

The wording of Rule 14(b) is vague and unsatisfactory and compares most unfavourably with the much clearer wording of Rule 18 of the 1960 Rules.

On reading Rule 19(d) one wonders what it is that a vessel shall determine if a close-quarter situation is developing. Supposedly what is meant is that 'A vessel which detects by radar alone the presence of another vessel shall determine whether a close-quarter situation is developing and whether risk of collision exists'.

Rule 21(b) shows scant regard for grammar, beginning with a plural subject followed by a singular verb. Instead of the ugly phrase "'Sidelights" means' it would be an improvement to say 'Sidelights" shall consist of, &c.'

In paragraph 6 of Annex I there are three references to 0.6 metre and in paragraph 1 of Annex II there appears the equally jarring 0.9 metre. This reads very badly and the measurements would be much better expressed as 60 cm and 90 cm respectively or, to be consistent with the dimensions of bell mouths given in paragraph 2 of Annex III, as 600 mm. and 900 mm.

Is it too much to hope for that before these 1972 Rules become law they can be amended where necessary to remove the existing faults?

As Captain Wylie so rightly points out, if the existing English version is going to be used as the basis for translation into other languages there certainly will be dangers ahead unless something is done beforehand to improve the text.

The Log-books used by Ships of the East India Company

W. E. May

WHEN in 1877 Clements R. Markham edited *The Voyages of Sir James Lancaster Kt to the East Indies* he remarked that the first log-book with printed headings was that used by Captain Reddell on his voyage in the *Samuel & Anna* in 1702-3. He does not say that this became standard practice in the ships of the East India Company but it would seem that some of his readers thought that this must have been the case. In *The Art of Navigation in England in Elizabethan and Early Stuart Times* David W. Waters refers to the *Samuel & Anna* log and follows it with the comment: 'The logs of British warships were still ruled and captioned in manuscript in the eighteenth century.'

This first printed log is preserved in the India Office Library (L/MAR/A.CLXXI). It is laid out to take two days to a page, headed: 'A Journal in the.....from.....towards.....'. For each day there are narrow columns headed 'H' (hours), 'K' (knots), 'F' (fathoms), 'C' (course), and 'W' (wind), followed by a wide unheaded column for remarks. Near the bottom of the wide column is space for working out the latitude and variation thus:

	d m	d m
Zenith Distance		Magnetical Amplitude
Declination		True Amplitude
Latitude by observation		Variation

Below these columns there runs across the page a series of spaces for each day headed:

Summed up

Month	Week	Month	Course	Distance
Day	Day		Corrected	Sailed

Difference of Latitude		Departure from the Merid.		Latitude by account in Degrees and Minutes	Meridional distance in Degrees and Minutes	Longitude by account in Degrees and Minutes
N	S	E	W			

The two lines below the last five headings are marked respectively 'Correction by observation' and 'Corrected'.

Useful as the printed log form must have been, the idea does not seem to have been adopted for more than half a century. For the next few years after the *Samuel & Anna* those books that I have seen are mostly journals giving little if any navigational information.

By 1716 however manuscript log-books were being ruled by the user in a more or less standard form, taking two pages to a day, which suggests that some instructions on the matter must have been issued by the Company. An excellent example of a log-book in this form which is most beautifully headed in copperplate handwriting is that of Captain Samuel Lewis of the *King George* for the 1717-20 voyage (L/MAR/B.402B). There are eight columns. Of these the first has no heading and is used to enter the meridian distance, latitude by observation or account, the distance by log run during the twenty-four hours, and the variation. The next three columns are headed 'H', 'K' and 'F' respectively. The fifth column is for courses and the sixth headed 'observations' gives information on the sails in use. The final column, without heading, contains remarks and includes notes on the weather, the course and distance made good over the twenty-four hours, the easting (or westing), the northing (or southing), the latitude by account, and occasionally the longitude by account also.

By 1758 an improved layout was being adopted, the principal feature of which was a return to the row of spaces at the foot of each day such as has been noticed in the *Samuel & Anna* log. The six columns were now headed 'H', 'Course', 'K', 'F', 'Winds &c.' with a wide unheaded column for remarks.

The table at the foot of each day had spaces for course and distance made good, two blank spaces for northing or southing and for easting or westing respectively, meridian distance, latitude by observation or account, difference of longitude, longitude in, and bearing and distance of point of departure (e.g. *Hector*. L/MAR/B.486C).

In 1761 a new printed form was introduced, following exactly the manuscript layout just described. The exact form varied slightly from time to time according to the printer employed but remained in use for thirty years (e.g. *Hector*. L/MAR/B.486D).

About 1791 chronometers came into general use in the Company's ships and a new form of log-book was devised to meet the situation. The headings of the columns remained unchanged, the difference was in the table at the foot of the day. This now was in two lines. The top line had spaces for course and distance, difference of latitude by observation and by account, difference of longitude by account and by chronometer, longitude by lunar and by chronometer, variation p.m. and a.m. The lower line had spaces for departure, latitude by account, barometer and thermometer (e.g. *Walpole*. L/MAR/B.293L).

By 1810 an additional column was frequently, but not invariably, introduced before the wide column used for remarks. This column was usually headed 'Leeway' but whether so headed or not it was often used to give the bearing and distance of the commodore (e.g. *General Hewett*. L/MAR/B.37A).

It appears that originally the printed sheets were supplied loose and were ultimately bound up, together with blank pages where required for lengthy times in harbour when navigational details were not needed. About 1822 bound log-books with a title page, pages at the beginning for a list of the crew &c., were sometimes being used (e.g. *Duke of York*. L/MAR/B.94G).

Finally about 1827 some ships began using log-books printed with only one page for a day. These had the columns 'H', 'K', 'F', courses, winds, weather and a wide unheaded column. In this last, reverting to the custom which had been followed before 1758, latitude, longitude by chronometer, barometer and thermometer were inserted in addition to remarks. The table of navigational information which had previously graced the foot of each day disappeared (e.g. *Larkins*. L/MAR/B.104F).

Shipping Routes—an Eastern Maze

Captain P. A. Thompson

WHILE a great many areas in the world which contain shipping focal points have been designated as routing areas, and in most cases very successfully organized to ensure a safe flow of vessels through them, one area remains outstanding without any attempt having been made to regulate or control the traffic. This is the stretch of waterway in the Malacca and Singapore Straits from One Fathom Bank, lying some 28 miles to the westward of Port Swettenham, to Remunia Shoals off the SE. corner of Malaysia, a route containing many navigational hazards ranging from shoal-water to periods of seriously reduced visibility, and being used by high density traffic including vessels of every type and size.

Ships proceeding through these waters comprise not only vessels bound to