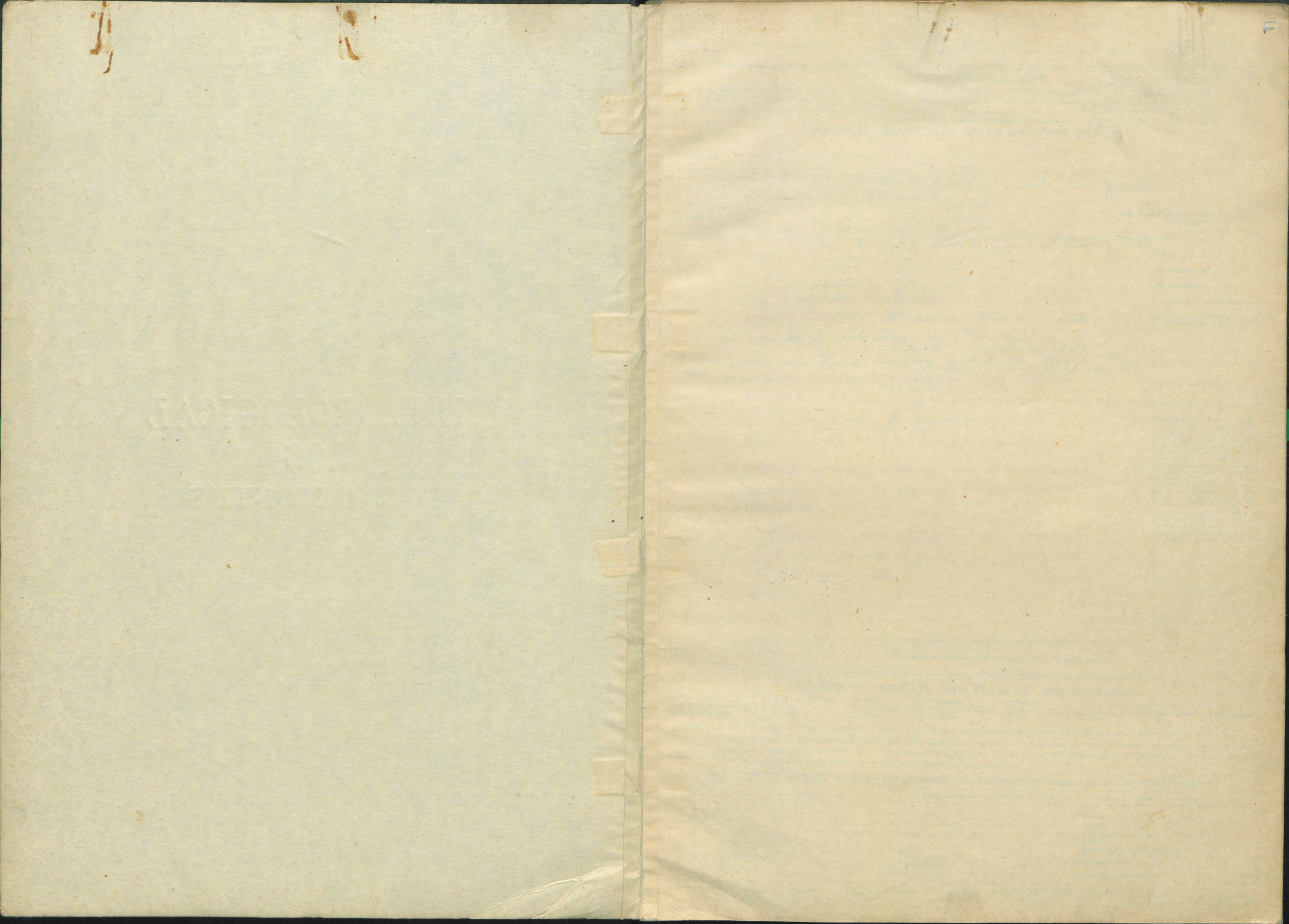


METEOROLOGICAL  
LOG  
FOR 4 MONTHS

BAE  
08







Colour of Sea from Code des Couleurs d'après la méthode Chausse  
par Paul Klinghsieck et Th. Valette

Speed of clouds according to scale (1/2) Very Slow  
① Slow  
② Moderate  
③ Fast  
④ Very Fast

Scale for Rain  
Drizzle  
Slight  
Moderate  
Heavy  
Very Heavy

METEOROLOGICAL LOG.

Name of Vessel "Terra Nova" Steam or Sail Qu. Rig Qu. Gross Register Tonnage 1000  
Captain's Name Commander E. H. R. R. R. Log kept by Mr. Francis R. H. Drake R.N. assisted by Mr. A. E. P. R.N.  
Office of watches :- Head Mr. H. P. R.N. Head Mr. H. P. R.N. Head Mr. H. P. R.N.

When filled, or nearly full, this log is to be returned, as quickly as possible, to the Meteorological Office, 63, Victoria Street, London, S.W., whence it will be duly acknowledged. Should a considerable interval be likely to occur between successive voyages, owing to the ship being laid up or a similar cause, the log is to be returned without delay.

ADMIRAL BEAUFORT'S SCALE OF WIND FORCE.

- 0 Calm.
- 1 Light air - Just sufficient to give steerage way.
- 2 Light breeze - With which a well-conditioned ship-of-war of 1 to 2 knots.
- 3 Gentle breeze - Admiral Beaufort's time (1800-1850), with all 3 to 4 knots.
- 4 Moderate breeze - full, from - - - - - 5 to 6 knots.
- 5 Fresh breeze - Royals, &c.
- 6 Strong breeze - Single-reefed topsails and topgallant sails. Topgallant sails.

FOR SHIPS RIGGED WITH DOUBLE TOPSAILS.\*

How was the screen containing the dry and wet bulbs situated? Stevens' Screen on deck

on top of Laboratory on Port Side of  
Ship's screen against deck house Starboard side - only used when  
other is affected by air from Engine Room.

Where was the Meteorological Office barometer located? In Lobby of Wardroom.

Please note that a dot (.) is now to be used under any letter to augment its significance; instead of a bar (-).

In the space marked—'Log kept by—the names of all those who have assisted in keeping the Log should be noted.

14767—500.

f 4	...	Thick Fog ...	Ships' lights and vessels invisible at 1/4 mile or less ...	Navigation suspended.
f 5	...	...	...	...

\* If the horizon is indistinct, but still just visible, the symbol "m," for mist, should be used exclusively in the weather column.

LETTERS TO INDICATE THE STATE OF THE WEATHER.

- b Blue Sky.
- c Clouds (detached).
- d Drizzling Rain.
- e Wet without rain.
- f Foggy.
- g Gloomy.
- h Hail.
- i Lightning.
- m Misty.
- o Overcast.
- p Passing Showers.
- q Squally.
- r Rain.
- s Snow.
- t Thunder.
- u Ugly (threatening appearance of Weather).
- v Visibility. Objects at a distance unusually visible.
- w Dew.
- z Haze.

NOTE.—A dot (.) under any letter augments its signification: thus, r heavy rain; r very heavy rain; but to express the intensity of the fog the scale should be used. A figure preceding a letter shows how many hours that state of weather had prevailed since last observation: thus, 4 r means four hours' rain; 2 1/2 l means two and a half hours of vivid lightning, &c., &c. It is well to bear in mind that w=dew, but d=drizzle and e=wet without rain; p=passing showers of rain, and q=squalls, but s=snow.

SEA DISTURBANCE SCALE (Provisional. See Explanatory memorandum separately issued).

Scale.	Description.	Height of Waves in feet from crest to trough.	Condition of Surface.
0	Calm ...	...	Glassy.
1	Smooth ...	...	Rippled.
2	...	...	...
3	Slight to moderate ...	Under 5 feet ...	Rocks buoy or small boat.
4	...	...	Furrowed.
5	Rough to very rough ...	5 to 10 feet ...	Much disturbed; deeply furrowed.
6	...	...	...
7	High to very high ...	11 to 15 feet ...	Rollers with steep fronts.
8	...	16 to 35 feet ...	...
9	Phenomenal ...	36 feet and above ...	Precipitous; towering.
10	...	...	...

NOTE.—The same scale numbers and the corresponding heights from crest to trough may be used for Waves or for Swell, for which separate columns are provided. Care should be taken that the respective directions and amounts of disturbance are entered in their proper columns. If confused, write "Confused" in its respective direction column, stating its chief direction or directions; thus, "Confused N.E. and S.E.," "Confused S.W."

(14767—24.) Wt. 22539—7196. 500. 11/09. D & S.







# Meteorological Log kept on board P. & O. Steamship "China."

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. 361		Thermometers.			
Year 1902.						Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force 0 to 12.	Height of Cistern above Sea 39 feet.		Dry Bulb.	Wet Bulb.	
Day. Civil Time.	Hour.	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.	No. 5237	No. 1931	
25	4															
	8									True throughout the voyage.		In Chart Room in good position. Ship's Mercurial given for comparison each day at noon below the M.O. reading.	In the screen which is fixed on the after-side of the Chart Room well protected from sun, rain, and spray.			
	NOON	{ Current in last 24 hours				mls.		Various		S. S. W.	4	30.00	62			
	4									S. S. W.	3	30.02	62	63	59	
	8									S. S. E.	4	29.98	62	62	60	
	MIDT.						Coast Line.									
26	4						S. 87° W. Various.	14 12		S.	4	29.76	60	60	59	
	8						S. 18 W. S. 62 W. S. 69 W.	4 10 51	19° W.	S. 86° W.	S.	5	29.61	61	60	58
	NOON	{ 49 40 N. 49 40 N. 4 40 W. 4 29 W. }				{ Current in last 9 hours W. 7 mls. }		S. 68 W.	61	S.	5	29.48 (29.60)	62 (62)	63	60	
	4						S. 25 W.	48		S. S. W.	7	29.52	62	61	60	
	8						S. 25 W.	48		S. W.	8	29.62	61	60	59	
	MIDT.						S. 25 W. S. 28 W.	6 49	19° W.	S. 47° W.	W. S. W. W.	8	29.72 29.80	62 61		
27	4						S. 28 W.	51		W.	8	29.89	60			
	8						S. 28 W.	54	19° W.	S. 47° W.	W.	7	30.10	63	63	59
	NOON	{ 45 15 N. 45 7 N. 7 30 W. 8 4 W. }				{ Current in last 24 hours N. 70 E. 23 mls. }		S. 28 W.	60	W. S. W. N. W. by W.	6 6	30.17 30.26 (30.40)	65 (64)	65	60	
	4						S. 35 W.	53		N. W. by W.	6	30.34	65	64	59	
	8						S. 35 W.	58	20° W.	S. 55° W.	N. W. by W.	4	30.41	63	62	58
	MIDT.						S. 35 W. S. 1 W.	46 13		Calm N. E. by N.	0 3	30.40	63	61	59	
28	4						S. 1 W.	60	19° W.	S. 20° W.	N. E.	4				
	8						S. 1 W.	60		N. by E.	5	30.32	62	61	57	
	NOON	{ 39 47 N. 39 47 N. 9 32 W. 9 30 W. }				{ Current in last 24 hours None mls. }		S. 1 W. S. 8 E.	5 62	N. N. W. N. N. E.	6 4	30.29 30.28 (30.39)	67 (66)	68	64	
	4						S. 8 E. S. 7 W. S. 12 E.	16 42 2		N. E.	4	30.24	67	72	67	
	8						S. 12 E.	62		N. by W.	4	30.21	69	70	66	
	MIDT.						S. 42 E. S. 71 E.	12 19	17° W.	S. 54° E.	N. W. by W. Calm	3 0	30.20 30.20	68 66		62
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage, noting whether it is mercurial or aneroid  
 † In the Form of Log now issued separate columns are given for the Names of Upper and Lower Clouds.

Captain T. S. Angus,

from London

to Australia.

Hour.	Clouds.†		Weather.		Sea Surface.						Remarks.	
	Names.	Prop. of Sky Clouded. 0 to 10.	According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.	Spec. Grav. by No.	Time of Remark.	Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
					Direction from.	Disturbance. 0 to 10	Direction from.	Disturbance. 0 to 10				
					Also record when Confused.				5880	1214		
4												
8												
NOON												
4	Cum.-s.	6	cb		—	0	—	0	—		1 33	Left Tilbury.
											3 7	Passed Nore L.V.
8	Cum.	8	c		—	0	—	0	—		4 35	Passed Tongue. 6 2. East Goodwin. French coast and distant objects remarkably clear and distinct. Rainy appearance to W. and N.W.
											10 30	Passed Beachy Head.
MIDT.	Cum.   Nim.	10	or		—	0	—	0	—			
4	Cum.   Nim.	3	bcd		S.	3	—	0	57		3 7	Rainy appearance. St. Catherine's Light N. 25° W., 4 miles. Sky clearing.
8	Cum.-s.	7	c		S.S.W.	4	—	0	58			
NOON	Cum.-s.	7	cm	1	S.S.W.	5	—	0	58	29		Wind and sea increasing.
4	Cum.-s.	10	or		S.W.	6	W.	4	58			Steep head sea. Ship pitching and rolling heavily.
8	Cum.-s. Nim.	10	op		S.W.	7	W.	5	58		8 0	Ushant Light N. 87° E., 10 miles. Cum.-s. rapidly from S.W.
MIDT.	Cum.	4	bcpq		S.W.	7	W.	5	60			Detached cum. moderately from Westward.
4	Cum.-s. Cum.	4	bcp		W.	5	N.W.	3	60			Cum. from S.W. slowly. Cum. round horizon.
8	Cir. Cum. Cum.-s.	3	bc		W.	5	N.W.	3	61			Cir. from N.W.
NOON	Cum.	4	bc		W.	4	—	—	64	28		
4	Cum.	3	bc		W.N.W.	4	N.W.	3	63			
8	Cir.-c. Cum.	2	bc		W.N.W.	4	N.	3	61		8 0	Villano Light S. 16° W. Cir.-c. from N.E.
MIDT.	Cum.	1	bw		W.	3	Confused	4	60		11 40	Finisterre S. 89° W., 16 miles. Stars very clear and bright.
4	—	0	bw		N.E.	3	W. and N.W.	3	62			
8	—	0	b		N.N.E.	3	W. and N.W.	1	66			
NOON	—	0	b		N.N.E.	3	N.W.	3	67	27		
4	—	0	b		N.N.E.	3	N.N.W.	4	67			
8	—	0	bm		N.N.W.	3	—	—	67		10 15	St. Vincent Light N. 48° E., 3 miles.
MIDT.	—	0	bw		—	0	W.	2	65			
2a	17	18	19	19a	20	21	20a	21a	22	23	24	25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.  
 14767



Sept on board S.Y. Terra Nova Rys

DATE.		Latitude. <i>S</i>		Longitude. <i>E</i>		Course and Distance.	Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. 1163		Thermometers.			
Year 1912	Month Dec <sup>r</sup>	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea 9 1/2 feet.	Uncorrected Reading.	Att. Therm.	Dry Bulb.	Wet Bulb.
Day, Civil Time.	Hour.	The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.							No.	No.
14 <sup>th</sup>	4													8395	5896
	8														
	NOON	43	47	173	18	378	12	SE	SEW	4	30.27	69		62.5	59.4
	4	43	39	173	33			SE	SE 1/2 E	1	30.26	72		63.5	59.5
	8	44	05	173	35		18		NNW	3	30.25	61		58.7	54.3
	MIDT.	44	00	173	09				N	0-1					
15 <sup>th</sup>	4						12		NNE	2	30.18	59		53.8	53.0
	8								NNE	3	30.16	60		52.8	52.8
	NOON	44	48	173	51	379			NNE	3 1/4	30.07	60		53.9	52.8
	4	45	21	174	30	452			NNE	4	29.95	61		56.0	54.8
	8	45	48	174	44				N	5	29.82	59		56.0	54.6
	MIDT.								N	5	29.67	60		54.0	54.0
16 <sup>th</sup>	4						14		N	3	29.62	57		54	53
	8								N	5 1/6	29.66	55		52.0	48.2
	NOON	47	06	176	11	453			N	5 1/6	29.62	55		52.0	48.0
	4								N	6 1/7	29.58	58		53.0	50.0
	8								N	8	29.59	56		53.4	-
	MIDT.								N	9	29.53	55		48.5	44.0
17 <sup>th</sup>	4						14		N	8 1/4	29.57	53		48	44
	8	48	49	177	53		14		N	7	29.61	53		49.5	-
	NOON	49	12	178	14	452			N	6	29.60	54		50.5	46.6
	4	49	39	179	06				N	6	29.58	56		49.9	-
	8								N	5	29.50	51		47.7	45.2
	MIDT.								N	6	29.45	53		48	46.8
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain Commodr. E. R. R. R. <sup>RN</sup> from New Zealand to Antarctic.

Hour.	Clouds.		Weather.		Sea Surface.						Remarks.				
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.  Names. Upper. Lower.		According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No. 8391	Spec. Grav. by No.					
					Direction from.	Disturbance 0 to 10.	Direction from.	Disturbance 0 to 10.							
												Also record when Confused.			
Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)															
4											Bar 74.5				
8											Comparison of Barometers at Hughes 1121 30.002 - 61.5 Adie 1156 30.012 61 By Helton 271. Adie 1163 30.020 61 Dec. 5 <sup>th</sup> 1912				
NOON	False cu cu	-	6	bcz	SSW	2	Conf. NB	4	58.2		Wind dropping after noon.				
4	ci cu cu	-		bcz	SE <sup>9</sup>	2	Conf. NB	4	58.2	4.30	Rain into Fog 2. Wags. Wind gradually backing to E. <sup>9</sup> Fog varying from 2 to 3.				
8	-	-	10	f	3	-	2	Conf. NB	4	56.2	Barograph set at 6.55.				
MIDT.	-	-	0	b	-	-	-	-	-	-	11.30 Fog cleared.				
4			10	f	3	NB	2	NB	4		00-2. Fine cloudless sky.				
8			10	f.	3	NB	2	NB	4	54.0	2-4 Banks of wet fog Tues 8. Fog all watch.				
NOON			10	f	3.4	NB	3	NB	4	54.0	Forenoon. Fog all watch. sun shining through occasionally.				
4	ast.	-	8	c		NB	3	NB <sup>9</sup>	5	53.2	0-50 Clouds of sea 452 3.0 Fog lifting.				
8	ast cu cu	scu st	6	c		NW	4	NW <sup>9</sup> S.W.	5	53.6	4.30 Marked Barograph. 7.0 Clouds from S.W. wd (1/2)				
MIDT.	-	-	0	b		N	5	-	-	-	Midt. Wind steady.				
4	ci. scu	scu	5	bc		Conf.	4	Conf.	6		2.0 Wind from NW to WSW. glass steadied. Sky clouded over.				
8	ast	scu	10	oc		SW	5	SW	6	52.4	8.40 Commenced to rain (slight.)				
NOON	ast	scu	10	oc		SW	5	SW	6	51.5					
4		cu scu	4	bc		SW	6	SW	7	52.0					
8		cu scu	4	bc		West	6	West	8						
MIDT.		cu	3	bc		West	6	West	8						
4		cu scu	5	bc		West	6	West	8		4.0 Rain squall.				
8	ast	cu st	4	bc		West	6	West	8	48.2	8.15 Passed small quantity kelp.				
NOON	ci st ast	st	4	bc		West	6	West	8	47.9	1.30 -do-				
4	ci st ast cu cu	st	6	bc		West	5/6	West	8	47.2	5.0 Sky completely clouded over with a. st. (low) st. cu & st.				
8	acu ast	cu scu	10	oc		NW	5	NW	5	45.9	appearance of rain & fog to Westward.				
MIDT.		cu scu	10	cd		NW	6	Conf.	7		2.00g. Occasional drizzle. Swell subsiding.				
2a			17		18	19	19a	20	21	20a	21a	22	23	24	25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Captain Com<sup>d</sup>. ERRL Evans RN from New Zealand to Antarctic.

[illegible]

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Hour.	Clouds.		Weather.	Sea Surface.				Remarks.				
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.			Waves.	Swell.	Temp.	Spec. Grav.					
	Names.	Prop. of Sky Covered. 0 to 10.							Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.
4		st	10	ocgr	nw	7	nw	6	3-4 Wind freshening.			
8		st cu	10	oc4r	nw	6	nw	7	47.1 noon. lost overboard sea water this m.			
NOON		st cu	10	oc4r	SSW	6	SSW	7	Two: 8391			
4	asc	st cu	9	cp		3	nw	7	11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-88			

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board *Sy. "Terra Nova" R/V*

DATE.		Latitude. <i>S</i>		Longitude. <i>W</i>		Course and Distance.	Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. <i>193</i>	Thermometers.				
Year	19 <i>12</i>	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. <i>9 1/2</i> feet.	Dry Bulb. No. <i>8345</i>	Wet Bulb. No. <i>8396</i>		
Month	<i>Dec.</i>	The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.										Uncorrected Reading.	Att. Therm.		
Day, Civil Time.	Hour.	Current in last hours		mls.		Colour of Sea.	Distance by Log.								
<i>22</i>	<i>4</i>							<i>16</i>	<i>Sly W</i>	<i>45</i>	<i>29.78</i>	<i>42</i>	<i>40.8</i>	<i>36.7</i>	
	<i>8</i>								<i>Sly W</i>	<i>5</i>	<i>29.89</i>	<i>46</i>	<i>41.0</i>	<i>37.0</i>	
	NOON	<i>55</i>	<i>10</i>	<i>175</i>	<i>34</i>	<i>403</i>			<i>Sly E</i>	<i>5</i>	<i>29.97</i>	<i>48</i>	<i>42.0</i>	<i>37.5</i>	
	<i>4</i>								<i>South</i>	<i>5</i>	<i>30.04</i>	<i>51</i>	<i>45.2</i>	<i>38.8</i>	
	<i>8</i>								<i>Sly W</i>	<i>3/4</i>	<i>30.11</i>	<i>51</i>	<i>43.2</i>	<i>38.8</i>	
	<i>9.0</i>	<i>55</i>	<i>34</i>	<i>174</i>	<i>35</i>				<i>W E</i>	<i>2-3</i>	<i>30.08</i>	<i>51</i>	<i>42.0</i>	<i>36.2</i>	
	MIDT.														
<i>23</i>	<i>4</i>							<i>17</i>	<i>W W</i>	<i>5-6</i>	<i>30.05</i>	<i>48</i>	<i>42.8</i>	<i>40.2</i>	
	<i>8</i>								<i>W W N</i>	<i>5</i>	<i>29.94</i>	<i>53</i>	<i>44.4</i>	<i>41.8</i>	
	NOON	<i>56</i>	<i>46</i>	<i>173</i>	<i>11</i>	<i>430</i>			<i>W W</i>	<i>6-7</i>	<i>29.76</i>	<i>54</i>	<i>43.2</i>	<i>41.1</i>	
	<i>4</i>								<i>W W</i>	<i>9</i>	<i>29.49</i>	<i>50</i>	<i>41.0</i>	<i>40.0</i>	
	<i>8</i>								<i>W W</i>	<i>8-9</i>	<i>29.29</i>	<i>52</i>	<i>43.1</i>	<i>42.4</i>	
	MIDT.								<i>W W S</i>	<i>4-5</i>	<i>29.27</i>	<i>49</i>	<i>42.3</i>	<i>39.5</i>	
<i>24</i>	<i>4</i>							<i>18</i>	<i>West</i>	<i>8</i>	<i>29.24</i>	<i>46</i>	<i>41.0</i>	<i>36.6</i>	
	<i>8</i>								<i>W S W</i>	<i>8</i>	<i>29.21</i>	<i>48</i>	<i>39.0</i>	<i>37.0</i>	
	<i>9.06</i>	<i>59</i>	<i>08</i>	<i>169</i>	<i>48</i>				<i>S W W</i>	<i>8</i>	<i>29.18</i>	<i>49</i>	<i>42.0</i>	<i>38.4</i>	
	NOON	<i>59</i>	<i>28</i>	<i>169</i>	<i>33</i>			<i>22</i>	<i>S W W</i>	<i>7-8</i>	<i>29.19</i>	<i>53</i>	<i>39.0</i>	<i>37.0</i>	
	<i>4</i>								<i>S W W</i>	<i>5</i>	<i>29.19</i>	<i>56</i>	<i>38.0</i>	<i>36.1</i>	
	<i>8</i>								<i>W S W</i>	<i>4-5</i>	<i>29.13</i>	<i>52</i>	<i>36.5</i>	<i>35.2</i>	
	MIDT.														
<i>25</i>	<i>4</i>							<i>22</i>	<i>W S W</i>	<i>6-7</i>	<i>29.05</i>	<i>46</i>	<i>36.0</i>	<i>35.0</i>	
	<i>8</i>							<i>20</i>	<i>S W W</i>	<i>6</i>	<i>29.08</i>	<i>44</i>	<i>33.3</i>	<i>32.2</i>	
	NOON	<i>61</i>	<i>34</i>	<i>168</i>	<i>31</i>	<i>428</i>		<i>25</i>	<i>S W W</i>	<i>4-5</i>	<i>29.10</i>	<i>43</i>	<i>34.1</i>	<i>31.5</i>	
	<i>4</i>								<i>S W</i>	<i>4-5</i>	<i>29.10</i>	<i>41</i>	<i>31.0</i>	<i>29.5</i>	
	<i>8</i>							<i>30</i>	<i>W S W</i>	<i>2</i>	<i>29.09</i>	<i>50</i>	<i>32.9</i>	<i>32.5</i>	
	<i>9.0</i>	<i>62</i>	<i>20</i>	<i>167</i>	<i>45</i>				<i>S W</i>	<i>8</i>	<i>29.08</i>	<i>42</i>	<i>33.0</i>	<i>—</i>	
	MIDT.														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain *FRANK Evans RN* from *New Zealand* to *Antarctic*.

Hour.	Clouds.		Weather.		Sea Surface.						Remarks.
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.	Spec. Grav. by No.	
	Names.				Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.			
	Upper.	Lower.									
4	-	St cu	9	oc	S	4	SE	5			
8	acu	cu St cu	4	bc	S	5	SE	6			
NOON	acu	cu St cu	6	bc	Slyt	5	Slyt	6			
4		Cu	3	bc	Slyt	4	Slyt	6			
8		cu St cu	4	bc	S 9	3	Slyt	7	435	6.20 Sky darkening over. St cu.	
										9.15 Sky cleared	
MIDT.		St cu	2	bcp	W 9	2	Cyph. SEA	7		9.20 Calm.	
4	ci acu	cu St cu	6	c	W	4	SE	6			3.30 Remarkable sun dog, red & white verticid, about 15° W of sun & same altitude (30° 40') lasted 20 min. Later, another, rainbow-hued 10° E & 6' alt. in almost clear sky.
8	acu	cu St cu	9	c	W	4	W	6			5.30 Rain ceased, wind backing to West & easing.
NOON		St cu	10	c	W	6	W	7	43.0		9.15 Wind West 6.
4		St cu	10	7 1/2 c	W	7	W	8			
8		St cu	10	Cgt 4	W	7	W	8			
MIDT.		St cu	8	opcg	W 1/2 S	6	W 1/2 S	8			
4		St cu	10	oc	W	7	W	7			0-4 Wind unsteady in force.
8		St cu	10	oc	W	7	W	8			8-9 Showers of sleet.
NOON		St cu	10	oc	W	7	W	8			
4		St cu	10	oc	W	7	W	8			
8		St cu	10	oc	W	6	W	7			
MIDT.		St cu	10	c	W	6	W	7			
4		St	10	opg	W	6	W	7			0-4 Rain & sleet intermittently throughout.
8		St cu	10	oc	W	5	W	6	33.8		3.40 Heavy snow shower lasting 20 min.
NOON	acu	St cu	8	oc	W	5	W	6	33.0		Sup. high snow on & off all the watch.
4		St cu	10	oc	W	5	W	6	32.4		
8	acu	St cu	10	oc	S 9	3	W	6			
MIDT.		St cu	10	oc	W 9	5	W	6			
2a	17	18	19	19a	20	21	20a	21a	22	23	24
											25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



# Meteorological Log kept on board

S. Y. Terra Nova R.N.S.

DATE.		Latitude.		Longitude.		Course and Distance.	Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. 1163	Thermometers.
Year 1912	Month Dec.	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea 9 1/2 feet.
Day.	Civil Time.	Hour.				Colours.	True Course.	Distance by Log.			
26 <sup>th</sup>		4									
	724	63	16	166	40						
	8										
NOON		63	43	166	36	405					
	4										
	8	64	33	166	30						
MIDT.						380					
27 <sup>th</sup>		4									
	6.0	65	25	166	01						
	8										
NOON		65	53	165	56	335					
	4										
	8	66	30	166	08						
MIDT.						34					
28 <sup>th</sup>		4									
	8										
NOON		67	50	166	24	340					
	4										
	8	68	37	166	14						
MIDT.						39					
29 <sup>th</sup>		4									
	736	69	13	166	15	429					
NOON		69	29	166	14						
	4										
	8	69	51	166	17	430					
MIDT.											

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain F. R. Evans. RN from New Zealand to Antarctic.

Clouds.				Weather.		Sea Surface.						Remarks.	
Hour.	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.			According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.	Spec. Grav. by No.	Time of Remark.	Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
	Names.		Prop. of Sky Clouded. 0 to 10.			Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.				
	Upper.	Lower.											
4	acu	st	8	oc		SW <sup>9</sup>	5	SW <sup>9</sup>	6			0-4	low drifting sand, almost mist
8		st. cu	10	oc		SW	5	SW	6	31.2			
NOON		st cu	10	oc		SW	5	SW	6	31.1			
4		st. cu	10	oc		SW	5	SW <sup>9</sup>	6	31.0			
8	acu	st	9	oc		SW	4	SW	6				first occasional snow showers
MIDT.	ast.	st cu	10	oc		SW	4 1/2	SW	6	30.8			midt. blur of sea due to diatoms.
4		st cu	10	oc		SW	5	SW	5				
8	acu	st. cu	8	oc		SW <sup>9</sup>	3	SW <sup>9</sup>	5	31.8			
NOON		st cu	10	oc		SW <sup>9</sup>	3	SW <sup>9</sup>	5	31.2			
4		st cu	10	oc		-	3	SW <sup>9</sup>	6	31.0			
8		cu	9	oc		-	3	SW <sup>9</sup>	5				
MIDT.		st cu	10	oc		SW	2	SW	4				
4		st. cu	10	oc		W	4	SW	3				morning. snow, wind off + on during watch.
8		st cu	10	oc 1/2 S		W <sup>9</sup>	3	W <sup>9</sup>	4	30.4			
NOON		st cu	10	oc 3 S		W <sup>9</sup>	2	W <sup>9</sup>	4	30.3			afternoon. fog. moderate all watch. Occasional light snow
4		st	10	oc 2 S f	4	W <sup>9</sup>	2	W <sup>9</sup>	4	30.4			First fog: fog increased in density 3 to 4 all watch.
8		st	10	oc 4 f	4	-	2	W <sup>9</sup>	4				Sec'd fog: fog 3 to 4 calm from 5.0 to 7.45 p.m.
MIDT.		st	10	oc 30 f	4	ENE	3	W <sup>9</sup>	4				8.0 Rain on rigging.
4	ci	cu	6	bc		E <sup>9</sup>	3	W <sup>9</sup>	5			0.3	Fine snow, cleared 8 am.
8	acu	cu	6	bc		-	2	W	5	29.8		5.0	Colour of sea now 429.
NOON	acu	cu	9	c		Pack	1	W	5	29.5		noon.	Colour of sky to East. "red" Greenish to Blue (light)
4	ci	cu	4	bc		Pack	0	W	5				
8	ci. cu	st cu	4	bc		Pack	0	N.	5	29.0			
MIDT.	a. cu	st cu	4	bc 1/2 S		0	NE						First 1/2 hour snow
2a	17	18	19	19a	20	21	20a	21a	22	23	24		25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



# Meteorological Log kept on board

S. Y. "Terra Nova" R/V S

DATE.		Latitude. <i>S</i>		Longitude. <i>W</i>		Course and Distance.	Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. <i>163</i>	Thermometers.			
Year	<i>19 12</i>	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. <i>9 1/2</i> feet.		Dry Bulb.	Wet Bulb.
Month	<i>Dec</i>	The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				Color True Course. <i>Sen</i>					Distance by Log.	Uncorrected Reading.	Att. Therm.	No.
Day.	Civil Time.	Hour.												
<i>30<sup>th</sup></i>														
		4												
		8												
	<i>8-15</i>		<i>70</i>	<i>29</i>	<i>166</i>	<i>17</i>								
	NOON		<i>70</i>	<i>38</i>	<i>166</i>	<i>15</i>								
		4	Current in last hours											
		8												
			<i>70</i>	<i>57</i>	<i>166</i>	<i>12</i>								
	MIDT.													
		4												
		8												
	NOON													
		4	Current in last hours											
		8												
	MIDT.													
		4												
		8												
	NOON													
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		8												
	MIDT.													
		4												
		8												
	NOON													

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain E. R. R. Evans RN from New Zealand to Antarctic

Clouds.		Weather.		Sea Surface.		Remarks.	
Hour.	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.	According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.	Swell.	Temp. by No.	Spec. Grav. by No.
Names.	Upper.	Lower.	Prop. of Sky covered. 0 to 10.	Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.
				Also record when Confused.		Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)	
4		<i>cu</i>	<i>9</i>	<i>02</i>	<i>Pack</i>	<i>W</i>	<i>4</i>
8		<i>cu</i>	<i>9</i>	<i>0</i>	<i>"</i>	<i>W</i>	<i>4</i>
NOON		<i>cu</i>	<i>9</i>	<i>c</i>	<i>"</i>	<i>W</i>	<i>4</i>
4		<i>st</i>	<i>10</i>	<i>c</i>	<i>"</i>	<i>W</i>	<i>4</i>
8		<i>st</i>	<i>10</i>	<i>c</i>	<i>"</i>	<i>W</i>	<i>4</i>
MIDT.		<i>ci</i>	<i>6</i>	<i>bc</i>	<i>"</i>	<i>W</i>	<i>4</i>
4							
8							
NOON							
4							
8							
MIDT.							
4		<i>ci</i>	<i>1</i>	<i>b</i>	<i>Pack</i>	<i>W</i>	<i>2</i>
8		<i>cu</i>	<i>3</i>	<i>bc</i>	<i>"</i>	<i>W</i>	<i>3</i>
NOON		<i>cu</i>	<i>4</i>	<i>bc</i>	<i>"</i>		
4		<i>cu</i>	<i>1</i>	<i>b</i>	<i>"</i>		
8		<i>cu</i>	<i>1</i>	<i>b</i>	<i>"</i>		
MIDT.			<i>0</i>	<i>bf</i>	<i>2</i>		
4			<i>0</i>	<i>bf</i>	<i>4</i>	<i>Pack</i>	
8		<i>cu</i>	<i>2</i>	<i>b</i>	<i>"</i>		
NOON		<i>cu</i>	<i>3</i>	<i>bc</i>	<i>"</i>		
4		<i>cu</i>	<i>2</i>	<i>b</i>	<i>"</i>		
8		<i>cu</i>	<i>5</i>	<i>bc</i>	<i>"</i>		
MIDT.		<i>cu</i>	<i>6</i>	<i>bc</i>	<i>"</i>		

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



S. Y. "Terra Nova" RYS

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.* No.		Thermometers.		
Year 1913		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.	
Month Jan.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				Colour True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.			No.
Day. Civil Time.	Hour.					Colour True Course.	Distance by Log.									
2nd	4							62 (approx)		SW	5	28.82	34		24.8	24.0
	8								S65E	SW	5	28.80	38		26.8	26.0
NOON		71	37	165	55			57	S8E	SW	4	28.79	45		affected by temp	
4		(Current in last hours mls.)							S35E	SW S	5	28.72	48		29.0	27.9
	8							62 (approx)	N80E	South	7	28.75	45		26.6	26.2
MIDT.									NE	SSW	5	28.77	40		26.0	25.5
3rd	4									NW		28.80				
	8								N15E	Shy W	5.6	28.77	40		28.2	28.0
NOON		71	29	166	00				N16E	Shy W	5.6	28.83	42		29.1	26.8
4		(Current in last hours mls.)							N34E	Shy W	4.5	28.85	43		27.4	
	8								N30E	Shy W	3	28.86	46		26.0	24.6
MIDT.										WSW		28.87				
4th	4															
	8								SE	Shy W	2	28.92	43		27.0	
NOON		71	29	165	50			56	NE S	E	1.2	28.92	49		30.9	29.5
4		(Current in last hours mls.)							SSW	NE S	1.2	28.92	44		31.0	29.9
	8									NE S	2.3	28.93	44		29.4	29.2
MIDT.										E S	2.3	28.95	40		28	27.2
5th	4							57		East	2	28.97	40		28.5	
	8									SS E		29.00				
NOON		71	35	166	26				SE S	Shy W	3	29.00	41		30.5	29.4
4		(Current in last hours mls.)							SE S	SW S	2	29.05	46		33.0	31.1
	8	71	41	166	47				S E	SW S	2	29.10	54		33.6	
MIDT.								63 (approx)	P W	SW	1	29.09	40		30.0	28.9
Jan: 6th	1.30 am									WSW		29.09			28.5	27.5
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain ERGR Evans RN. from New Zealand to Antarctic.

Hour.	Clouds.			Weather.		Sea Surface.				Remarks.			
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.			According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.	Spec. Grav. by No.	Time of Remark.	Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts, Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
	Names.		Prop. of Sky Covered. 0 to 100.			Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.				
	Upper.	Lower.											
4		lt	9	0		Pack	sw	3					
8	act	st	10	02			lt	5	28.8				
NOON		st cu	10	00			lt	5					
4		st cu	10	00			lt	5				pm	
8		st cu	10	00					28.8			4.	Commenced to snow slight.
MIDT.		st cu	9	00 2/3									
4						Pack							
8		st cu	10	02			"						
NOON	act	st cu	6	bc			"		28.8				
4		st cu	10	bc			"						
8	act	st cu	6	bc			"						
MIDT.							"						
4						Pack							
8		st	10	b	3		"						7.30 am. Fog came up
NOON	act	st cu	4	bc			"						8.0 Sun shining thro' fog.
4		st cu	10	c			"						11.0 Fog clearing off.
8	act	st cu	9	cs			"						8.0 Commenced snow slight.
MIDT.	act	st cu	9	04			"						
4		st	10	04			Pack						
8		lt	10	0 1/4			"						am
NOON	act	st cu	8	00			"						7.45 Commenced snow slight.
4	act	st cu	8	c			"						pm
8	act	st cu	2	b			"						7.30 Snow (mod.) 15 min.
MIDT.	act	st cu	7	c			"						

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board *Sy. "Terra Nova" R.N.S.*

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. 1163		Thermometers.		
Year 1913		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. 9 1/2 feet.		Dry Bulb.	Wet Bulb.
Month Jan.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.		
Day, Civil Time.	Hour.							East							
6 <sup>h</sup>	4							63							
	8							(approx)	255 W	SW by W	1	29.03	41	28.1	26.9
	NOON	71	41	166	46				255 W	SW by W	1	29.00	48	31.0	29.0
	4	Current in last hours							255 W	SW by W	1	29.01			
	8								275 W	SW by W	1	28.95	46	32.9	31.4
									W	SE by W	2	28.96			
	MIDT.								W	SE by W	2	28.95	45	25.4	26.0
									W	SW by W	2	28.96			
									W	SW by W	2	28.99	45		
7 <sup>h</sup>	4									WNW		29.00			
	8								W	SE by W	3/4	29.14	50	27.5	26.8
	NOON	71	37	166	47				WNW	SW by S	3/4	29.18	50	30.9	25.0
	4	Current in last hours							255 W	SW	3	29.18	44	27.2	26.4
	8								255 W	SW	3	29.20			
	MIDT.								250 W	WN by N	3	29.18	48	27.2	26.5
										WNW		29.19			
8 <sup>h</sup>	4								SE	ENE	3	29.13	41	27.0	
	7.23	71	36	166	47				SE	SE		29.15			
	8							56	SE	E SSE	4	29.14	45	28.8	27.5
	NOON	71	41	167	06				SE	E by N	4-5	29.14	51	28.4	27.0
	4	Current in last hours							SE	E by N	5	29.14	50	26.5	25.5
	7.38	71	49	167	31				SE	E by N	5	29.14	50	26.5	25.5
	8							63	SE	E by S	4	28.85	46	26.9	26.1
	11 pm							(approx)	SE	SE		28.86			
	MIDT.								SE	E	6/7	28.91	43	26.2	25.0
										SE		28.93			
9 <sup>h</sup>	4														
	8	71	44	167	57				SW	SE by E	6-7	29.09	42	25.9	24.2
	NOON	71	44	167	57				SW	SE by E	6	29.11			
	4	Current in last hours							SW	SE by E	6	29.20	47	28.4	27.1
	8								SW	SE by E	5	29.31	49	30.5	28.5
									SW	SE by E	5	29.31			
	MIDT.								SW	SE by E	3-4	28.42	49	29.6	28.5
									SW	SE by E	3-4	29.42			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain *E. R. R. Evans* from in *Antarctic Regions*.

Clouds.		Weather.		Sea Surface.		Remarks.	
The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		According to Beaufort Notation.		Waves.		Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)	
Names.		Fog Intensity.		Direction from.		Time of Remark.	
Upper.		0 to 5.		Also record when Confused.			
4		2					
8		2		Pack		6 Sky clouded over. Stratus low Alto Stratus from Eastward. Wind SE 4 (14 W N)	
NOON		2				appearance of much snow to E.	
4		2				7.30 Commenced to snow slight.	
8		2				8.0 Rime on rigging.	
MIDT.		10		3		8.30 Snow ceased	
4		3		3		9.0 Sky clearing.	
8		3		3			
NOON		3		3		29.0	
4		10		c		4.00 long low swell approaching from SW (band)	
8		10		c		6.0 Wind ceased to force 1-2.	
MIDT.							
4		10		c		2.0 Wind NE 4 (14 SE)	
8		6		c		4.0 slight snow occasionally.	
NOON		10		c			
4		6		c			
8		8		c			
MIDT.		8		c			
4		9		c		P.M.	
8		6		c		8.0 Very slight Westerly swell running.	
NOON		6		c		9.45 A. St, Ci. St, + low cirrus proportion	
4		1		c		4. Cirrus + Ci. radiating from S.E.	
8		3		c		Bright moon turn to left of Sun at 22 1/2° (Bright red, yellow, greenish from sun side out.	
MIDT.							

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board

84. "Terra Nova" A.Y.S.

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.* No. 1163		Thermometers.	
Year 1913		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. 9 1/2 feet.		Dry Bulb.	Wet Bulb.
Month Jan.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.		
Day. Civil Time.	Hour.														
10th	42							East						84.71	83.84
	4.0							63 (approx)	N 1/2 E	WNW	4	29.37	42	28.3	
	8							56	S 21 E	WNW	3	29.36	39	30.3	29.6
	NOON	71	58	168	41					WNW	3	29.36	41	30.2	-
	4								S 3 N	WNW	3	29.39	44	32.4	31.5
	8							63 (approx)	S 60 E	WNW	4.5	29.38	47	33.0	32.0
	Mid.								S 77 E	WNW	5/6	29.37	45	82.5	82.1
									S 75 E	WNW	5/6	29.37	44	32.4	32.0
11th	4							64 (approx)		NNW		29.39			
	8								N 72 E	WNW	5	29.46	44		
	NOON	71	59	168	43				N 66 E	WNW	4	29.50	52	30.8	29.0
	4								N 60 E	WNW	4	29.48	51	29.3	29.0
	8								N 52 E	WNW	3.4	29.45	47		27.8
	MIDT.								N 52 E	WNW	3	29.41	46		26.2
12th	4									ESE		29.42			
	8	72	01	168	17				N 45 E	WNW	9	29.30	44	30.4	29.8
	NOON	72	00	168	17				S 30 E	WNW	7	29.31	49	31.5	30.8
	4							57	S 10 E	WNW	5	29.30	47	32.0	31.5
	8								S 55 E	WNW	4	29.32	46	31.5	30.4
	MIDT.								S 55 E	WNW	3	29.33	42	30.0	29.8
13th	4								S 16 E	WNW	4	29.35	40	30.5	
	8								S 55 E	WNW	3	29.27	35	31.5	30.0
	NOON	72	22	169	31				S	WNW	3	29.37	50	aff'd	
	4								S 30 E	WNW	1	29.38	53	by	
	8							60	Caln	0	29.35	50	Engins		
	MIDT.							72	SW	1	29.32	41	31.5	30.2	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain E. R. Evans, R.N. from Antarctic Regions to

Hour.	Clouds.		Weather.	Sea Surface.				Remarks.
	Upper.	Lower.		Waves.	Swell.	Temp.	Spec. Grav.	
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		According to Beaufort Notation.	Direction from.	Direction from.	by No.	by No.	Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
4	st	10	0		Pack			2.0 Light snow shower.
8	st	10	0					5.30 Commenced to snow slight to mod.
NOON	st	10	0 2/5					11.0 Snow stopped (from 9 to 11. fall mod)
4	st	10	0 3/5					4.45 Commenced to rain (mod)
8	st	10	0 3/5					5.55 Rain turned to sleet.
MIDT.	st	10	0 3/5					6.0 Rain to sleet.
4	st	10	0 3/5					6.15 Rain continued.
8	st	10	0 3/5					7.15 till 11 pm. Rain slight but continuous.
4	st	10	0 3/5					
8	st	10	0 3/5					
NOON	st	10	0 3/5					1.0 Fog increased to density 3.
4	st	10	0 3/5					8.0 Rime on rigging.
8	st	10	0 3/5					11.0 ditto.
MIDT.	st	10	0 3/5					
4	st	10	0 3/5					
8	st	10	0 3/5					8.0 Rime (heavy) falling from rigging.
NOON	st	10	0 3/5					6.58 Occasional showers
4	st	10	0 3/5					8 pm slight southerly swell
8	st	10	0 3/5					
MIDT.	st	10	0 3/5					
4	st	10	0 3/5					0.2 high misty rain.
8	st	10	0 3/5					2-4 high to fair heavy snow.
NOON	st	10	0 3/5					7.08 Occasional slight snow showers
4	st	10	0 3/5					Forenoon. Alto Stratus very low
8	st	10	0 3/5					4 pm - do -
MIDT.	st	10	0 3/5					Afternoon Slight snow all weather.
2a	st	10	0 3/5					8 pm. Snow slight till 7, rather heavier between 6 & 7.

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



# Meteorological Log kept on board

Sy. "Tenn Thora" Rys

DATE.		Latitude. <i>S</i>		Longitude. <i>W</i>		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. <i>1163</i>	Thermometers.			
Year <i>1913</i>	Month <i>Jan.</i>	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Time Course.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. <i>92</i> feet.		Dry Bulb.	Wet Bulb.
												Uncorrected Reading.	Att. Therm.		
Day, Civil Time.		Hour.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.										and the wet bulb being unattended by salt water.	
<i>14<sup>th</sup></i>								<i>E</i>							
4								<i>68</i>							
8								<i>61</i>	<i>SE</i>	<i>SE</i>	<i>3</i>	<i>29.23</i>	<i>41</i>	<i>29.8</i>	<i>28.2</i>
NOON		<i>72</i>	<i>45</i>	<i>172</i>	<i>51</i>			<i>61</i>	<i>SE</i>	<i>SE</i>	<i>2</i>	<i>29.22</i>	<i>46</i>	<i>31.0</i>	<i>28.8</i>
4								<i>60</i>	<i>SE</i>	<i>SE</i>	<i>3</i>	<i>29.19</i>	<i>49</i>	<i>30.8</i>	<i>29.5</i>
8								<i>66</i>	<i>SE</i>	<i>SE</i>		<i>29.25</i>	<i>48</i>	<i>29.8</i>	<i>29.2</i>
MIDT.								<i>67</i>	<i>"</i>	<i>"</i>	<i>5</i>	<i>29.15</i>	<i>42</i>	<i>26.2</i>	<i>26.0</i>
<i>15<sup>th</sup></i>															
4								<i>71</i>		<i>East</i>	<i>4</i>	<i>29.13</i>	<i>45</i>	<i>27.0</i>	
8								<i>72</i>		<i>Ely N</i>	<i>4</i>	<i>29.14</i>	<i>41</i>	<i>26.0</i>	<i>26.4</i>
8:30		<i>73</i>	<i>41</i>	<i>177</i>	<i>20</i>			<i>72</i>		<i>SE</i>		<i>29.16</i>			
NOON		<i>73</i>	<i>48</i>	<i>177</i>	<i>15</i>	<i>340</i>		<i>73</i>	<i>S30E</i>	<i>Ely N</i>	<i>4</i>	<i>29.15</i>	<i>42</i>	<i>26.5</i>	<i>25.0</i>
4						<i>334</i>		<i>75</i>	<i>S17E</i>	<i>Ely N</i>	<i>4.5</i>	<i>29.15</i>	<i>44</i>	<i>26.5</i>	<i>25.8</i>
8		<i>74</i>	<i>25</i>	<i>179</i>	<i>03</i>			<i>76</i>	<i>SE</i>	<i>SE</i>	<i>5</i>	<i>29.20</i>	<i>45</i>	<i>27.5</i>	<i>25.6</i>
MIDT.								<i>80</i>	<i>SE</i>	<i>SE</i>	<i>5</i>	<i>29.22</i>	<i>41</i>	<i>27.5</i>	<i>26</i>
<i>16<sup>th</sup></i>															
4								<i>82</i>		<i>SE</i>	<i>5.6</i>	<i>29.25</i>	<i>38</i>	<i>28.6</i>	
5:53		<i>74</i>	<i>49</i>	<i>177</i>	<i>12</i>			<i>83</i>		<i>SE</i>	<i>5.6</i>	<i>29.29</i>	<i>39</i>	<i>28.4</i>	<i>27.5</i>
8								<i>93</i>		<i>SE</i>	<i>5</i>	<i>29.36</i>	<i>42</i>	<i>29.2</i>	<i>27.0</i>
8:40		<i>75</i>	<i>01</i>	<i>176</i>	<i>22</i>			<i>95</i>		<i>SE</i>	<i>3</i>	<i>29.39</i>	<i>43</i>	<i>31.0</i>	<i>25.2</i>
NOON		<i>75</i>	<i>14</i>	<i>175</i>	<i>16</i>	<i>327</i>		<i>88</i>		<i>SE</i>	<i>4</i>	<i>29.42</i>	<i>46</i>	<i>31.4</i>	<i>29.5</i>
4										<i>SE</i>	<i>4</i>	<i>29.40</i>	<i>42</i>	<i>Affected.</i>	
6:12		<i>75</i>	<i>24</i>	<i>173</i>	<i>05</i>										
8															
MIDT.															
<i>17<sup>th</sup></i>															
4								<i>95</i>		<i>SE</i>	<i>3</i>	<i>29.39</i>	<i>41</i>	<i>31.5</i>	<i>29.5</i>
6:50		<i>76</i>	<i>03</i>	<i>169</i>	<i>31</i>			<i>102</i>		<i>SE</i>	<i>0</i>	<i>29.40</i>	<i>48</i>	<i>Under Pump</i>	
8						<i>326</i>		<i>108</i>		<i>SE</i>	<i>1</i>	<i>29.41</i>	<i>50</i>	<i>do</i>	
8:55		<i>76</i>	<i>10</i>	<i>169</i>	<i>10</i>			<i>110</i>		<i>SE</i>	<i>0</i>	<i>29.41</i>	<i>68</i>	<i>do</i>	
NOON		<i>76</i>	<i>24</i>	<i>168</i>	<i>43</i>	<i>423</i>		<i>115</i>		<i>SE</i>	<i>2</i>	<i>29.39</i>	<i>48</i>	<i>30.0</i>	<i>29.0</i>
4										<i>SE</i>	<i>1</i>	<i>29.38</i>	<i>45</i>	<i>24.0</i>	<i>25.0</i>
8										<i>SE</i>					
MIDT.										<i>SE</i>					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

# Captain

*ERAR Evans RN* from *Atlantic Region* to

Hour.	Clouds.		Weather.		Sea Surface.				Remarks.		
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.				
	Names.				Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.	Temp. by No.	Spec. Grav. by No.	
	Upper.	Lower.									
	Prop. of Sky Clouded. 0 to 10.										Also record when Confused.
4		Stn		c		hoar frost.					
8		Stn	10	c			S. 2 3				
NOON		Stn	10	c			W. 2 3				
4		Stn	10	c			W. 2 3	30.5	pm	7.30	Shower of snow.
8	alm	Stn	8	c		✓ 1	W. 2 3				
MIDT.	alm	Stn	9	c							
4		alm	10	oc							
8		Stn	10	oc		1	W. 2 3	30.8			
NOON		Stn	10	oc		2	" 3	31.0	From.	Green colour of sea due to diatoms	
4		Stn	10	oc		2	" 3	31.0			
8		Stn	10	oc		2	" 2				
MIDT.		Stn		oc		Pack					
4		Stn	9	oc					8 am to 8 pm.	Colour of sea due to diatoms	
8		Stn	7	c		W. 4	W. 4	33.5	8 pm	considerable mirage.	
NOON	alm	alm	4	bc		W. 4	" 4		"	sea temperature checked.	
4	alm	alm	7	c		W. 3	" 3	33.4			
8	alm	alm	8	c		W. 3	W. 4	35			
MIDT.	alm	alm	8	c							
4	alm	alm	3	bc					From.	Belt of fog to W. (true)	
8		alm	1	bc		alm	alm	33	*	Sea Thermometer checked.	
NOON		alm	1	bc		alm	W. 2		Afternoon & Day: -	Fog hanging about to Westward (true).	
4		alm	1	bc		alm	-	35.6	8.30	Fog cleared. Rise on rigging etc.	
8	alm	alm	2	bc	2	-	-	36.5		a peculiar choppy swell setting N.E. & S.W. (off directions probably due to proximity of land)	
MIDT.				bc	4	alm	W. 2 3				
2a	17	18	19	19a	20	21	20a	21a	22	23	24

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board *Sy. Terra Nova R/Vs*

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No. 1163		Thermometers.			
Year 1913	Month Jan	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. 9 1/2 feet.	Uncorrected Reading.	Att. Therm.	Dry Bulb.	Wet Bulb.
Day. Civil Time.	Hour.	The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				Colour of Sky.	Distance by Log.									
18th	4							142 (approx)		Calm	0	29.35	42		25.2	
	8							..		Calm	0	29.38	45		28.0	26.8
	NOON	{ off Cape Royds }						150 (approx)		Calm	0	29.37	47		28.7	26.5
	4	{ Current in last hours }						..		Calm	0	29.41				
	8 1/2 pm	{ off Cape Evans }						..		W 2/3 E	2/3	29.38	48		27.1	25.1
	MIDT.							..				29.40				
19th	4							..								
	8							..		W by air	1.2	29.35	45		28.0	26.5
	NOON	{ at Cape Evans }						..		SW air	2	29.37	48		31.6	28.5
	4	{ Current in last hours }						..		W by air	2	29.42				
	8							150	SW	W by air	4	29.47	54		29.9	29.8
	MIDT.	{ off Inaccessible Island }						..		SE	2	29.47				
								..		E	2	29.51			24.23	
20th	4							150 (approx)		W by air	1	29.46	44		27.6	26.8
	6.0	77	47	166	08			..		ENE	2	29.49				
	8							..		W by air	2	29.48	42		16.6	16.2
	NOON	{ 77 47 166 08 }						..		ESE	2	29.48				
	4	{ Current in last hours }						..		W by air	2	29.48	42		24.5	22.8
	8							..		ENE	2	29.48				
	MIDT.							..		W by air	2	29.43	45		23.3	22.6
								..		ENE	2	29.45				
21st	4							..								
	8							..		Calm	0	29.36	40		25.0	24.0
	NOON	{ 77 47 166 08 }						..		S 70 W air	2	29.40	42		31.0	28.8
	4	{ Current in last hours }						..		NE	2	29.36				
	8							..		W	1-2	29.37	46		30.0	27.6
	11.20	{ Proceeded }						..		ENE	2	29.39				
	MIDT.							167	SW	NW	1-2	29.37	47		22	20.6
								..		ESE	2	29.39				
								..		SSW	2	29.36	37		15	14.5
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain ERRE Evans. R.N. from in Antarctic Regions to

Hour.	Clouds.		Weather.		Sea Surface.						Remarks.		
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.			According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.		Spec. Grav. by No.	Time of Remark.
	Names.		Prop. of Sky covered. 0 to 10.			Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.				
	Upper.	Lower.											
4				bf 4	-		-	2					Fog low and in waves.
8				bf 3	Calm	0	Calm	0	32.5				4:10 Fog cleared.
NOON		H Cu St	7	cf. 1									5:30 Running into fog again. Running. Fog intensity 2 to 4. lifting and falling.
4													
8 1/2 pm.	Acu	Cu St Cu	7	bo		-	1	-	134.6	x			2 Checked.
MIDT.													
4													
8	Acu	St Cu St	10	oo		-	1	-	1				+ 8.0 am Sun on Western horizon (true)
NOON	Acu	St Cu Cu	10	oo		-	1	-	1				8.0 Sun on western horizon (true)
4	ast Acu	cu	6	bc		-	1	-	1	33.4			
8	ci St a cu ci	St Cu	4	bc									
MIDT.													
4	a. St ci	St	2	bef 1	Calm	-		-	1				
8	a. St a. Cu ci-st	cu St Cu	6	bc		-	1	-	1	32.6			low mist over sea ice. Considerable mirage all day.
NOON	ci St a. so ci-lw	cu	6	bc									
4													
8	a. St a. Cu	St Cu St	9	c		-	1	-	1				
MIDT.													
4													am
8	a. St a. Cu	St Cu Nb.	8	c		-	1	-	1	31.2			8.0 Sun on Western (true) Mountains Remainder clouded, snow about.
NOON	a St Nimbus	St.	9	C		-	1	-	1	31.6			4 Sun on Western (true) Mountains and Barrier to South (true) A few crystals of snow (sago) falling.
4	Cum	Cum	8	C		-	1	-		31.8			
8	Sh-Cum	Nimbus	2	B.C.		-	1	-		32.3			Low bank of clouds to N.W.
MIDT.	Lir Cum	St-Cu	4	B.C.		-	1	-					
2a	17	18	19	19a	20	21	20a	21a	22	23	24		25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



# Meteorological Log kept on board Terra Nova RVS

DATE.		Latitude. <i>S</i>		Longitude. <i>E</i>		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.* No.		Thermometers.	
Year 1913	Month <i>Jan.</i>	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.
						True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.		
		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.						<i>E</i>							
Day. Civil Time.	Hour.														
<i>22</i>	<i>4</i>							<i>135</i>		<i>NNE</i> <i>5 SE</i> <i>4</i>	<i>29.34</i> <i>33</i>			<i>19.4</i> <i>18</i>	
	<i>8</i>							<i>153</i> <i>(approx)</i>		<i>NE 4 SSW</i> <i>1</i>	<i>29.34</i> <i>39.8</i>			<i>35.0</i> <i>31.2</i>	
	<i>NOON</i>	<i>off Cape Roberts</i>						<i>155</i> <i>(approx)</i>		<i>Calu</i> <i>0</i>	<i>29.39</i> <i>47</i>			<i>35.2</i> <i>32.0</i>	
	<i>4.20</i>	<i>Current in last hours</i>						<i>176</i>		<i>N10W</i> <i>S</i> <i>2</i>	<i>29.39</i> <i>52.5</i>			<i>27.2</i> <i>26.8</i>	
	<i>8</i>							<i>158</i> <i>(approx)</i>		<i>N10W</i> <i>3-4</i> <i>SS E</i>	<i>29.39</i> <i>50.0</i>			<i>26.2</i> <i>25.0</i>	
	<i>MIDT.</i>							<i>176</i>	<i>N48W</i>	<i>N 4</i> <i>airs</i> <i>-</i>	<i>29.35</i> <i>39.0</i>			<i>18.0</i> <i>17.3</i>	
<i>23</i>	<i>3.20</i>	<i>Proceeded</i>						<i>155</i> <i>(approx)</i>		<i>NE 4 SSW</i> <i>2</i>	<i>29.35</i> <i>39.0</i>				
	<i>8</i>							<i>120</i>		<i>Calu</i> <i>-</i>	<i>29.38</i> <i>44.0</i>			<i>28.2</i> <i>16.8</i>	
	<i>NOON</i>	<i>76 32 163 50</i>						<i>153</i> <i>#</i>	<i>N.</i>	<i>E 4</i> <i>airs</i> <i>-</i>	<i>29.44</i> <i>44.8</i>			<i>36.0</i> <i>32.0</i>	
	<i>4</i>	<i>Current in last hours</i>						<i>173</i>	<i>N60W</i>	<i>NE 4</i> <i>airs</i> <i>-</i>	<i>29.46</i> <i>53.0</i>				
	<i>8</i>							<i>170</i>	<i>N 4 S</i>	<i>E 4</i> <i>N</i> <i>1-2</i>	<i>29.45</i> <i>48.0</i>			<i>30</i> <i>30</i>	
<i>24</i>	<i>4</i>							<i>160</i>	<i>WSW</i>	<i>ENE</i> <i>3</i>	<i>29.44</i> <i>43.0</i>			<i>24.2</i>	
	<i>5.12</i>	<i>76</i>	<i>20</i>	<i>167</i>	<i>07</i>			<i>117</i>	<i>SSE</i>	<i>Calu</i> <i>-</i>	<i>29.50</i> <i>45.0</i>				
	<i>8</i>							<i>160</i>	<i>S60W</i>	<i>SSE</i> <i>1</i>	<i>29.51</i> <i>47.0</i>			<i>27.0</i>	
	<i>NOON</i>	<i>76 03 167 26</i>						<i>143</i>	<i>SW</i>	<i>SE</i> <i>1</i>	<i>29.54</i> <i>47.0</i>			<i>26.0</i> <i>23.8</i>	
	<i>4</i>	<i>Current in last hours</i>						<i>124</i> <i>156</i>	<i>S</i>	<i>S 4</i> <i>airs</i> <i>-</i>	<i>29.54</i> <i>47.0</i>			<i>24.5</i> <i>23.2</i>	
	<i>8</i>							<i>106</i>	<i>SE</i>	<i>ESE</i> <i>1</i>	<i>29.53</i> <i>44.0</i>			<i>23.5</i> <i>23</i>	
<i>25</i>	<i>4</i>									<i>Calu</i> <i>0</i>	<i>29.53</i> <i>40.0</i>			<i>20.6</i> <i>19.8</i>	
	<i>8</i>									<i>Calu</i> <i>0</i>	<i>29.56</i> <i>46.0</i>				
	<i>9.43</i>	<i>75</i>	<i>42</i>	<i>167</i>	<i>31</i>				<i>SSE 4</i>	<i>Calu</i> <i>0</i>	<i>29.58</i> <i>48.0</i>			<i>33.0</i> <i>30.8</i>	
	<i>NOON</i>	<i>75 39 167 25</i>							<i>S 2 W</i>	<i>Calu</i> <i>0</i>	<i>29.57</i> <i>48.0</i>				
	<i>4</i>	<i>Current in last hours</i>						<i>134</i>	<i>S 9 W</i>	<i>SE</i> <i>airs</i> <i>-</i>	<i>29.57</i> <i>51.0</i>			<i>31.8</i> <i>29.0</i>	
	<i>6.33</i>	<i>75</i>	<i>18</i>	<i>166</i>	<i>06</i>			<i>139</i>	<i>S 2 W</i>	<i>SSW</i> <i>2</i>	<i>29.55</i> <i>49.0</i>			<i>29.2</i> <i>27.0</i>	
	<i>8</i>									<i>NNW</i>					
	<i>MIDT.</i>	<i>75</i>	<i>02</i>	<i>164</i>	<i>53</i>			<i>132</i>	<i>S</i>	<i>E 4</i> <i>S</i> <i>3</i>	<i>29.54</i> <i>45.0</i>			<i>27.0</i> <i>24.0</i>	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

# Captain ERB Evans. from to

Hour.	Clouds.		Weather.		Sea Surface.		Remarks.	
	Names.	Prop. of Sky Clouds. 0 to 10.	According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.	Swell.	Time of Remark.	Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
	Upper.	Lower.			Direction from.	Disturbance. 0 to 10.	Temp. by No.	Spec. Grav. by No.
4	a cu	st cu	3	6.C.	NNE 3			
8	st cu	1/2	6		NE 4 1		33.9	
NOON	st cu	1/2	6		Calu 0 Calu 0		32.5	
4	a cu	—	3	6.C.	Pack		31.0	
8	act st	st cu	9	C	Pack			
MIDT.	act cu	st cu	8	C				
4	act st	1/2	6.C.					
8	act st	1/2	6		Pack		32.0	
NOON	act st	1/2	6.					
4	—	st cu	1/2	6	Pack			
8	act st	cu	1	6.C.				
MIDT.	a-st	st cu	8	CFS	Pack			
4	a cu	st cu	4	Sago				1-2 Heavy snow.
8	cu-st	cu	1	6.C.			29.0	
NOON	cu-st	cu	4	6.C.				
4	cu-st	cu	1/2	6.C.				
8	cu-st	cu	1/2	6.C.				
MIDT.	st cu	st	4	6.C.	Pack.			
4	a-st	st	2	6.				
8	act st	—	1/2	6.			29.5	
NOON	act st	—	1/2	6.				
4	cu-st	cu	4	6.C.				
8	st cu	cu-st	2	6.C.				
MIDT.	st cu	cu-st	7	6.C.				11.0 Wind suddenly backed.

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board *Terra Nova R.Y.S.*

DATE.		Latitude. <i>S</i>		Longitude. <i>E</i>		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No.		Thermometers.		
Year 1913		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.
Month Jan.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.		
Day. Civil Time.	Hour.														
26	4	3.15 6.15	Arrival Bay Terra Nova Bay					91	ESE	SW NW	2	29.55 29.59	39.0	19	-
	8							158	NSE	SE WNW	2	29.54 29.58	39.0	23.3	22.3
	NOON	74 55	165 56					150	NSE	N SSE	2	29.53 29.56	42.0	25.5	23.3
	4	74	51	168	03			158	NSE	N SSE	1-2	29.53 29.54	49.0		
	8	74	38	168	35			144	NSE	W NE	1-2	29.55 29.56	50.0	30.0	29.0
	MIDT.							138	NW	South	2	29.56	48.0	29	28
27	4							139	NW	SE W	2	29.57 29.59	44.0	29.8	28.0
	8	74	13	172	08			130	NSE	South NW	3	29.59 29.60	48.0	-	-
	NOON	73 51	172 57					125	NSE	SW NNW	3	29.60 29.59	55.0	35	33.5
	4								NW	W NE	4	29.54 29.53	47.5	31.0	29.8
	8							119	NSE	W NE	3	29.49 29.49	52.0	34.5	33.5
	MIDT.	74						105	NSE	SW	3	29.42	48.9	32.5	32.5
28	4							103		W NW	4	29.42 29.40	47.0	32.0	30.8
	8	72	23	174	58			95	NSE	SW WNW	4	29.47 29.48	48.0	32.8	31.5
	NOON	71 54	174 58					95	NSE	SW NW	4	29.54 29.55	47.2	34.2	33.0
	4							90	NSE	SW N	4	29.57 29.56	53.0	31.4	30.8
	8								NSE	SW N	3	29.59 29.58	53.2	32.0	31.0
	MIDT.								SW	SW N	3	29.58	50.6	32.4	32.1
29	4							83		West N	3	29.58 29.51	46	31.5	31.2
	8								NSE	N NE	2	29.46 29.47	46	32.3	32.0
	NOON	69 56	174 52					73	NSE	NW NE	1-2	29.39 29.39	49	33.0	32.8
	4							71	NSE	NE ESE	2	29.25 29.25	50	31.7	31.5
	8							70	NSE	SE SSW	5	29.25 29.25	50.8	31.0	31.0
	MIDT.							63	NSE	SE SSE	6	29.13 29.15	44.0	30.3	30.3
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain *ER R Evans* from to

Clouds.		Weather.		Sea Surface.		Remarks.	
The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		According to Beaufort Notation.		Waves. Swell.		Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts, Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)	
Hour.	Names.	Direction from.	Force.	Direction from.	Force.	Time of Remark.	
4							
8	St. Small C	9	6 C	SE	SE 1	4	33.2
NOON	St. Small C	9		NW	2	4	
4	St. Small C	5		NW	1	2	
8	St. Small C	2		W	1	0	
MIDT.	St. Small C	4	6 C	SE	2	0	
4	St. Small C	2	6	SE	1	SW 3	
8	St. Small C	2	6 C	S	2	SW 3	34
NOON	St. Small C	3	6 C	SW	3	SW 3	
4	St. Small C	10	E. C	W	3	W 4	
8	Thick haze	10	F 2-3	W	1	W 4	
MIDT.	Fog	10	7.3	W	1	W 3	
4	St. Small C	10	0	SW	4	SW 4	
8	St. Small C	10	0	SW	4	SW 5	30.5
NOON	St. Small C	4	6 C	SW	4	SW 5	30.8
4	St. Small C	10	7.1	SW	4	SW 5	31.0
8	Fog	10	7.4	WSW	4	SW 5	31.0
MIDT.	Fog	10	7.4	W	3	SW 4	
4	Fog	10	7.5 1/2 S	W	2	W 4	
8	Fog	10	7.4	W	2	W 4	
NOON	Fog	10	7.2	2 NW	5	31.2	
4	Fog	10	4.7 3/4 S	ENE	3	WNW 5	31.0
8	Fog	10	4.7 3/4 S				
MIDT.	Fog	10	F 3	ENE	5	ENE 5	

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board *Terra Nova R.S.*

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No.	Thermometers.			
Year 1913.		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.
Month Jan.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.		
Day. Civil Time.	Hour.					Colour		E						8471	8446
30	4					Sea.		61		E by N 8/9	29.20	42		51	
	8								S 60 W	SE NE 6 N	29.21 29.32	39		30.2	30.0
	NOON	68	18	168	47				S 75 W	NE ESE.	29.40 29.41	41.8		50.4	30.0
	4	Current in last hours mls.						67	S 50 W	NE ESE.	29.37 29.38	40.5		31.0	30.3
	8							65	W	N ENE.	29.33 29.34	41.6		31.4	31.0
9.20		67	15	167	47										
	MIDT.							54		NE	29.27	35.0		31.2	30.8
are in working order; the dry bulb being free of moisture and the wet bulb being unshaded by salt water.															
31.	4	67	00	165	55			53		NE 6 E	29.23 29.26	35.0		31.5	30.8
	8							51	S 55 W	NE 6 E ESE.	29.19 29.22	36		31.4	31.0
	NOON	66	14	163	39			64	S 50 W	NE 6 E ESE.	29.15 29.17	40		32.0	31.8
	4	Current in last hours mls.						62	W	NE 6 E ESE.	29.11 29.13	39		35.0	32.8
	8							60	S 50 W	NE 6 N E	29.13 29.13	41		33.0	33.0
8.20		63	11	158	52										
	MIDT.							54		NE E	29.15	39		32.7	32.2
are in working order; the dry bulb being free of moisture and the wet bulb being unshaded by salt water.															
Feb. 1.	4							53		NE 6 E ESE.	29.20 29.21	39		32.2	31.2
	8							50	N 85 E	NE 6 N E	29.17 29.19	39.3		33.2	32.8
	NOON	64	04	158	52			45	N 85 W	NE 6 N E	29.34 29.35	44.0		35.0	34.2
	4	Current in last hours mls.							N 47 W	W NW	29.41 29.40	52.0		36.0	35.8
	8						353		N 50 W	W N W NW	29.47 29.44	55		36.0	35.0
10.0		61	18	157	33										
	MIDT.							44	N 45 W	N W	29.43	49		37.8	36.9
Before accepting the readings of the dry and wet bulb thermometers, the observer should satisfy himself that both are in working order; the dry bulb being free of moisture and the wet bulb being unshaded by salt water.															
2.	4							43		N 6 E NE	29.27 29.26	45		35.0	35.0
	8							45	N 62 W	N W N.	29.15 29.15	44		39.0	39.0
	NOON	62	09	158	52			41	N 40 W	N W N.	29.11 29.10	45		39.2	39.0
	4	Current in last hours mls.					378	39	N 55 W	N W N.	29.09 29.09	42		38.8	38.8
	8							37	N 30 W	S SW	29.05 29.04	47		37.3	37.0
10.0		61	18	157	33										
	MIDT.							36	N 35 W	SSE	29.00 29.00	41		35.2	
1	2	3	4	5	6	7	8	9	10	11 SSW	12	13	14	15	16

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain *ERGR Evans* from *Time 12 hours fast on 7.11.13* to

Hour.	Clouds.		Prop. of Sky Clouded. 0 to 10.	Weather.		Sea Surface.						Spec. Grav. by No.	Time of Remark.	Remarks.  Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
	Names.  Upper.      Lower.	According to Beaufort Notation.		Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.					
					Direction from.	Disturbance 0 to 10.	Direction from.	Disturbance 0 to 10.						
Also record when Confused.														
4		St.	10	0.9.35		SE, N 8		SE, N 8						
8		St	10	0		NE		ENE						Occasionally a little sun.
NOON		St	10	0.C.		NE 5	NE 7							
4		St	10	0.C.		NE 5	NE 7							Afternoon. Occasional showers wind a shift Fog varying from 4 to 2
8		St	10	0.47.3										8.0 Fog cleared. Occasional sun.
MIDT.		Cl. St a. St. St.	10	0		NE 3	E 5							During early part of watch, a few short sun flurries
4		St	10	0.C.		NE 5	NE 6							Morning. Occasional wind flurries 7.30 Commenced to snow (moderate)
8		N6	10	1/2 S		NE 5	NE 6							
NOON		N6	10	4.57H		NE 6	NE 7							
4		N6	10	4.50C		NE, E 7	Conf. 8							
8		St	10	0C		NE, N 5	NW } 5							
MIDT.		St	10	0C		NE 4	Conf. NE N 7							
4		St	10	0		NE, E 4	N 7							
8	Obs. St.	St Cu tch St	10	0C		NE, N 3	NE, N Conf. 6							8.0 Enormous fog to windward.
NOON	-	St.	10	0C		NNE 3	NNE 4	34.6						
4	-	St. Cu. Cum.	10	0.C.			NE, E 4	55.0						2.0 Wind from NNE, to WSW
8	-	St. Cu Cum.	10	0.C.		WNW 2	SW, Conf. N 5	35.8						
MIDT.	-	St.	10	0.C.		W. 2	Conf. W. 5							Wind. Wind to N, E.
4		St.	10	0.2.		N, E 5	Conf. 4							1.3 Sun - turning to
8		St.	10	32 37.2 0	HW	NW 4	Conf. 4	36.0						3.4 hail & rain wind freshened steadily. 5.0 Rain to fog Large number of small bugs in sight.
NOON		St.	10	0.74			2 Conf 4	#						7.0 Rain stopped. 9.0 Fog increased to H.
4		St	10	0.74			2 NW 6							P.M. 8.0 Fog low - Outer edge tinged with red. Sun shining through thin str. cloud.
8		Fog	10	4.74			1 NW, N 7	37.0						
MIDT.		Fog	10	7.4		SSE	1 W, S 6							
2a			17	18	19	19a	20	21	20a	21a	22	23	24	25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board *Terra Nova* R. S. N. 228

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.* No.		Thermometers.		
Year 1913		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.
Month Feb.						Column of Log.	Uncorrected Reading.					Att. Therm.	No.		
Day. Civil Time.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.													
Hour.															
3															
4															
8															
NOON		59 29		157 33		378		30		NSW 56		5-6 29.05 44.0		36.6 36.0	
4		58 50		157 42				27		NSW SW by W		5 29.10 49.0		39.5 39.0	
8		58 21		158 05				14		N 60 E NW by N		3 29.04 45.5		39.2 39.0	
MIDT.								20		NW by W		5 29.02 43.0		40.9 40.7	
4															
8															
NOON		57 17		159 08		376		N		NW by W		7 29.20 49		42.0 42.3	
4		56 32		160 08				N		NW by W		8 29.35 57		43.0 42.8	
8								N 15 E		WNW		6 29.43 58		43.0 42.8	
MIDT.								N 10 E		N 70 W		5-6 29.45 47		42.5 42.2	
5															
4															
8															
NOON		55 17		162 00		353		N		N 4 W		4 29.16 51		46.0 45.2	
4								N 10 E		N 10 W		6 28.92 49.5		46.5 46.2	
8								N 25 E		NW		8 28.80 49.5		48.0 48.0	
MIDT.								WNW				10 28.92 47.0			
6															
4															
8															
NOON		54 22		164 49				N 20 E		W		7 29.59 52		48.0 47.0	
4		54 13		165 05				N 23 E		NW		7 29.70 53		48.8 48.6	
8								N 15 E		NW by W		7 29.78 52		49.0 48.0	
MIDT.								N 10 E		WNW		7 29.80 51		44.2 45.5	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



Meteorological Log kept on board S.Y. Terra Nova R.Y.S.

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.	Barometer.*		Thermometers.		
		S		E							No.				
Year 1913		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.
Month Feb.						Water	Log.					Uncorrected Reading.			
Day, Civil Time.		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				Time Course.	Distance by Log.								
Hour.															
7	4														
	4.41	52	40	167	02			21	NSE	W	4	28.95	50	49.0	47.5
	8								NSE	NW	3.4	29.97	52	49.2	48.8
	NOON	51	56	168	02	381			N10E	NW	4.5	30.00	56	50.2	49.6
	4	Current in last hours mls.						19	N7E	NW	3	30.00	55	51.5	50.8
	8								N	NW	2	30.00	51	51.0	50.0
	9.24	50	58	168	54				N	NW	3	29.96	52	50.1	49.0
	MIDT.														
8	4							19		WNW	4	29.94	52	50.0	49.8
	8	7.52	49	51	169	45			N4W	WNW	4	29.99	53	50.2	50.0
	NOON	49	24	169	57	381			N13W	WNW	4	30.03	60	52.0	50.8
	4	Current in last hours mls.							N18W	WSW	4	30.05	64	52.8	52.3
	8								N7W	W	4	30.05	61	52.0	52.0
	8.56	48	21	170	10				N18W	WNW	4	30.08	52	52.1	51.8
	MIDT.														
9	4							19		W	5	30.10	53	53.0	53.0
	8	47	04	170	32			13	E	W	3	30.17	56	54.0	53.8
	NOON	46	42	170	44	377		17	NLE	W	2	30.17	58	55.8	54.0
	4	Current in last hours mls.						17	N10E	N	2	30.20	67	64	-
	8							19	N4W	N	4	30.16	62	61	-
	MIDT.								N32W	N	3	30.09	61	60.8	-
10	4							16	NE	NW	2	30.02	63	60.0	-
	3.0	off Oamaru							N10E	N	1	30.02	63	61.5	-
	8								N40E	E	1.2	29.98	61	61.0	-
	NOON	44	49	171	51				N7E	E	1	29.92	67	60.8	-
	4	Current in last hours mls.							N28E	NE	1	29.90	64.5	60.2	-
	8														
	10.0	off Aharoa light													
	MIDT.														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



# Meteorological Log kept on board S.Y. "Terra Nova"

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.*		Thermometers.	
Year 1913	Month Feb.	Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.	Uncorrected Reading.	Att. Therm.	Dry Bulb.	Wet Bulb.
Day, Civil Time.	Hour.	The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				Colour of Sky.	Distance by Log.							No.	No.
11	4													60.0	
	8													63.0	
NOON		off Akaroa				378								64.6	
4		Current in last hours mls.												71.2	
6.30	8	Proceeded for Lyttelton												67.0	
MIDT.														69.0	
12	4													65.0	
	8														
NOON		Current in last hours mls.													
4															
8															
MIDT.															
13	4														
	8														
NOON		Current in last hours mls.													
4															
8															
MIDT.															
14	4														
	8														
NOON		Current in last hours mls.													
4															
8															
MIDT.															

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

# Captain E.R.G.R. Evans. from Antartica to New Zealand

Hour.	Clouds.			Weather.	Sea Surface.				Remarks.
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		Fog Intensity.		Waves.		Swell.		
	Names.	Direction from.			Disturbance.	Direction from.	Disturbance.		
4	alt cu	st cu	8	C.	E	1	Conf.	3	
8	alt st	cu	1	6.C.	-	-	NE	1	600
NOON	alt st	-	1	6.C.	-	-	W	2	610
4	alt st	-	7	6.C.	NE	1	NE	2	62.8
8	st.	-	2	6.C.	W	2	Conf.	2-3	600
MIDT.	-	-	0	6.					
4	-	-	0	6.	WSW	2	-		
8									8.0 alt Lyttellon
NOON									
4									
8									
MIDT.									
4									
8									
NOON									
4									
8									
MIDT.									
4									
8									
NOON									
4									
8									
MIDT.									

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.*		Thermometers.		
Year 19		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.						No.		Dry	Wet	
Month		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.	Uncorrected Reading.	Att. Therm.	Bulb. No.	Bulb. No.
Day, Civil Time.	Hour.															
	4															
	8															
	NOON	{ Current in last hours mls. }														
	4															
	8															
	MIDT.															
	4															
	8															
	NOON	{ Current in last hours mls. }														
	4															
	8															
	MIDT.															
	4															
	8															
	NOON	{ Current in last hours mls. }														
	4															
	8															
	MIDT.															
	4															
	8															
	NOON	{ Current in last hours mls. }														
	4															
	8															
	MIDT.															
	4															
	8															
	NOON	{ Current in last hours mls. }														
	4															
	8															
	MIDT.															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain

from

to

Hour.	Clouds.		Weather.	Sea Surface.				Remarks.								
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.			Waves.		Swell.		Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts. Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)								
	Names.			Direction from.	Disturbance. 0 to 10.	Direction from.	Disturbance. 0 to 10.	Temp. by No.	Spec. Grav. by No.	Time of Remark.						
	Upper.	Lower.		Prop. of Sky Clouded. 0 to 10.	According to Beaufort Notation.	Fog Intensity. 0 to 5.	Also record when Confused.									
4																
8																
NOON																
4																
8																
MIDT.																
4																
8																
NOON																
4																
8																
MIDT.																
4																
8																
NOON																
4																
8																
MIDT.																
4																
8																
NOON																
4																
8																
MIDT.																
2a	17	18	19	19a	20	21	20a	21a	22	23	24	25				

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



Meteorological Log kept on board

DATE.		Latitude.		Longitude.		Course and Distance.		Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.*		Thermometers.	
Year 19		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.		Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea.....feet.		Dry	Wet
Month		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.	Distance by Log.					Uncorrected Reading.	Att. Therm.	Bulb. No.	Bulb. No.
Day, Civil Time.	Hour.														
	4														
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														
	4														
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														
	4														
	8														
	NOON	{ Current in last hours mls. }													
	4														
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	MIDT.														
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	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														
	4														
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.

Captain from to

Hour.	Clouds.		Weather.		Sea Surface.				Remarks.			
	The direction from which the upper clouds are moving, and also that of the lower clouds when they do not move with the wind, should be noted when determinable.		According to Beaufort Notation.	Fog Intensity. 0 to 5.	Waves.		Swell.		Temp. by No.	Spec. Grav. by No.	Time of Remark.	Here give any important Remarks as to phenomena, with the times of their occurrence; especially the times of Changes in Direction and Force of Wind, as well as the Direction, Veering or Backing, Force and Duration of Squalls; the direction from which upper clouds are moving; the Position of Ice and of Derelicts, Also note the hour at which the Ship arrives in or leaves Port. (See "Instructions" for further particulars.)
	Names.				Dis- turb- ance. 0 to 10.	Dis- turb- ance. 0 to 10.						
	Upper.	Lower.			Also record when Confused.							
4												
8												
NOON												
4												
8												
MIDT.												
4												
8												
NOON												
4												
8												
MIDT.												
4												
8												
NOON												
4												
8												
MIDT.												
4												
8												
NOON												
4												
8												
MIDT.												
2a	17	18	19	19a	20	21	20a	21a	22	23	24	25

so that in the event of the Office Barometer being broken, the Ship's can be taken into use, and its error can be ascertained.



# Meteorological Log kept on board

DATE.		Latitude.		Longitude.		Course and Distance.	Total Compass Error.	Ship's Head.	Wind, at the time of observation.		Barometer.*		Thermometers.		
Year 19		Observed.	Dead Reckoning.	Observed.	Dead Reckoning.	Each four hours.	Of Compass used for Wind, being Variation and Deviation combined.	By same Compass as Wind.	Direction. State if true, or subject to Compass Error, or only to Variation.	Force. 0 to 12.	Height of Cistern above Sea. feet.		Dry Bulb.	Wet Bulb.	
Month		The D.R. position is needed daily, in addition to that by Observation, but it should be the result of careful calculation, in order to give any value to the estimation of the current.				True Course.					Distance by Log.	Uncorrected Reading.	Att. Therm.	No.	No.
Day, Civil Time.	Hour.														
1	4														and the wet bulb being maintained by salt water.
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														
2	4														are in working order; the dry bulb being free of moisture
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														
3	4														thermometers, the observer should satisfy himself that both
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														
4	4														Before accepting the readings of the dry and wet bulb
	8														
	NOON	{ Current in last hours mls. }													
	4														
	8														
	MIDT.														

\* Please give Readings of the Ship's Barometer, say at Noon, at various times during the voyage noting whether it is mercurial or aneroid.



