast and fog.
5	0400	Off Cape Hopes Advance		N	5	29.50	34	5	Overcast and fog.
	1200	62 08	69 53	NW	6	29.49	36	1	Overcast and fog.
	2000	Lake Harbour		N	3	29.50	42	11	Cloudy.
6	0400	Lake Harbour		Calm	0	29.50	41	15	Cloudy.
	1200	Lake Harbour		SW	1	29.50	45	12	Overcast.
	2000	Lake Harbour		E	1	29.56	38	10	Overcast.
7	0400	62 33	71 24	N	2	29.65	37	15	Cloudy.
	1200	63 23	73 58	N	2	29.71	37	15	Overcast.
	2000	Cape Dorset		NW	2	29.76	48	15	Fine and clear.
8	0400	Cape Dorset		NW	1	29.73	42	15	Clear and sunny.
	1200	Cape Dorset		WNW	3	29.65	45	15	Clear and sunny.
	2000	Cape Dorset		WNW	2	29.64	50	15	Clear and sunny.
9	0400	63 41	75 47	SW	1	29.63	35	15	Clear and sunny.
	1200	62 37	75 38	SW	1	29.58	48	15	Clear and sunny.
	2000	Sugluk		NE	2	29.61	38	15	Clear and sunny.
10	0400	Sugluk		SE	1	29.62	40	15	Clear and sunny.
	1200	Sugluk		NE	2	29.70	47	12	Cloudy.
	2000	Sugluk		NE	2	29.81	48	15	Clear and sunny.
11	0400	Sugluk		SW	1	29.80	46	12	Cloudy.
	1200	Sugluk		Calm	0	29.76	59	15	Sunny.
	2000	Off Erik Cove		SW	6	29.65	65	10	Cloudy.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
July									
12	0400	At Erik Cove		SSW	6	29.61	46	10	Cloudy.
	1200	Off Ivugivik		Calm	0	29.70	38	1	Fog.
	2000	Ivugivik Harbour		NE	2	29.84	42	15	Clear and sunny.
13	0400	Off Ivugivik		Calm	0	29.75	40	15	Clear and sunny.
	1200	61 02	78 52	SW	1	29.87	50	15	Fine and clear.
	2000	59 25	79 22	W	2	29.93	71	15	Fine and clear.
14	0400	Port Harrison		Calm	0	29.89	54	15	Fine and clear.
	1200	Port Harrison		SW	1	29.87	60	15	Fine and clear.
	2000	Port Harrison		W	2	29.82	59	15	Fine and clear.
15	0400	Port Harrison		W	1	29.82	56	15	Cloudy.
	1200	Port Harrison		SW	2	29.70	58	10	Cloudy.
	2000	Port Harrison		NW	2	29.73	52	½	Foggy.
16	0400	Port Harrison		N	1	29.74	52	12	Cloudy.
	1200	Port Harrison		SSW	2	29.74	48	4	Overcast and rain.
	2000	Port Harrison		SSW	2	29.57	54	3	Overcast and rain.
17	0400	58 33	80 48	NE	5	29.61	48	10	Cloudy.
	1200	58 46	83 50	NNW	3	29.95	43	15	Clear and sunny.
	2000	59 00	86 36	WNW	2	30.05	42	15	Clear and sunny.
18	0400	59 12	89 35	SSW	3	29.95	44	12	Cloudy.
	1200	59 20	92 28	SW	5	29.77	53	10	Overcast.
	2000	Off Churchill		SW	1	29.76	72	10	Overcast.
19	0400	At Churchill		NE	1	29.90	57	12	Cloudy.
	1200	At Churchill		E	2	29.76	60	10	Clear and sunny.
	2000	At Churchill		E	4	29.57	66	10	Cloudy.
20	0400	At Churchill		NE	2	29.70	46	0	Dense fog.
	1200	At Churchill		NE	2	29.89	50	8	Overcast.
	2000	At Churchill		NNE	2	29.92	58	15	Clear.
21	0400	At Churchill		Calm	0	29.88	52	2	Overcast and rain.
	1200	At Churchill		ENE	1	29.63	56	1	Overcast and rain.
	2000	At Churchill		SW	1	29.54	58	6	Overcast.
22	0400	At Churchill		Calm	0	29.53	52	10	Cloudy.
	1200	At Churchill		NW	6	29.54	42	8	Overcast and rain.
	2000	At Churchill		NW	2	29.72	52	10	Cloudy.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
July									
23	0400	At Churchill		NW	1	29.74	56	12	Cloudy.
	1200	At Churchill		NW	3	29.67	60	12	Overcast.
	2000	At Churchill		S	2	29.61	54	13	Overcast.
24	0400	At Churchill		NW	2	29.65	50	15	Clear and sunny.
	1200	Off Churchill		NE	1	29.57	52	12	Cloudy.
	2000	59 25	92 59	NW	2	29.47	49	15	Overcast.
25	0400	60 00	91 39	NW	2	29.32	40	8	Overcast and rain.
	1200	60 58	89 22	NW	3	29.30	53	10	Overcast.
	2000	61 54	87 02	NW	3	29.34	42	10	Cloudy.
26	0400	62 31	85 08	N	5	29.55	39	12	Overcast.
	1200	63 20	85 18	NW	2	29.76	47	15	Clear and sunny.
	2000	Coral Harbour		NW	2	29.78	55	20	Clear and sunny.
27	0400	Coral Harbour		W	1	29.80	43	15	Clear.
	1200	Coral Harbour		NW	2	29.79	50	12	Overcast.
	2000	63 20	82 41	SW	3	29.76	48	12	Overcast and rain.
28	0400	63 08	80 25	SE	1	29.80	41	15	Clear and sunny.
	1200	62 54	76 56	W	2	29.89	54	15	Clear and sunny.
	2000	62 37	73 26	SW	4	29.92	42	12	Clear.
29	0400	Wakeham Bay		NW	2	29.98	46	15	Clear and sunny.
	1200	Wakeham Bay		NE	1	29.98	56	12	Cloudy.
	2000	61 44	70 16	SE	2	29.92	41	12	Cloudy.
30	0400	61 30	67 23	S	1	29.87	38	10	Clear and sunny.
	1200	61 19	64 24	W	3	29.83	52	15	Clear and sunny.
	2000	62 30	62 53	SW	3	29.67	40	10	Overcast.
31	0400	64 48	62 05	SW	1	29.59	43	8	Overcast.
	1200	65 07	61 38	E	1	29.46	38	8	Overcast and rain.
	2000	64 55	61 00	SE	4	29.29	36	1	Overcast, rain and fog.
August									
1	0400	64 43	59 29	ENE	2	29.33	35	½	Rain and fog.
	1200	65 42	57 30	NE	4	29.26	39	0	Dense fog and rain.
	2000	67 08	58 12	N	6	29.52	33	1	Overcast, fog and rain.
2	0400	68 20	60 45	N	4	29.74	30	12	Cloudy.
	1200	69 38	61 45	NE	1	29.78	38	8	Cloudy.

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

Date 1955	Time	Lat. N.	Long. W.	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
August									
2	2000	70 50	63 62	S	2	29.73	36	10	Overcast.
3	0400	70 35	66 03	N	1	29.70	36	10	Cloudy.
	1200	70 32	66 34	N	1	29.80	37	0	Dense fog.
	2000	70 26	67 22	E	2	29.76	34	8	Overcast.
4	0400	Clyde River		Calm	0	29.65	41	8	Overcast and rain.
	1200	Clyde River		SSW	2	29.55	48	8	Overcast and rain.
	2000	Off Clyde River		SE	2	29.46	39	8	Overcast.
5	0400	71 27	69 46	SE	1	29.45	38	10	Overcast.
	1200	72 32	73 00	SE	3	29.48	39	5	Overcast and rain.
	2000	Off Pond Inlet		SE	4	29.46	40	5	Overcast and fog.
6	0400	Pond Inlet		SE	3	29.40	44	10	Cloudy.
	1200	Pond Inlet		NE	5	29.38	50	12	Cloudy.
	2000	Pond Inlet		ESE	3	29.37	46	10	Overcast.
7	0400	72 50	80 13	NE	3	29.40	36	7	Cloudy.
	1200	72 47	76 33	SE	3	-	-	8	Overcast and rain.
	2000	73 46	77 57	Calm	0	29.53	42	12	Cloudy.
8	0400	Off Cape Charles York		W	1	29.54	36	15	Cloudy.
	1200	Arctic Bay		N	1	29.50	36	15	Cloudy.
	2000	Arctic Bay		N	2	29.50	48	15	Clear and sunny.
9	0400	Arctic Bay		Calm	0	29.49	38	15	Clear.
	1200	Arctic Bay		Calm	0	29.50	42	15	Clear and sunny.
	2000	73 14	85 33	W	1	29.46	42	15	Clear and sunny.
10	0400	74 09	86 40	SW	3	29.46	38	15	Cloudy.
	1200	74 28	92 10	SW	2	29.52	38	5	Overcast and rain.
	2000	Resolute Bay		Calm	0	29.58	36	8	Overcast and snow.
11	0400	Off Resolute Bay		W	2	29.68	46	4	Foggy.
	1200	Resolute Bay		NW	2	29.70	39	10	Overcast.
	2000	Resolute Bay		E	2	29.73	43	4	Rain.
12	0400	Resolute Bay		E	2	29.71	40	12	Cloudy.
	1200	Resolute Bay		SSE	2	29.74	42	12	Cloudy.
	2000	Resolute Bay		SE	2	-	-	15	Overcast.
13	0400	Resolute Bay		E	1	29.80	42	15	Cloudy.
	1200	Resolute Bay		E	3	29.82	47	15	Overcast.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
August									
13	2000	Resolute Bay		SE	3	29.80	44	1	Overcast and rain.
14	0400	Resolute Bay		SSW	4	29.89	37	1	Overcast and fog.
	1200	Resolute Bay		SSW	2	29.91	37	5	Foggy.
	2000	Resolute Bay		SW	1	29.94	36	3	Overcast and snow.
15	0400	Resolute Bay		W	2	29.89	34	5	Overcast.
	1200	Resolute Bay		W	3	29.89	35	3	Overcast and fog.
	2000	Resolute Bay		W	2	29.89	34	1	Overcast and fog.
16	0400	Resolute Bay		W	2	29.88	33	½	Overcast and fog.
	1200	Resolute Bay		Calm	0	29.87	38	10	Overcast.
	2000	Resolute Bay		S	1	29.84	39	10	Cloudy.
17	0400	Resolute Bay		E	3	29.70	40	15	Clear and sunny.
	1200	Off Resolute Bay		ESE	5	29.46	36	5	Overcast and rain.
	2000	Off Resolute Bay		E	5	29.34	39	5	Overcast and fog.
18	0400	Off Resolute Bay		E	3	29.23	40	3	Overcast and rain.
	1200	In Barrow Strait		E	3	29.15	37	3	Overcast and rain.
	2000	In Barrow Strait		E	6	29.17	34	1	Overcast and rain.
19	0400	Off Resolute Bay		E	6	29.19	35	8	Overcast.
	1200	Off Resolute Bay		SE	5	29.21	36	3	Overcast and fog.
	2000	Off Resolute Bay		SE	5	29.27	33	2	Overcast and fog.
20	0400	Off Resolute Bay		SE	3	29.25	32	½	Overcast and fog.
	1200	Off Resolute Bay		SE	2	29.21	35	0	Overcast and fog.
	2000	In Barrow Strait		S	2	29.24	38	7	Overcast.
21	0400	Off Resolute Bay		S	1	29.24	34	1	Overcast and fog.
	1200	Off Resolute Bay		SE	2	29.22	38	1	Overcast and snow.
	2000	Off Resolute Bay		SE	3	29.15	33	½	Overcast and fog.
22	0400	Off Resolute Bay		SSE	4	29.05	33	0	Overcast and snow.
	1200	Off Resolute Bay		SE	5	28.96	36	0	Overcast and snow.
	2000	Off Resolute Bay		E	5	29.03	35	1	Overcast and snow.
23	0400	Off Resolute Bay		NE	4	29.05	36	12	Cloudy.
	1200	Off Resolute Bay		NE	5	29.12	41	8	Overcast and fog.
	2000	Off Resolute Bay		NW	6	29.26	36	12	Overcast.
24	0400	Off Resolute Bay		NW	4	29.33	33	12	Overcast.
	1200	Off Resolute Bay		NW	3	29.38	39	12	Clear.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
August									
24	2000	Off Resolute Bay		NW	6	28.43	34	12	Cloudy.
25	0400	Off Resolute Bay		NW	3	29.47	32	10	Overcast.
	1200	Off Resolute Bay		WNW	3	29.50	34	5	Overcast and snow.
	2000	In Resolute Bay		Calm	0	29.52	37	12	Cloudy.
26	0400	Resolute Bay		E	6	29.50	33	12	Cloudy.
	1200	Resolute Bay		E	9	29.52	38	12	Cloudy.
	2000	Resolute Bay		E	8	29.49	35	1	Fog and snow.
27	0400	Resolute Bay		ESE	8	29.49	34	½	Rain and snow.
	1200	Resolute Bay		E	5	29.53	39	5	Overcast.
	2000	Resolute Bay		E	7	29.56	35	10	Cloudy.
28	0400	Resolute Bay		E	7	29.54	34	7	Overcast.
	1200	Resolute Bay		E	9	29.38	36	1	Overcast and rain.
	2000	Resolute Bay		SE	8	29.33	34	1	Overcast and rain.
29	0400	Resolute Bay		E	4	29.36	33	2	Overcast and rain.
	1200	Resolute Bay		Calm	0	29.39	38	4	Overcast and rain.
	2000	Resolute Bay		SW	1	29.44	38	8	Overcast and fog.
30	0400	Resolute Bay		SSW	2	29.44	34	½	Snow.
	1200	Resolute Bay		W	3	29.54	34	5	Overcast.
	2000	Resolute Bay		W	4	29.59	32	3	Fog and snow.
31	0400	Resolute Bay		SSW	5	29.53	30	½	Overcast and snow.
	1200	Resolute Bay		WSW	5	29.41	32	1	Overcast and snow.
	2000	Resolute Bay		W	4	29.46	33	1	Overcast and snow.
September									
1	0400	Resolute Bay		WNW	6	29.54	32	½	Overcast and snow.
	1200	Resolute Bay		NW	6	29.62	30	10	Cloudy.
	2000	Resolute Bay		NW	4	29.62	32	5	Overcast and snow.
2	0400	Resolute Bay		NW	4	29.63	32	12	Overcast.
	1200	Resolute Bay		NW	2	29.60	32	10	Overcast.
	2000	Resolute Bay		NNE	2	29.57	34	10	Overcast and snow.
3	0400	Resolute Bay		NW	2	29.54	34	8	Overcast.
	1200	74 18	91 34	NNE	2	29.45	35	10	Overcast.
	2000	74 20	86 11	N	2	29.25	35	10	Overcast.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
September									
4	0400	74 24	80 46	NE	5	29.29	34	15	Cloudy.
	1200	75 31	79 00	WNW	6	29.25	30	10	Overcast and snow.
	2000	Craig Harbour		WNW	6	29.10	30	1	Overcast and snow.
5	0400	Craig Harbour		W	8	29.05	28	5	Overcast.
	1200	Craig Harbour		NW	2	21.11	38	10	Overcast.
	2000	Off Cobourg Island		NW	4	29.24	32	10	Overcast.
6	0400	74 45	78 05	E	2	29.34	34	12	Cloudy.
	1200	73 16	76 02	NW	3	29.37	34	10	Cloudy.
	2000	Pond Inlet		ESE	2	29.42	36	36	Clear.
7	0400	Off Pond Inlet		SE	1	29.41	33	12	Overcast.
	1200	71 57	71 29	SE	2	29.44	38	15	Cloudy.
	2000	Off Cape Christian		Calm	0	29.49	38	1	Fog and snow.
8	0400	Cape Christian		SW	2	29.50	35	1	Overcast and snow.
	1200	69 27	65 14	SE	2	29.54	32	1	Overcast and snow.
	2000	68 03	62 58	SE	5	29.55	30	3	Overcast and snow.
9	0400	Padloping		NW	2	29.52	32	10	Cloudy.
	1200	Off Padloping		Calm	0	29.56	38	15	Sunny.
	2000	65 48	61 39	Calm	0	29.65	32	12	Overcast.
10	0400	Off Cape Mercy		Calm	0	29.72	33	12	Clear.
	1200	Off Pangnirtung		SE	3	29.65	39	15	Overcast.
	2000	Pangnirtung		NE	6	29.53	44	5	Overcast and rain.
11	0400	Pangnirtung		NE	9	29.24	48	10	Cloudy.
	1200	Pangnirtung		NE	6	29.05	40	5	Overcast and rain.
	2000	Pangnirtung		SW	4	29.01	42	5	Overcast.
12	0400	Off Pangnirtung		SW	2	29.11	40	5	Overcast.
	1200	64 54	64 38	E	3	29.30	37	10	Overcast.
	2000	63 42	63 15	SW	7	29.49	38	10	Overcast.
13	0400	62 28	63 44	SSW	6	29.58	37	12	Cloudy.
	1200	In Frobisher Bay		WNW	4	29.65	38	15	Sunny.
	2000	Bay entrance		NW	3	29.60	45	12	Clear.
14	0400	Frobisher Bay		W	2	29.56	34	8	Cloudy.
	1200	Frobisher Bay		SE	2	29.51	34	8	Cloudy.
	2000	Frobisher Bay		SE	5	29.46	36	0	Snow.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
September									
15	0400	Frobisher Bay		Calm	0	29.51	34	8	Cloudy.
	1200	Frobisher Bay		Calm	0	29.62	38	15	Cloudy.
	2000	Frobisher Bay		SE	2	29.68	37	5	Snow.
16	0400	Frobisher Bay		Calm	0	29.77	36	10	Cloudy.
	1200	Frobisher Bay		Calm	0	29.85	43	15	Overcast.
	2000	62 54	66 59	Calm	0	29.86	38	10	Clear.
17	0400	Lower Savage		W	2	29.75	32	6	Cloudy.
	1200	61 50	69 25	SE	3	29.79	40	15	Overcast.
	2000	Wakeham Bay		N	7	29.83	35	10	Cloudy.
18	0400	Wakeham Bay		NW	7	29.84	36	5	Snow.
	1200	Wakeham Bay		NW	6	29.85	36	5	Overcast.
	2000	Wakeham Bay		NW	7	29.91	38	8	Cloudy and snow.
19	0400	Wakeham Bay		W	2	30.00	38	10	Clear.
	1200	Wakeham Bay		W	2	30.00	41	15	Sunny.
	2000	Off Davis Island		Calm	0	20.00	36	12	Cloudy.
20	0400	62 47	75 30	W	5	20.02	34	8	Overcast and snow.
	1200	Off Digges Island		W	1	30.06	38	15	Overcast.
	2000	62 19	81 20	NNE	3	30.18	32	5	Snow.
21	0400	61 36	84 14	W	3	20.29	32	8	Overcast.
	1200	60 55	87 04	SW	4	30.30	38	15	Overcast.
	2000	60 14	89 43	SW	3	-	-	12	Cloudy.
22	0400	59 34	92 15	SW	2	30.21	40	5	Cloudy.
	1200	Off Churchill		E	2	30.20	52	15	Sunny.
	2000	Off Churchill		NE	4	30.19	39	10	Cloudy.
23	0400	Off Churchill		NNE	4	30.15	38	10	Clear.
	1200	Churchill		NE	2	30.15	44	15	Overcast.
	2000	Churchill		NE	2	30.14	42	12	Cloudy.
24	0400	Churchill		SW	2	30.09	41	10	Clear.
	1200	Churchill		NW	4	30.37	56	15	Clear and sunny.
	2000	Churchill		NW	2	30.06	44	10	Clear.
25	0400	Churchill		W	3	29.91	40	12	Clear.
	1200	Churchill		SW	5	29.79	52	15	Cloudy.
	2000	Churchill		W	5	29.65	50	10	Clear.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
September									
26	0400	Churchill		W	2	29.59	48	10	Clear.
	1200	59 22	92 30	ESE	3	29.52	42	8	Overcast and rain.
	2000	60 06	90 00	ESE	3	29.45	40	4	Overcast and rain.
27	0400	60 50	87 19	E	5	29.32	40	½	Dense fog.
	1200	61 32	84 46	E	5	29.21	40	½	Fog and rain.
	2000	62 12	82 14	SE	4	29.18	39	0	Dense fog.
28	0400	62 47	80 02	E	4	29.15	38	1	Fog.
	1200	Off Seahorse		NE	6	29.14	34	2	Fog.
	2000	65 02	80 38	NE	9	29.26	31	1	Rain and snow,
29	0400	65 52	80 32	NNE	9	29.36	30	3	Snow.
	1200	66 11	81 15	NNE	9	29.37	30	2	Snow and fog.
	2000	67 03	80 39	NNE	7	29.43	34	1	Snow.
30	0400	68 23	80 49	NE	5	29.50	30	½	Overcast and snow,
	1200	Hall Lake		ENE	5	29.52	32	1	Fog and snow.
	2000	Hall Lake		ENE	5	29.53	30	2	Overcast and snow.
October									
1	0400	Hall Lake		ENE	5	29.57	32	1	Overcast and snow.
	1200	Hall Lake		ENE	6	29.47	32	1	Fog and snow.
	2000	Hall Lake		NE	6	29.39	32	1	Rain and snow.
2	0400	Hall Lake		NE	4	29.31	32	9	Overcast.
	1200	Hall Lake		N	6	29.25	32	6	Overcast and snow.
	2000	Hall Lake		NE	6	29.39	32	8	Overcast.
3	0400	Hall Lake		NNE	4	29.44	30	8	Cloudy.
	1200	Hall Lake		NNW	6	29.61	29	10	Overcast.
	2000	Hall Lake		NW	4	29.72	22	15	Clear.
4	0400	Hall Lake		NW	3	29.80	18	15	Clear.
	1200	Hall Lake		NW	3	29.85	28	15	Clear and sunny.
	2000	Hall Lake		-		-	-	-	
5	0400	Hall Lake		SSW	2	29.80	25	10	Clear.
	1200	Hall Lake		SW	1	29.91	26	15	Clear.
	2000	Hall Lake		SSW	2	29.95	29	15	Clear.
6	0400	Hall Lake		SW	2	29.92	32	10	Overcast.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
October									
6	1200	Hall Lake		ESE	4	29.83	33	3	Overcast and fog.
	2000	Hall Lake		S	4	29.67	34	2	Overcast and snow.
7	0400	Hall Lake		SSE	6	29.57	32	2	Overcast and snow.
	1200	Hall Lake		SSE	4	29.52	32	1	Overcast and snow.
	2000	Hall Lake		SSE	2	-	-	0	Overcast and fog.
8	0400	Hall Lake		ESE	2	29.50	30	0	Overcast and snow.
	1200	Hall Lake		Calm	0	29.48	37	10	Overcast.
	2000	Hall Lake		E	2	29.45	34	0	Dense fog.
9	0400	Hall Lake		E	2	29.38	30	½	Dense fog.
	1200	Hall Lake		Calm	0	29.37	30	10	Overcast.
	2000	Hall Lake		SE	3	29.46	35	10	Overcast.
10	0400	Hall Lake		E	2	29.50	30	1	Overcast and snow.
	1200	Hall Lake		SE	1	29.65	38	1	Overcast and snow.
	2000	Hall Lake		E	1	29.85	38	1	Overcast and fog.
11	0400	Hall Lake		E	1	29.95	30	5	Overcast.
	1200	Hall Lake		SSE	3	29.95	34	1	Foggy.
	2000	Hall Lake		SSE	6	29.78	33	1	Overcast and snow.
12	0400	Hall Lake		SW	6	29.78	36	5	Cloudy.
	1200	Hall Lake		SSW	2	29.82	35	10	Overcast.
	2000	Hall Lake		SSE	5	29.76	32	0	Overcast and fog.
13	0400	69 53	80 53	S	7	29.65	34	3	Overcast and snow.
	1200	66 45	81 13	S	6	29.67	34	3	Overcast and fog.
	2000	65 36	82 48	S	3	29.74	37	0	Overcast and snow.
14	0400	Off Repulse Bay		NW	2	29.69	30	5	Cloudy.
	1200	Repulse Bay		SE	2	29.66	32	15	Clear.
	2000	Repulse Bay		SE	5	29.50	33	10	Clear.
15	0400	Repulse Bay		SSW	6	29.34	33	3	Clear.
	1200	Repulse Bay		SW	4	29.56	34	15	Clear.
	2000	Repulse Bay		WSW	5	29.95	33	15	Clear.
16	0400	Repulse Bay		WNW	1	30.19	27	10	Clear.
	1200	Repulse Bay		NE	1	30.25	34	15	Clear.
	2000	Repulse Bay		NE	4	30.14	31	1	Snow.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
October									
17	0400	Off Harbour Island		E	9	29.65	31	½	Snow.
	1200	In frozen Strait		SW	4	29.92	34	15	Clear.
	2000	64 11	80 36	SW	3	30.00	35	12	Clear.
18	0400	63 08	80 47	NNW	5	29.94	30	10	Overcast.
	1200	Off Coral Harbour		N	3	29.92	30	10	Overcast.
	2000	Coral Harbour		NNE	3	29.80	32	8	Overcast.
19	0400	Coral Harbour		NE	4	29.61	30	10	Overcast.
	1200	Coral Harbour		NNW	8	29.40	27	10	Overcast.
	2000	Coral Harbour		N	8	29.32	28	5	Overcast.
20	0400	Coral Harbour		N	8	29.34	24	8	Cloudy.
	1200	Coral Harbour		NW	7	29.40	25	15	Cloudy.
	2000	Coral Harbour		NW	7	29.50	22	8	Overcast.
21	0400	Coral Harbour		NW	7	29.59	12	10	Clear.
	1200	Coral Harbour		NW	6	29.65	16	15	Clear and sunny.
	2000	Coral Harbour		NW	2	29.73	20	15	Clear.
22	0400	Coral Harbour		NE	2	29.66	21	10	Cloudy
	1200	Coral Harbour		S	7	29.21	32	½	Fog and snow.
	2000	Coral Harbour		S	7	29.08	34	0	Snow.
23	0400	Coral Harbour		S	5	28.98	28	3	Cloudy and snow.
	1200	Coral Harbour		S	3	28.47	34	5	Cloudy and snow.
	2000	Coral Harbour		W	5	29.13	27	5	Overcast and snow.
24	0400	Coral Harbour		W	4	29.26	23	8	Overcast and snow.
	1200	Coral Harbour		W	3	29.22	24	10	Cloudy.
	2000	Coral Harbour		SW	3	29.35	25	4	Overcast and snow.
25	0400	63 19	82 24	SSW	5	29.32	26	10	Overcast.
	1200	63 00	78 40	NW	3	29.39	33	10	Overcast.
	2000	62 52	75 05	NE	4	29.44	36	3	Overcast and snow.
26	0400	62 29	72 35	NE	5	29.38	35	½	Overcast and fog.
	1200	61 45	69 22	E	8	29.38	38	5	Overcast and fog.
	2000	61 14	66 56	E	7	29.45	39	3	Overcast and fog.
27	0400	Off Cape Chidley		SE	6	29.66	34	10	Cloudy.

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

Date 1955	Time	Lat. N. ° '	Long. W. ° '	Wind True	Force	Barometer	Temperature	Visibility Mi.	Remarks
October									
27	1200	59 27	62 06	SSE	5	29.89	39	15	Clear and sunny.
	2000	58 02	60 04	SE	2	30.04	35	12	Clear.
28	0400	56 35	57 56	SE	2	30.10	38	10	Overcast.
	1200	54 57	56 06	ENE	2	30.07	43	15	Overcast.
	2000	53 30	55 32	ENE	5	29.98	41	1	Overcast and rain.
29	0400	Off Camp Island		ENE	4	29.84	42	½	Overcast and fog.
	1200	Off Flat Island		NE	5	29.80	44	5	Rain and fog.
	2000	50 01	60 50	NE	4	29.86	49	10	Overcast.
30	0400	Off Havre St-Pierre		N	4	30.02	47	15	Cloudy.
	1200	49 36	66 13	N	2	30.13	46	15	Cloudy.
	2000	Off Bersimis		NE	4	30.12	46	12	Cloudy.
31	0400	Off Coudres Island		N	2	30.00	46	15	Cloudy.
	1200	Off Orleans Island		NNE	5	29.94	47	1	Overcast and rain.
	2000	Quebec		NE	5	29.90	46	5	Overcast and rain.

CANADIAN GOVERNMENT SHIP C.D. HOWE

The C.G.S. C.D. Howe is a steel twin screw steamship, built in 1950, by Davie Shipbuilding and Repairing Company, Limited, Lauzon, Province of Quebec. Registered dimensions: 280.5 length, 50.2 feet beam, 23.5 depth. Tonnage:- gross, 3,627.98, net register, 1,871.72.

The twin screws are driven by reciprocating engines having a total of 4,000 indicated horse power. The vessel is equipped with the most modern navigation equipment, and keeps continuous radio telegraph watch on 500 k.c. (international distress frequency), and is equipped for communication by radio telephone on 2,132 k.c. (distress and calling frequency), and 2,738 k.c. (ship to ship frequency).

METEOROLOGICAL REPORT C.G.S. EDWARD CORNWALLIS

Date 1955	Lat. N. °	'	Long. W. °	'	Barometer 8 am	4 pm	12 pm	Temperature Max	Min	Sea	Wind 8 am		4 pm		12 pm		Fog Hrs.	Weather a.m.	p.m.
July																			
1	54	54	58	14	29.58	29.66	29.75	39	37	34	Calm	0	N	2	Calm	0	20	Heavy ice/hazy	Rain/Snow, overcast.
2	65	21	58	09	29.82	29.90	29.66	44	36	42	SW	2	WSW	5	WNW	5		Fine and clear	Cloudy/Clear, ice.
3	58	52	60	01	29.40	29.55	29.46	40	41	37	W	2	NW	2	WSW	2		Cloudy/heavy ice	Fine/clear, ice.
4	60	06	62	10	29.42	29.53	29.60	39	30	38	NW	2	NNW	1	Calm		6	Clear, heavy ice	Fog/ rain, ice.
5	60	00	63	04	29.60	29.65	29.70	48	30	32	Calm		Calm		Calm		1	Fog, heavy ice	Cloudy/clear, ice.
6	60	11	62	36	29.70	29.70	29.63	44	34	30	N	3	Calm		Calm			O'cast/clear ice	Cloudy/clear ice.
7	60	51	63	42	29.70	29.70	29.92	44	28	31	N	1	Calm		Calm		16	Fog/Overcast, ice	Fog. Vis. zero.
8	60	49	63	56	29.92	29.90	29.81	40	26	32	WNW	3	SW	2	SW	4		Cloudy/clear, ice	O'cast/clear, ice.
9	61	15	65	43	29.92	29.90	29.81	40	26	32	WNW	3	SW	2	SW	4		Cloudy/clear, ice	Fine/clear, drift ice.
10	62	05	69	42	29.65	29.68	29.90	38	30	38	W	1	NW	6	WNW	3		Fine and clear	Cloudy/clear, ice sctd.
11	Sugluk				29.95	29.88	29.69	38	36	38	SW	2	ENE	2	ESE	4		Cloudy and clear	Cloudy/clear.
12	61	11	69	37	29.70	29.70	29.93	48	35	34	SSE	2	W	2	W	2	12	Rain/fog	Rain/fog.
13	Cape Hopes Adv.				30.05	30.15	30.12	38	32	32	W	2	NNE	2	NW	2	4	Cloudy, ice	Fog/cloudy.
14	62	27	70	04	30.11	29.37	29.72	54	41	36	SW	2	S	1	SE	4		Fine and clear	Fine and clear.
15	Lake Harbour				29.60	29.55	29.63	49	34	34	ESE	2	WSW	4	W	3		Cloudy and clear	Cloudy and clear.
16	Lake Harbour				29.78	29.78	29.80	54	42	37	NW	2	NW	2	NW	1		Fine and clear	Cloudy and clear.
17	Lake Harbour				29.75	29.73	29.81	58	48	34	NNE	2	NW	4	NW	1		Cloudy and clear	Cloudy and clear.
18	Lake Harbour				29.83	29.92	29.96	56	42	32	NW	5	W	4	W	2		Cloudy and clear	Cloudy and clear.
19	65	05	67	06	29.90	29.87	29.80	56	30	34	Calm		Calm		Calm			Cloudy and clear	Fine and clear.
20	Koojesse Inlet				29.73	29.77	29.85	58	39	32	NW	2	N	2	Calm			Cloudy and clear	Showers, light wind.
21	61	26	65	39	29.85	29.95	30.04	51	34	32	Calm		Calm		SSW	2	2	Hazy, heavy ice	Fog, heavy drift ice.
22	61	41	66	21	29.96	29.92	29.71	42	32	32	WSW	2	Calm		E	2	8	Fog. drift ice	Fine and clear, drft ice.
23	61	51	67	008	29.55	29.45	29.30	42	32	32	ENE	5	E	5	SE	6		Cloudy and clear	Cloudy and clear.
24	Resolution Isld.				29.22	29.23	29.40	36	32	32	ESE	4	WSW	2	NW	4	12	Rain/fog, cloudy	Cloudy and clear.
25	61	10	69	20	29.54	29.54	29.46	48	40	34	WxN	1	S	2	E	4		Fine and clear	Fine and clear.
26	62	51	76	45	29.50	29.71	29.89	42	40	34	NE	4	NW	5	W	4		Drizzle, overcast	Cloudy and clear.
27	61	50	82	58	29.95	30.04	30.09	48	38	36	WNW	4	NW	5	W	6		Fine and clear	Cloudy and clear.
28	60	29	88	36	30.19	30.00	29.68	48	44	42	W	4	SSW	6	SSW	6		Fine and clear	Rain, overcast.
29	Churchill				29.71	29.67	29.45	72	44	35	SW	2	SE	2	Calm		4	Fine, then fog	Fine and clear.
30	Churchill				29.40	29.47	29.65	58	51	34	N	2	N	4	W	5	4	Fog and rain	Cloudy and clear.
31	Churchill				29.80	29.85	29.96	50	50	40	W	4	W	4	W	4		Cloudy and clear	Cloudy and clear.

METEOROLOGICAL REPORT C.G.S. EDWARD CORNWALLIS

Date 1955	Lat. N. °	'	Long. W. °	'	Barometer 8 am	4 pm	12 pm	Temperature Max	Min	Sea	Wind 8 am		4 pm		12 pm		Fog Hrs.	Remarks a.m.	p.m.
August																			
1	Churchill				30.10	30.16	30.16	58	50	48	NW	5	NW	7	SE	4		Fine and clear	Cloudy and clear.
2	Churchill				29.92	29.65	29.66	68	50	46	SE	5	SE	2	SW	4		Overcast/clear	Cloudy and clear
3	Churchill				20.56	29.57	29.70	62	54	44	SW	6	WSW	6	NW	5		Fine and clear	Cloudy and clear.
4	Churchill				29.86	29.95	29.99	56	44	42	NW	5	NNW	2	NW	3		Cloudy and clear.	Drizzle, cloudy.
5	60	44	89	32	29.94	29.78	29.66	44	40	42	NW	4	W	5	WNW	4		Cloudy and clear	Fine and clear.
6	63	48	83	19	29.58	29.55	29.52	50	37	42	W	4	SW	4	W	3		Fog, then clear	Cloudy and clear.
7	63	24	83	34	29.52	29.56	29.51	52	43	40	NNW	2	W	5	W	3		Fine and clear	Cloudy and clear.
8	64	00	76	01	29.38	29.53	29.70	36	36	36	NW	6	N	4	NW	2	2	Fog patches	Fine and clear.
9	62	30	72	00	29.79	29.84	29.83	48	36	36	S	2	E	2	ESE	5		Fine and clear	Cloudy/clear, bergs.
10	62	20	68	48	29.68	29.51	29.47	37	35	34	E	6	E	6	ESE	6	12	Rain and fog	Fog and rain.
11	62	25	68	00	29.44	29.28	29.30	38	34	32	E	5	ESE	5	SE	4	12	Rain and fog	Overcast and clear.
12	65	35	69	16	29.40	29.56	29.71	34	32	32	S	5	W	4	WSW	2	16	Fog and rain	Fog and rain.
13	Acadia Cove				29.90	30.09	30.14	32	32	32	W	2	NW	2	W	2	24	Cloudy, lght fog	Cloudy, light fog.
14	Hearn Island				30.09	30.09	30.10	49	34	34	WNW	2	E	1	WNW	1	4	Dense fog	Fine and clear.
15	Hearn Island				30.15	30.15	30.15	49	38	40	WNW	2	WNW	5	WNW	5	18	Dense fog	Dense fog.
16	61	08	68	33	30.19	30.15	30.12	50	36	38	NW	4	NW	5	NW	4		Fine and clear	Cloudy and clear.
17	62	23	70	32	30.10	30.10	30.02	46	35	36	W	4	Calm		WSW	2	12	Dense fog	Cloudy and clear.
18	Cape Dorset				29.78	29.54	29.26	48	38	36	SW	2	ESE	6	SSE	4		Fine and clear	Rain, cloudy.
19	63	50	78	53	29.23	29.21	29.45	47	40	38	SW	5	SE	1	NNW	3	2	Rain/fog	Cloudy and clear.
20	63	59	83	25	29.54	29.55	29.56	42	42	42	WSW	2	W	1	SW	4		Cloudy and clear	Rain and overcast.
21	61	38	87	36	29.62	29.76	29.80	50	42	42	NW	4	WNW	4	NW	5		Overcast/clear	Cloudy and clear.
22	59	34	92	52	29.90	29.89	29.88	54	48	46	W	2	SE	4	W	4		Cloudy and clear	Fine and clear.
23	Churchill				29.80	29.65	29.72	70	46	48	W	5	SW	5	NNE	5		Fine and clear.	Cloudy and clear.
24	58	38	93	39	29.87	29.98	29.99	44	43	46	N	3	ENE	4	SE	3		Rain showers	Cloudy and clear.
25	57	06	87	28	29.98	30.06	30.09	48	44	48	SE	4	NE	4	NW	2		Cloudy and clear	Cloudy and clear.
26	Winnisk				30.20	30.29	30.31	58	48	53	NNE	3	NE	3	E	3		Cloudy and clear	Cloudy and clear.
27	55	08	79	24	30.34	30.35	30.40	56	46	53	NE	5	NE	2	E	4		Cloudy and clear	Fine and clear.
28	Great Whale River				30.30	30.22	30.19	66	47	56	SSE	2	SSW	2	SE	4		Fine and clear	Fine and clear.
29	53	13	80	08	30.08	29.86	29.72	58	52	54	SE	4	SSE	5	S	4		Fine and clear	Cloudy and clear.
30	57	08	86	47	29.75	29.89	30.04	49	44	50	NW	7	NNW	7	NNW	7	6	Rain/fog patches	Hazy and cloudy.
31	58	47	90	44	30.10	29.98	29.88	62	46	46	SW	4	SW	4	SW	4		Fine and clear	Fine and clear.

METEOROLOGICAL REPORT C.G.S. EDWARD CORNWALLIS

Date 1955	Lat. N. °	'	Long. W. °	'	Barometer 8 am	4 pm	12 pm	Temperature Max	Min	Sea	Wind 8 am		4 pm		12 pm		Fog Hrs	a.m.	p.m.
Sept.																			
1	Churchill				30.10	29.98	29.88	62	46	46	SW	4	SW	4	SW	4		Fine and clear	Fine and clear.
2	Churchill				29.77	29.65	29.45	60	46	40	NNW	4	SE	2	W	2	4	Fog/clear	Cloudy and clear.
3	Churchill				29.30	29.34	29.38	66	50	60	W	2	WNW	4	NW	6		Overcast/clear	Rain, cloudy.
4	Churchill				29.76	30.00	30.05	45	38	51	NW	8	NW	4	W	4		Cloudy/clear	Cloudy and clear.
5	59	08	93	38	29.98	29.96	29.99	44	41	52	SE	2	NE	3	NE	4		Fine and clear	Cloudy and clear.
6	58	44	85	02	29.94	29.88	29.81	49	44	46	NNW	4	NNW	4	NNW	2		Cloudy/clear	Fine and clear.
7	Port Harrison				29.70	29.78	29.80	53	40	60	NW	4	N	5	W	4		Cloudy/clear	Cloudy and clear.
8	Port Harrison				29.80	29.75	29.77	45	40	50	W	4	SWS	5	WSW	4		Rain/cloudy	Cloudy and clear.
9	Port Harrison				29.78	29.78	29.63	59	50	50	SW	5	SW	5	SSE	7		Rain/cloudy	Cloudy and clear.
10	Port Harrison				29.25	29.38	29.10	52	46	50	SSE	8	SW	7	E	4		Rain/gale	Cloudy and clear.
11	62	11	78	50	29.04	29.05	29.18	52	32	46	NE	5	WSW	4	WNW	7		Rain/cloudy	Cloudy and clear.
12	Coral Harbour				29.60	29.69	29.70	38	31	36	NW	7	NW	6	W	5		Overcast, gale	Cloudy and clear.
13	Coral Harbour				29.69	29.80	29.84	38	30	36	WNW	5	WSW	4	WNW	4		Snow/cloudy	Cloudy and clear.
14	Chesterfield Inl.				29.93	29.99	30.00	35	30	37	NW	6	WNW	5	NNW	5		Snow/cloudy	Cloudy and clear.
15	63	08	83	20	30.02	30.04	30.03	38	32	36	NNW	5	NNW	5	W	4		Cloudy/clear	Cloudy and clear.
16	63	00	78	45	29.99	29.96	29.89	37	30	34	W	4	NNW	2	E	6		Cloudy/clear	Snow and overcast.
17	62	28	70	32	29.96	29.97	29.93	40	34	34	NW	2	NNW	4	S	5		Rain/cloudy	Fine and clear.
18	61	16	70	06	29.88	30.03	30.07	39	34	40	NW	8	NW	6	NNW	6		Cloudy/clear	Snow squalls.
19	61	09	68	51	30.14	30.11	30.11	42	30	39	NW	4	NNW	3	NNW	2		Cloudy/clear	Fine and clear.
20	60	36	64	04	30.10	30.14	30.15	48	34	36	WNW	4	NNW	5	NNW	4		Fine and clear.	Cloudy and clear.
21	55	42	55	14	30.08	29.74	29.44	39	38	39	NNE	4	NE	6	NE	9		Rain/cloudy	Full gale, rain.
22	55	42	55	10	29.39	29.63	29.76	44	40	38	NE	12	NNE	9	N	7		Hurricane	Clear, full gale.
23	53	23	55	34	30.05	30.22	30.26	42	36	40	WNW	6	N	4	SW	4		Cloudy/clear	Fine and clear.
24	52	55	55	04	30.26	30.28	30.23	45	37	40	SW	5	WSW	6	SW	6		Fine/clear	Cloudy and clear.
25	48	48	59	27	30.08	29.78	29.81	52	50	50	SSW	6	SE	8	W	4	4	Rain/cloudy	Fog then clear.
26	45	03	61	00	29.95	30.18	30.33	58	50	56	W	6	NW	5	NW	4		Cloudy/clear	Fine and clear

CANADIAN GOVERNMENT SHIP EDWARD CORNWALLIS

The CGS Edward Cornwallis is a steel twin screw steamship, built in 1949, by Canadian Vickers, Ltd., Montreal. Registered dimensions: 259 feet length, 43.5 feet beam, 20.5 feet depth. Tonnage: gross, 1,965, net register, 916. Engine type: 3 cyl. Skinner Unaflow Steam. I.H.P. 1400 @ 130 R.P.M. 3 boilers.

The vessel is equipped with all Marconi radio equipment. Telegraph transmitter LTT 4; Emergency transmitter ME 100. Radiophone equipment CN 16 (in wheelhouse). Two receivers in radio room: SMR3A and MFL5. Marconi Direction Finder MDF 5. Also Kelvin Hughes radar, Henry Hughes Echo Sounding equipment, and Henry Hughes Recording Receiver Type 3 - 110 volts.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis. Mi.	Remarks
July	0800	Montreal		10.11	80	58	76	Calm	0	8	Fine and clear.
8	1600	Montreal		10.10	80	58	76	Var.	1	8	Fine and clear.
	2400	Montreal		10.11	80	58	76	Var.	1	8	Light airs, fine and clear.
9	0800	St. Lawrence River		10.10	60	43	61	Var.	1	7	Light airs, cloudy and clear.
	1600	46 49	71 11½	10.08	60	43	61	W'ly	1	3	Light airs, fine and hazy.
	2400	46 49	71 11½	10.06	60	43	61	SSW	2	3	Light breeze, cloudy and hazy.
10	0800	49 17	66 61	10.04	58	34	55	SW	1	3	Light airs, cloudy and hazy.
	1600	49 17	66 61	10.02	58	34	55	W'ly	1	4	Light winds, slight sea, cloudy & hazy.
	2400	49 17	66 61	10.03	58	34	55	W'ly	3	7	Gentle breeze, mod. sea, cloudy & clear.
11	0800	49 00	61 00	10.08	54	44	56	N'ly	2	7	Light wind, slight sea, cloudy & clear.
	1600	49 00	61 00	10.11	54	44	56	N'ly	2	8	Light wind, slight sea, fine and clear.
	2400	49 00	61 00	10.14	54	44	56	S'ly	2	8	Light wind, slight sea, fine and clear.
12	0800	Curling		10.18	68	52	56	SE	1	8	Light wind, fine and clear.
	1600	49 18	58 16½	10.20	68	52	56	NE	2	7	Light wind, slight sea, cloudy & clear.
	2400	49 18	58 16½	10.20	68	52	56	NE	1	8	Light airs, smooth sea, fine and clear.
13	0800	52 05	55 34	10.19	54	46	47	Calm	0	8	Smooth sea, fine and clear.
	1600	52 05	55 34	10.14	54	46	47	S'ly	1	7	Light airs, slight sea, cloudy & clear.
	2400	52 05	55 34	10.11	54	46	47	N'ly	2	7	Light wind and swell, cloudy and clear.
14	0800	55 15	56 04	10.14	45	41	41	NNE	2	6	Light wind and sea, overcast and clear.
	1600	55 15	56 04	10.19	45	41	41	N'ly	1	6	Light airs, slight swell, overcast, clear.
	2400	55 15	56 04	10.19	45	41	41	WSW	3	6	Gentle wind, slight sea, o'cast & clear.
15	0800	58 02	59 29	10.15	46	40	38	SW	3	7	Gentle wind, mod. sea, partly cldy, clear.
	1600	58 02	59 29	10.10	46	40	38	SW	3	7	Gentle wind, mod. sea, partly cldy, clear.
	2400	58 02	59 29	10.06	46	40	38	Var.	1	2	Light airs, overcast and rain.
16	0800	60 20	61 12	10.03	44	36	36	NNW	1	7	Light airs, smooth sea, cloudy & clear.
	1600	60 20	61 12	10.06	44	36	36	NW	3	1	Gentle wind, mod. sea, overcast, fog pt.
	2400	60 20	61 12	10.07	44	36	36	W'ly	3	1	Gentle wind, smooth sea, o'cast, fog pat.
17	0800	60 29	67 11	10.04	41	36	33	SW	1	7	Light airs, smooth sea, cloudy & clear.
	1600	60 29	67 11	10.01	41	36	33	N'ly	3	7	Gentle wind, mod. sea, cloudy and clear.
	2400	60 29	67 11	10.10	41	36	33	Calm	0	7	Calm, cloudy and clear.
18	0800	Fort Chimo		10.12	58	40	56	SW	2	8	Light wind, fine and clear.
	1600	Fort Chimo		10.15	58	40	56	W'ly	2	2	Light wind, occasional showers.
	2400	Fort Chimo		10.15	58	40	56	W'ly	2	7	Light wind, cloudy and clear.
19	0800	Fort Chimo		10.15	53	51	56	W'ly	2	2	Light wind, overcast with light rain.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
July											
19	1600	Fort Chimo		10.10	53	51	56	S'ly	2	2	Light wind, o'cast, rain, clear.
	2400	Fort Chimo		10.12	53	51	56	N'ly	2	1	Light wind, o'cast with rain & fog.
20	0800	Fort Chimo		10.11	58	44	56	S'ly	2	6	Light wind, overcast and clear.
	1600	Fort Chimo		10.06	58	44	56	N'ly	5-6	2	Fresh to strong wind, o'cast, rn sqlls
	2400	Fort Chimo		10.09	58	44	56	NW	3	6	Gentle wind, overcast and clear.
21	0800	Fort Chimo		10.13	59	42	56	N'ly	2-3	7	Light to gentle wind, cloudy & clear.
	1600	Fort Chimo		10.14	59	42	56	N'ly	2	7	Light wind, cloudy and clear.
	2400	Fort Chimo		10.18	59	42	56	N'ly	1	7	Light air, cloudy and clear.
22	0800	Fort Chimo		10.14	62	40	46	Calm	0	8	Calm, fine and clear.
	1600	Fort Chimo		10.06	62	40	46	NE	3	8	Fine and clear.
	2400	Fort Chimo		10.00	62	40	46	SE	3	6	Gentle wind & smooth sea, o'cast, clr.
23	0800	60 01	70 01	9.97	46	40	37	SE	3	6	Gentle wind & mod. sea, o'cast & clear.
	1600	60 01	70 01	9.91	46	40	37	SE	2	2	Light wind, overcast and rain.
	2400	60 01	70 01	9.87	46	40	37	E'ly	1	2	Light air, overcast and hazy.
24	0800	Payne Bay		9.88	48	43	37	Calm	0	6	Calm, overcast and clear.
	1600	Payne Bay		9.94	48	43	37	SE	1	2	Light airs, overcast, occasional rain.
	2400	Payne Bay		9.98	48	43	37	WNW	1	8	Light airs, fine and clear.
25	0800	61 01	69 12	10.00	53	39	35	S'ly	2	7	Light wind & slight sea, cloudy & clr.
	1600	61 01	69 12	9.98	53	39	35	S'ly	2	3	Light wind & sea, o'cast & sl. rain.
	2400	61 01	69 12	9.98	53	39	35	SE	1	8	Light air, slight sea, fine and clear.
26	0800	Lake Harbour		9.96	50	46	37	NE	3	6	Gentle wind, overcast and clear.
	1600	Lake Harbour		9.96	50	46	37	NE	4	2	Mod. squally wind, overcast and rain.
	2400	Lake Harbour		9.98	50	46	37	NE	1	6	Light airs, overcast and clear.
27	0800	62 24	70 42	10.01	46	39	37	WNW	2-3	7	Gentle breeze & slight sea, cldy, clr.
	1600	62 24	70 42	10.04	46	39	37	WNW	5	7	Fresh breeze, rough sea, cloudy & clr.
	2400	62 24	70 42	10.05	46	39	37	WxN	5	6	Fresh wind, sea moderating slightly, overcast and clear.
28	0800	Sugluk		10.08	52	38	37	W'ly	3-4	7	Gentle to mod. wind & sea, cldy & clr.
	1600	Sugluk		10.15	52	38	37	N'ly	2	7	Light wind, cloudy and clear.
	2400	Sugluk		10.17	52	38	37	SW	2	7	Light wind, cloudy and clear.
29	0800	Sugluk		10.17	62	50	38	SW	2	7	Light wind, partly cloudy and clear.
	1600	Sugluk		10.11	62	50	38	SSW	4-5	3	Fresh wind, mod. sea, occasional rain.
	2400	Sugluk		10.08	62	50	38	SW	2-3	7	Light wind, cloudy and clear.

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Date 1955		Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
July											
30	0800	Sugluk		10.02	62	44	38	WSW	2	7	Light wind and sea, cloudy and clear.
	1600	Sugluk		10.00	62	44	38	Calm	0	6	Light airs, overcast and clear.
	2400	Sugluk		9.94	62	44	38	Calm	0	0	Calm, dense fog.
31	0800	61 47	78 36	9.89	46	40	43	SSE	2	0	Light wind, fog and heavy rain.
	1600	61 47	78 36	9.93	46	40	43	NW	3	1	Gentle brze, slght sea, o'cast, fog pt.
	2400	61 47	78 36	10.00	46	40	43	WxN	5	3	Fresh wind and rough sea, rolling heavily, occasional rain. /occ. rn.
August											
1	0800	Port Harrison		10.06	49	45	45	W'ly	5	2	Mod. to fresh winds, rough sea, o'cast
	1600	Port Harrison		10.10	49	45	45	W'ly	3	1	Gentle wind, overcast and rain.
	2400	Port Harrison		10.13	49	45	45	NW	2	2	Light wind, overcast and light fog.
2	0800	58 28	79 10	10.15	46	52	47	N'ly	1	2	Light wind, overcast and light fog.
	1600	58 28	79 10	10.18	46	52	47	N'ly	2	6	Light wind & slight sea, o'cast, clear.
	2400	58 28	79 10	10.12	46	52	47	SxW	3	6	Gentle wind & mod. sea, o'cast & clear.
3	0800	58 58	86 05	9.98	46	52	44	SWxS	5	0	Fresh wind & rough heavy sea, shipping spray over port side, o'cast, den.fog.
	1600	58 58	86 05	9.96	46	52	44	WSW	3	7	Mod. wind and sea, cloudy and clear.
	2400	58 58	86 05	9.99	46	52	44	W'ly	3	7	Gentle wind and mod. sea, cloudy, clear.
4	0800	58 55	92 45	10.04	46	54	43	WxN	3-4	7	Gentle to mod. wind, choppy sea, cldy.
	1600	58 55	92 45	10.12	46	54	43	WNW	1	7	Light air and sea, overcast and clear.
	2400	58 55	92 45	10.11	46	54	43	Calm	0	2	Calm, overcast and rain.
5	0800	Churchill		10.13	59	54	54	S'ly	1	7	Light wind, cloudy and clear.
	1600	Churchill		10.11	59	54	54	SW	1	7	Light wind, cloudy and clear.
	2400	Churchill		10.10	59	54	54	Calm	0	8	Calm, fine and clear.
6	0800	Churchill		10.12	57	-	60	W'ly	1	8	Calm, fine and clear.
	1600	Churchill		10.12	57	-	60	W'ly	1	7	Light wind, cloudy and clear.
	2400	Churchill		10.10	57	-	60	W'ly	2	7	Light wind, cloudy and clear.
7	0800	Churchill		10.12	77	55	55	W'ly	2	8	Light wind, fine and clear.
	1600	Churchill		10.10	77	55	55	Calm	0	8	Calm, fine and clear.
	2400	Churchill		10.06	77	55	55	Calm	0	8	Calm, fine and clear.
8	0800	Churchill		10.02	77	62	56	SE	2	8	Light wind, fine and clear.
	1600	Churchill		9.93	77	62	56	SE	2	7	Light wind, cloudy and clear.
	2400	Churchill		9.87	77	62	56	SSW	2-3	7	Gentle wind, cloudy and clear.
9	0800	Churchill		9.85	62	46	45	SW	3	2	Fresh wind, overcast and light rain.

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August											
9	1600	Churchill		9.87	62	46	45	NW	3	1	Gentle brz, slight sea, o'cast, rn, fog.
	2400	Churchill		9.82	62	46	45	W'ly	5-6	1	Fresh to strng wind, spraying heavily frwd, o'cast & freq. rain squalls.
10	0800	Churchill		9.90	48	40	40	NxW	5-6	1	Fresh to strng wind & rough sea, vessel pitching hvly at times and shipping spray over port side, o'cast with rain and hazy.
	1600	Churchill		10.02	48	40	40	NxW	5	8	Fresh wind & rough sea, fine and clear.
	2400	Churchill		10.04	48	40	40	NxW	4	8	Mod. wind, choppy sea, fine and clear.
11	0800	63 14	90 27½	10.04	51	42	38	NxE	3	8	Gentle wind and sea, fine and clear.
	1600	63 14	90 27½	10.08	51	42	38	NNW	2	8	Light wind, fine and clear.
	2400	63 14	90 27½	10.08	51	42	38	WNW	2	8	Light wind, fine and clear.
12	0800	Chesterfield Inlet		10.13	54	43	37	Calm	0	8	Calm, fine and clear.
	1600	Chesterfield Inlet		10.14	54	43	37	ESE	2	7	Light wind, slght sea, cldy and clear.
	2400	Chesterfield Inlet		10.14	54	43	37	E'ly	2	6	Light wind, slght sea, o'cast & clear.
13	0800	Chesterfield Inlet		10.14	43	41	40	ENE	3	6	Gentle wind, slght sea, o'cast & clear.
	1600	Chesterfield Inlet		10.12	43	41	40	ENE	4	6	Fresh wind, slght sea, o'cast and clear.
	2400	Chesterfield Inlet		10.12	43	41	40	E'ly	3-4	3	Gentle to mod. sea & wind, o'cast with light rain.
14	0800	64 03	94 20½	10.16	54	44	46	E'ly	1	6	Light air, overcast and clear.
	1600	64 03	94 20½	10.21	54	44	46	Calm	0	7	Light air, cloudy and clear.
	2400	64 03	94 20½	10.23	54	44	46	Calm	0	8	Calm, fine and clear.
15	0800	Baker Lake		10.21	58	48	47	SE	2	6	Light wind, overcast and clear.
	1600	Baker Lake		10.18	58	48	47	E'ly	1	7	Light air & slght sea, cloudy & clear.
	2400	Baker Lake		10.14	58	48	47	N'Ely	2	7	Light wind, slght sea, cloudy & clear.
16	0800	Baker Lake		10.14	62	48	47	E'ly	2	7	Light wind, slght sea, cloudy & clear.
	1600	Baker Lake		10.09	62	48	47	ESE	2	7	Light wind, smooth sea, cldy & clear.
	2400	Baker Lake		10.10	62	48	47	SExS	2	7	Light wind, slght sea, cloudy & clear.
17	0800	63 44	98 58	10.04	49	40	43	ExS	3-4	6	Gentle to mod. wind & sea, o'cast, clr.
	1600	63 44	98 58	10.06	49	40	43	ESE	2	1	Light wind & mod. sea, o'cast & fog.
	2400	63 44	98 58	9.97	49	40	43	SE	4-5	0	Mod. to fresh wind & sea, o'cast with rain and thick fog.
18	0800	Chesterfield Inlet		9.98	48	40	39	SE	3	0	Gentle wind & slight sea, conti. rain.

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Aug.											
18	1600	Chesterfield Inlet		9.84	48	40	39	W'ly	3	1	Gentle wind and mod. sea, overcast & rain.
	2400	Chesterfield Inlet		9.87	48	40	39	WNW	4-5	0	Mod. squally wind, overcast & heavy rain.
19	0800	Chesterfield Inlet		9.89	54	45	37	WNW	4-5	3	Mod. to fresh wind, o'cast, occ. rain & clr.
	1600	Chesterfield Inlet		9.97	54	45	37	WNW	4-5	7	Mod. to fresh wind & sea, cloudy and clear.
	2400	Chesterfield Inlet		10.01	54	45	37	W'ly	2	7	Light wind, cloudy and clear.
20	0800	62 27	90 53	10.00	50	41	39	Calm	0	7	Calm, smooth sea, cloudy and clear.
	1600	62 27	90 53	10.01	50	41	39	N'ly	2	1	Light wind & smooth sea, o'cast, drzzl, fog.
	2400	62 27	90 53	10.05	50	41	39	WNW	2-3	7	Gentle wind & slight sea, cloudy and clear.
21	0800	59 13	93 52	10.08	54	44	47	WSW	2-3	7	Gentle wind & slight sea, cloudy and clear.
	1600	59 13	93 52	10.11	54	44	47	SW	1	7	Light airs, cloudy and clear
	2400	59 13	93 52	10.10	54	44	47	SW	1	6	Light air, overcast and clear.
22	0800	Churchill		10.10	64	51	51	Calm	0	7	Calm, cloudy and clear.
	1600	Churchill		10.10	64	51	51	ENE	2	3	Light wind, cloudy with rain squalls.
	2400	Churchill		--	64	51	51	Calm	0	8	Calm, fine and clear.
23	0800	Churchill		10.06	69	46	51	SWly	2-3	7	Gentle wind, cloudy and clear.
	1600	Churchill		10.07	69	46	51	SWly	2-3	7	Light wind, cloudy and clear.
	2400	Churchill		10.05	69	46	51	NE	3	6	Gentle wind and mod. sea, overcast & clear.
24	0800	60 58	92 02	10.09	51	43	41	NNE	3	8	Gentle wind & mod. sea, fine and clear.
	1600	60 58	92 02	10.11	51	43	41	N'ly	2	8	Light wind and slight sea, fine and clear.
	2400	60 58	92 02	10.11	51	43	41	NW	2	7	Light wind and slight sea, cloudy and clear.
25	0800	Chesterfield Inlet		10.12	54	42	39	Calm	0	8	Calm, fine and clear.
	1600	Chesterfield Inlet		10.13	54	42	39	NNW	2	8	Light wind, fine and clear.
	2400	Chesterfield Inlet		10.12	54	42	39	W'ly	1	8	Light airs, fine and clear.
26	0800	Chesterfield Inlet		10.14	49	41	37	SSW	1	7	Light wind, cloudy and clear.
	1600	Chesterfield Inlet		10.16	49	41	37	SW	3	8	Gentle wind and sea, fine and clear.
	2400	Chesterfield Inlet		10.13	49	41	37	SW	3	7	Gentle wind and mod. sea, cloudy and clear.
27	0800	65 44	86 11	10.06	42	38	36	SW	3-4	0	Gentle to mod. wind & sea, o'cast, thick fog
	1600	65 44	86 11	10.02	42	38	36	SW	3	7	Light to mod. wind & sea, cloudy and clear.
	2400	65 44	86 11	10.02	42	38	36	ESE	2	7	Light wind & slight sea, cloudy and clear.
28	0800	Repulse Bay		10.05	44	39	37	SE	2	6	Light wind & slight sea, overcast and clear.
	1600	Repulse Bay		10.04	44	39	37	ESE	2	2	Light wind & slight sea, overcast and hazy.
	2400	Repulse Bay		10.02	44	39	37	Calm	0	0	Calm, overcast and thick fog.
29	0800	66 21	85 53	10.02	43	39	36	ESE	2	2	Light wind & slight sea, overcast and hazy.

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Aug.											
29	1600	66 21	85 53	10.03	43	39	36	SSW	3	0	Gentle wind & mod. sea, dense fog.
	2400	66 21	85 53	10.06	43	39	36	NW	2	1	Light wind & smooth sea. Continuous rain.
30	0800	63 26	89 12	10.09	48	40	39	NNW	2-3	7	Light to gentle wind, slght sea.Cldy & clr.
	1600	63 26	89 12	10.17	48	40	39	Calm	0	7	Calm. Cloudy and clear.
	2400	63 26	89 12	10.13	48	40	39	Calm	0	7	Calm. Cloudy and clear.
31	0800	Chesterfield Inlet		10.14	45	38	41	S'ly	2	8	Light wind and slight sea. Fine and clear.
	1600	Chesterfield Inlet		10.08	45	38	41	SSE	3	8	Gentle wind and mod. sea. Fine and clear.
	2400	Chesterfield Inlet		10.06	45	38	41	S'ly	2	2	Light wind and slight sea. Overcast & hazy.
Sept.											
1	0800	63 07	88 24	10.07	46	40	40	ENE	4	0	Mod. wind and sea. Overcast & dense fog.
	1600	63 07	88 24	10.08	46	40	40	E'ly	2	7	Light wind & slight sea. Cloudy and clear.
	2400	63 07	88 24	10.08	46	40	40	NE	4	6	Mod. wind and sea. Overcast and clear.
2	0800	Coral Harbour		10.07	42	37	41	NE	2-3	7	Gentle wind and mod. sea. Cloudy and clear.
	1600	Coral Harbour		10.04	42	37	41	S'ly	1	8	Light airs. Fine and clear.
	2400	Coral Harbour		10.06	42	37	41	SE	2	6	Light wind. Overcast and clear.
3	0800	Coral Harbour		9.92	38	33	41	E'ly	3	6	Gentle wind & mod. sea. Overcast & clear.
	1600	Coral Harbour		9.92	38	33	41	NE	4	6	Mod. wind and sea. Overcast and clear.
	2400	Coral Harbour		9.94	38	33	41	ENE	4	6	Mod. wind and sea. Overcast and clear.
4	0800	61 57	86 58	9.96	44	38	41	NNE	3	7	Gentle wind & mod. sea. Cloudy and clear.
	1600	61 57	86 58	10.06	44	38	41	N'ly	3	7	Gentle wind & mod. sea. Cloudy and clear.
	2400	61 57	86 58	10.10	44	38	41	WNW	4	7	Mod. wind and sea. Cloudy and clear.
5	0800	Churchill		10.09	44	40	44	W'ly	3	7	Gentle wind & mod. sea. Cloudy and clear.
	1600	Churchill		10.14	44	40	44	W'ly	1	8	Light airs. Fine and clear.
	2400	Churchill		10.12	44	40	44	W'ly	1	8	Light airs. Fine and clear.
6	0800	Churchill		10.14	55	44	54	W'ly	2	7	Light wind. Cloudy and clear.
	1600	Churchill		10.16	55	44	54	E'ly	2	5	Light wind. Cloudy with rain.
	2400	Churchill		10.17	55	44	54	E'ly	2	6	Light wind. Overcast and clear.
7	0800	Churchill		10.17	53	41	53	NW	3	7	Gentle wind. Cloudy and clear.
	1600	Churchill		10.16	53	41	53	NW	2	7	Light wind. Cloudy and clear.
	2400	Churchill		10.12	53	41	53	W'ly	2	8	Light wind. Fine and clear.
8	0800	Churchill		10.11	52	47	50	W'ly	2	8	Light wind. Fine and clear.
	1600	Churchill		10.06	52	47	50	W'ly	2	7	Light wind & smooth sea. Cloudy and clear.
	2400	Churchill		10.00	52	47	50	S'ly	2	7	Light wind & slight sea. Cloudy and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
Sept.											
9	0800	58 48	88 03	9.96	50	48	46	SSE	3	7	Gentle wind & mod. sea. Cloudy and clear.
	1600	58 48	88 03	9.92	50	48	46	SSE	4	6	Mod. wind & heavy sea. Overcast & clear.
	2400	58 48	88 03	9.86	50	48	46	SE	4	5	Mod. wind and sea. Overcast and rain.
10	0800	58 40	81 36	9.88	46	42	46	W'ly	4	5	Mod. wind and sea. O'cast and light rain.
	1600	58 40	81 36	9.89	46	42	46	SSW	4	4	Mod. wind and sea. Cldy and snow flurries.
	2400	58 40	81 36	9.84	46	42	46	S'ly	3	6	Gentle wind & mod. sea. Overcast & clear.
11	0800	Port Harrison		9.84	47	41	48	WNW	2	5	Light wind. Overcast and rain.
	1600	Port Harrison		9.95	47	41	48	NW	5	4	Fresh wind & mod. sea. O'cast. Rain and snw,
	2400	Port Harrison		10.03	47	41	48	WNW	5	5	Fresh wind & mod. sea. Overcast and rain.
12	0800	Port Harrison		10.04	42	38	47	WSW	5	6	Fresh wind & mod. sea. Cloudy. Occ'l rain.
	1600	Port Harrison		10.09	42	38	47	WSW	3	6	Gentle wind & slight sea. O'cast and clear.
	2400	Port Harrison		10.15	42	38	47	NW	2	6	Light wind. Overcast and clear.
13	0800	58 56	79 32	10.14	45	41	47	SW	3	7	Gentle wind & mod. sea. Cloudy and clear.
	1600	58 56	79 32	10.13	45	41	47	W'ly	3	5	Gentle wind & mod. sea. O'cast, rain squlls.
	2400	58 56	79 32	10.08	45	41	47	WSW	2	6	Light wind & slight swell. O'cast and clear.
14	0800	Povungnituk		10.06	50	37	42	Calm	0	7	Calm. Cloudy and clear.
	1600	Povungnituk		10.07	50	37	42	NNW	2	6	Light wind. Overcast and clear.
	2400	Povungnituk		10.09	50	37	42	NW	2	4	Light wind. Overcast. Snow flurries.
15	0800	60 18	78 23	10.13	42	37	44	WNW	3	4	Gentle wind & mod. sea. O'cast. Snow flrrs.
	1600	60 18	78 23	10.15	42	37	44	NW	3	4	Mod. wind & sea. Overcast. Snow flurries.
	2400	60 18	78 23	10.15	42	37	44	NNW	3	6	Gentle wind & slight sea. O'cast and clear.
16	0800	62 26	76 07	10.12	38	34	41	Calm	0	5	Calm. Overcast and light snow.
	1600	62 26	76 07	10.12	38	34	41	E'ly	1	6	Light airs. Overcast and clear.
	2400	62 26	76 07	10.12	38	34	41	NW	2	7	Light wind & slight sea. Cloudy and clear.
17	0800	64 03	76 05	10.14	37	35	35	NNE	4	8	Mod. wind and sea. Fine and clear.
	1600	64 03	76 05	10.18	37	35	35	N'ly	2	7	Gentle wind & slight sea. Cloudy and clear.
	2400	64 03	76 05	10.17	37	35	35	NW	2	7	Light wind & smooth sea. Cloudy and clear.
18	0800	Cape Dorset		10.18	38	33	33	WNW	2	7	Light wind & smooth sea. Cloudy and clear.
	1600	Cape Dorset		10.20	38	33	33	WNW	2	7	Light wind & slight sea. Cloudy and clear.
	2400	Cape Dorset		10.20	38	33	33	WNW	3	7	Gentle wind & mod. swell. Cloudy and clear.
19	0800	62 36	81 30	10.20	36	32	36	W'ly	3	7	Gentle wind & mod. sea. Cloudy and clear.
	1600	62 36	81 30	10.20	36	32	36	W'ly	2	4	Light wind & slight sea. O'cast. Snw flrrs.
	2400	62 36	81 30	10.20	36	32	36	W'ly	2	6	Light wind & slight sea. O'cast and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
Sept.											
20	0800	60 47	87 30	10.20	39	34	38	NW	2	7	Light wind & mod. sea. Cloudy and clear.
	1600	60 47	87 30	10.26	39	34	38	NW	1	6	Light airs & smooth sea. O'cast and clr.
	2400	60 47	87 30	10.28	39	34	38	S'ly	1	6	Light airs & smooth sea. O'cast & clear.
21	0800	59 06	93 43	10.26	48	40	40	SSW	3	6	Gentle wind & mod. sea. O'cast and clear.
	1600	59 06	93 43	10.27	48	40	40	S'ly	2	7	Light wind & smooth sea. Cloudy and clr.
	2400	59 06	93 43	10.24	48	40	40	Calm	0	7	Calm. Cloudy and clear.
22	0800	Churchill		10.24	48	40	41	NE	1	7	Light airs. Cloudy and clear.
	1600	Churchill		10.27	48	40	41	E'ly	1	7	Light airs. Cloudy and clear.
	2400	Churchill		10.25	48	40	41	NxE	3	7	Gentle wind & slight sea. O'cast & clear.
23	0800	Churchill		10.23	38	36	42	NxE	3	4	Gentle wind & mod. sea. O'cast. Snw fls.
	1600	Churchill		10.23	38	36	42	NE	2	7	Light wind. Cloudy and clear.
	2400	Churchill		10.21	38	36	42	W'ly	1	7	Light airs. Cloudy and clear.
24	0800	Churchill		10.21	51	36	42	W'ly	3	7	Gentle wind. Cloudy and clear.
	1600	Churchill		10.20	51	36	42	W'ly	2	7	Light wind. Cloudy and clear.
	2400	Churchill		10.18	51	36	42	W'ly	3	7	Gentle wind. Cloudy and clear.
25	0800	Churchill		10.15	54	38	43	W'ly	2	7	Gentle wind. Cloudy and clear.
	1600	Churchill		10.07	54	38	43	W'ly	3	7	Gentle wind. Cloudy and clear.
	2400	Churchill		10.06	54	38	43	SW	2	6	Light wind. Overcast and clear.
26	0800	Churchill		10.04	55	41	42	SW	2	5	Light wind. Overcast and light rain.
	1600	Churchill		10.00	55	41	42	NE	1	7	Light airs & smooth sea. Cloudy & clear.
	2400	Churchill		9.95	55	41	42	E'ly	2	7	Light wind & smooth sea. Cloudy & clear.
27	0800	60 57	89 09	9.91	44	40	39	E'ly	1	7	Light airs & smooth sea. Cloudy & clear.
	1600	60 57	89 09	9.87	44	40	39	SE	3	1	Gentle wind & slight sea? O'cast & fog.
	2400	60 57	89 09	9.83	44	40	39	E'ly	3	1	Gentle wind & mod. sea. Overcast & fog.
28	0800	62 48	83 58	9.84	40	34	34	E'ly	1	1	Light airs & smooth sea. Overcast & fog.
	1600	62 48	83 58	9.87	40	34	34	NE	4	1	Mod. wind & rough sea. Overcast and fog.
	2400	62 48	83 58	9.90	40	34	34	NNE	6	4	Strong wind & heavy sea. O'cast. Snw & rn.
29	0800	64 06½	83 15	9.94	37	33	34	NNE	6	6	Strong wind & rough sea. O'cast & clear.
	1600	64 06½	83 15	9.94	37	33	34	N'ly	5	4	Fresh wind & mod. sea. O'cast. Snow fllrs.
	2400	64 06½	83 15	9.94	37	33	34	NNE	4	6	Mod. wind and sea. Overcast and clear.
30	0800	Southampton Island		9.94	40	35	34	NE	2	6	Light wind & slight sea. Overcast & clr.
	1600	Southampton Island		9.94	40	35	34	NNE	2	4	Light wind & slight sea. O'cast. Sn,rn.
	2400	Southmpton Island		9.94	40	35	34	NNE	2	4	Light wind & slight sea. O'cast with snw.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
October											
1	0800	63 56	79 37	9.89	36	33	34	Calm	0	3	Calm. Smooth sea. Overcast and hazy.
	1600	63 56	79 37	9.88	36	33	34	S'ly	2	2	Light wind & slght swll. Cldy,fog patchs.
	2400	63 56	79 37	9.90	36	33	34	WNE	3	3	Gentle wind & slght sea. Hazy at times.
2	0800	67 00	87 17	9.88	34	32	31	NxW	5	1	Fresh wind & rough sea. O'cast. Heav,snow.
	1600	67 00	87 17	9.92	34	32	31	N'ly	5	4	Fresh wind & rough sea. O'cast. Rn, snow.
	2400	67 00	87 17	9.99	34	32	31	N'ly	5	6	Fresh wind & rough sea. O'cast and clear.
3	0800	68 46	81 04	10.03	32	24	30	N'ly	4	7	Mod. wind and sea. Cloudy and clear.
	1600	Hall Lake		10.08	32	24	30	NxW	4	8	Mod. wind and sea. Fine and clear.
	2400	Hall Lake		10.11	32	24	30	WNW	3	8	Gentle wind & mod. sea. Fine and clear.
4	0800	Hall Lake		10.13	26	21	29	WNW	2	7	Light wind & slight sea. Cloudy and clear.
	1600	Hall Lake		10.16	26	21	29	Calm	0	7	Calm. Cloudy and clear.
	2400	Hall Lake		10.13	26	21	29	S'ly	3	7	Gentle wind & slight sea. Cloudy & clear.
5	0800	66 24	80 11	10.16	35	31	31	S'ly	1	7	Light airs & slight sea. Cloudy & clear.
	1600	66 24	80 11	10.22	35	31	31	S'ly	1	7	Light airs & smooth sea. Cloudy & clear.
	2400	66 24	80 11	10.23	35	31	31	S'ly	3	6	Gentle wind & mod. sea. O'cast and clear.
6	0800	63 52	77 23	10.18	37	34	33	S'ly	3	0	Gentle wind & choppy sea. O'cast,dense fg.
	1600	63 52	77 23	10.19	37	34	33	S'ly	2	7	Light wind & slight sea. Cloudy and clear.
	2400	63 52	77 23	10.12	37	34	33	SSE	2	7	Light wind. Cloudy and clear.
7	0800	63 36	74 40	10.08	37	36	33	SE	3	5	Gentle wind & mod. sea. Overcast & rain.
	1600	63 36	74 40	10.07	37	36	33	SE	3	2	Gentle wind & mod. sea. Overcast. Rn, fog.
	2400	63 36	74 40	10.01	37	36	33	SE	3	5	Gentle wind & mod. sea. O'cast with rain.
8	0800	62 29	70 56	9.98	43	36	34	E'ly	4	3	Mod. wind & sea. Overcast. Rain. Haze.
	1600	62 29	70 56	9.94	43	36	34	E'ly	2	4	Light wind. Continuous rain.
	2400	62 29	70 56	9.87	43	36	34	ESE	3	6	Gentle wind. Overcast and clear.
9	0800	Lake Harbour		9.88	46	38	33	ENE	2	7	Light wind. Cloudy and clear.
	1600	Lake Harbour		9.92	46	38	33	ENE	2	6	Light wind & mod. swell. Overcast & clr.
	2400	Lake Harbour		9.96	46	38	33	E'ly	6	6	Strong wind & rough sea. O'cast and clear.
10	0800	61 45	66 07	10.00	37	34	32	E'ly	4	6	Mod. wind & sea. Overcast and clear.
	1600	61 45	66 07	10.08	37	34	32	NE	3	8	Gentle wind & slight swell. Fine & clear.
	2400	61 45	66 07	10.12	37	34	32	NNW	2	8	Light wind. Fine and clear.
11	0800	63 39	68 27	10.14	35	32	33	NW	2	8	Light wind & slight sea. Fine and clear.
	1600	63 39	68 27	10.21	35	32	33	NW	1	8	Light airs. Fine and clear.
	2400	63 39	68 27	10.24	35	32	33	NW	1	8	Light airs. Fine and clear.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
October											
12	0800	Frobisher Bay		10.22	34	31	32	Var.	1	8	Light airs. Fine and clear.
	1600	Frobisher Bay		10.24	34	31	32	Var.	1	8	Light airs. Fine and clear.
	2400	Frobisher Bay		10.26	34	31	32	Calm	0	7	Calm. Cloudy and clear.
13	0800	Frobisher Bay		10.25	33	31	32	SW	1	8	Light airs. Fine and clear.
	1600	Frobisher Bay		10.25	33	31	32	SE	2	8	Light wind. Fine and clear.
	2400	Frobisher Bay		10.24	33	31	32	SE	2	7	Light wind & slight swell. Cldy & clear.
14	0800	63 14	67 36	10.21	39	33	32	SE	3	7	Gentle wind & mod. sea. Cloudy & clear.
	1600	63 14	67 36	10.26	39	33	32	SE	3	7	Gentle wind & mod. sea. Cloudy & clear.
	2400	63 14	67 36	10.30	39	33	32	SE	3	7	Gentle wind & mod. sea. Cloudy & clear.
15	0800	63 13	63 43	10.27	38	37	31	SE	3	6	Gentle wind & mod. sea. O'cast & clear.
	1600	63 13	63 43	10.28	38	37	31	SW	3	6	Gentle wind & slight sea. O'cast & clear.
	2400	63 13	63 43	10.29	38	37	31	NW	1	6	Light airs. Overcast and clear.
16	0800	Pangnirtung		10.29	42	36	35	W'ly	1	3	Light airs & smooth sea. O'cast. Hazy.
	1600	Pangnirtung		10.29	42	36	35	Var.	1	6	Light airs & smooth sea. O'cast & clear.
	2400	Pangnirtung		10.27	42	36	35	E'ly	1	6	Light airs. Overcast and clear.
17	0800	Pangnirtung		10.24	43	39	35	E'ly	1	6	Light airs. Smooth sea. O'cast & clear.
	1600	Pangnirtung		10.20	43	39	35	Calm	0	6	Calm. Overcast and clear.
	2400	Pangnirtung		10.18	43	39	35	E'ly	1	8	Light airs. Fine and clear.
18	0800	65 45	66 06	10.16	43	35	32	E'ly	1	7	Light airs & smooth sea. Cloudy & clear.
	1600	65 45	66 06	10.11	43	35	32	NW	1	0	Light airs & smooth sea. Dense fog.
	2400	65 45	66 06	10.06	43	35	32	NE	4	5	Fresh wind & mod. sea. O'cast. Occl rn.
19	0800	62 48	62 38	9.93	38	36	34	SE	3	2	Gentle wind & mod. sea. O'cast. Rn, fog.
	1600	62 48	62 38	9.79	38	36	34	NE	3	2	Gentle wind & mod. sea. O'cast. Rn, fog.
	2400	62 48	62 38	9.82	38	36	34	SW	4	6	Fresh wind & rough sea. O'cast & clear.
20	0800	61 11	59 01	9.87	43	38	40	SSE	3	7	Gentle wind & heavy swell. Cldy & clear.
	1600	61 11	59 01	9.87	43	38	40	Var.	1	7	Light wind & mod. swell. Cloudy & clear.
	2400	61 11	59 01	9.82	43	38	40	NNW	2	5	Light wind & slight swell. O'cast & rain.
21	0800	56 35	56 47	9.84	38	36	40	NW	4	4	Mod. wind & sea. Overcast. Occ'l snow.
	1600	56 35	56 47	9.92	38	36	40	WNW	4	7	Mod. wind & rough sea. Cloudy and clear.
	2400	56 35	56 47	9.97	38	36	40	WSW	4	8	Mod. squally wind & rough sea. Fine, clr.
22	0800	53 27	55 19	10.04	38	35	37	WSW	4	7	Mod. wind & rough sea. Cloudy and clear.
	1600	53 27	55 19	10.11	38	35	37	Var.	1	7	Light airs. Smooth sea. Cloudy & clear
	2400	53 27	55 19	10.15	38	35	37	N'ly	3	6	Gentle wind & slight sea. O'cast & clr.

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Date 1955	Time	Lat. N. ° '	Long. W. ° '	Barometer	Temperature Max	Min	Sea	Wind True	Force	Vis.	Remarks
October											
23	0800	50 42	57 47	10.17	40	34	42	NNW	3	6	Gentle wind & slight sea. O'cast,clear.
	1600	50 42	57 47	10.12	40	34	42	NW	2	7	Light wind & slight sea. Cldy and clear.
	2400	50 42	57 47	10.16	40	34	42	NNW	3	7	Gentle wind & mod. sea. Cloudy & clear.
24	0800	47 34	59 44	10.12	52	40	45	WNW	4	8	Mod. wind and sea. Fine and clear.
	1600	47 34	59 44	10.13	52	40	45	SW	2	7	Light wind & slight sea. Cloudy & clear.
	2400	47 34	59 44	10.10	52	40	45	SSW	4	3	Mod. wind and sea. Overcast and hazy.
25	0800	44 58	61 14	10.03	57	48	51	SSW	5	7	Fresh wind & rough sea. Cloudy & clear.
	1600	44 58	61 14	10.02	57	48	51	SWxW	5	7	Fresh wind & rough sea. Cloudy & clear.
	2400	44 58	61 14	10.10	57	48	51	W'ly	5	8	Fresh wind & rough sea. Fine and clear.
26	0800	Halifax.									

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