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HYDROGRAPHER

20. During the quarter under review the Navigational facilities were inspected of H.M.C.S. "FRONTENAC" a revised Single Screw Corvette under trials at Kingston.

21. Arrangements were made for the Base Compass Officer, Halifax, to take the Admiralty course in Compass Adjustment.

22. During this period Lieut. Commander B. G. Sivertz, Officer-in-Charge of Navigational Instruction, H.M.C.S. "KINGS", visited Naval Service Headquarters and the subject of Navigational Courses was discussed. Revisions have been suggested to the present course in Navigation which it is felt will be of immediate benefit.

23. In conjunction with the Director of Naval Education the correspondence course in navigation sponsored by the Canadian Legion Educational Services was reviewed and improvements were forwarded.

24. Revision of Canadian Chart folios was undertaken in conjunction with the Esquimalt Chart Depot and the Halifax Chart and Chronometer Depot.

25. Certain changes were considered necessary in order to standardize the chart folio listing system for both coasts.

26. Restrictions having been imposed by the United States authorities on the distribution and sale of United States Charts and Hydrographic Publications, it has been mutually arranged that on the Pacific Coast of Canada, supervision of such distribution and sale will be effected by the Royal Canadian Navy, for which purpose the Chart Depot, H.M.C. Dockyard, Esquimalt, B.C., will act as central distributing authority.

27. During the above period approximately 700 "Q" messages from various authorities have been handled under the system laid down in CB 016181. This is approximately the same volume as in the preceding quarter. The greatest volume of messages now comes from the Mediterranean areas and the South West Pacific.

28. These messages are now passed automatically to Canadian Ships and Authorities concerned, and are checked for any possible errors as soon after receipt as possible.

29. Ottawa Summary of Navigational Warnings, which contains a complete summary of all "Q" messages which are in force in areas affecting Canadian Ships, is now only issued to R.N. and R.C.N. Ships operating out of Canadian ports and to Routing Authorities and B.A.D. for new construction ships in the United States. The former distribution which was made to U.S. authorities, by mutual agreement with U.S. Hydro, has been discontinued.

30. On 10 November 1944, two escorts were sailed from Londonderry without having been supplied with up-to-date information on the QJA area. It appears that a time lag in the delivery of signals between Admiralty and Londonderry of from 10 to 15 days is accepted although Admiralty state that information regarding mines is passed at once by signal.