

Navigation Log
Shitbox Class Corvette USS Fuhgettaboudid
8-11 July 1999 Operation: A Boat Face

Skipper: Cdr R. MacGillivray
Crew: Ens G. Bride
Ens A. MacGillivray
Space Cadet Sanchez

- 09:00 Departure Llamatown (late) following excessive red tape at the depot
Cdr Mac at the helm
GPS retrofit and locked in
Trip OD zeroed
½ tank fuel
fully provisioned
Korean radio lock achieved
- 09:05 First coke is cracked – so is the crew.
Ship not taking on water as anticipated
Located the JATO button – DO NOT PRESS
- 10:00 Lights ON! (no longer driving in the dark)
- 10:25 401/115 We're now off the GPS presets (here there be dragons!)
- 11:15 Fuel Stop (empty) OD 230km \$39.00 62L
Deposited Ens MacGillivray in Trenton
- 11:55 Gas leak detected in Ens Bride – resulted in damage to exhaust system. Damage control party unable to ascertain seriousness of problem as yet.
- 14:45 Crossed border into Quebec. Battlestations!
Marked on GPS as a danger zone
- 17:38 Fuel Stop OD 588km \$35 56L (10.5 km/L)
Damage control party reports rear muffler separated from engine (broken pipe joint).
Need oil next fuel stop
- 20:40 Crossed Quebec/NB border – safe again. Stand-down from Battlestations!
- 21:14 Decision made to proceed to CB prior to Ship's Co.
- 23:50 Phredericton. Watch rotation: Ens Bride at the helm.

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- 01:50 Funkass crescent moon sighted due east.
ASO influence suspected. No sightings of ASO as yet though. Moon beams have caused Cdr Mac to lose consciousness.
- 02:23 Fuel Stop OD 529km \$34.90 58L (9.1 km/L)
Whereabouts of Cdr Mac's consciousness still unknown. Suspect the widespread use of goofy gas (Nitrous Obnoxide) by ASO
- 04:56 CB sighted.
- 05:00 Canso causeway (Cdr Mac stirs)
- 05:38 Vi's for breakfast and washroom
- 05:40 Cdr Mac is back at the wheel. All faculties seemingly intact.
- 06:20 Went up a mountain to see a local guru - uncovered rumour that ASO were poised to acquire a significant piece of Slabovian technology (CAT). Able to recover the CAT just in time and observed ASO troops moving in on the mountain.
Guru imparted great fart stories and compared farting techniques with Ens Bride (ship's expert)
- 09:30 Departed from Mount Larry.
Greg farted
Use of indigenous trailer technology will allow smuggling of the CAT back to Fungus
- 10:10 Fuel Stop OD 346km \$30.00 45L (7.7 km/L)
Greased our nipples
Vital fluids good
Buggus Biggus removed from windshield
Trailer tire pressure 48 psi (much lower than Bride's intestines)
- 10:14 Greg farted
- 12:34 Pee/fries/coke stop
Possible trannie problem identified on uphill stretches.
Contacted Nacnud: Drydock facilities ready and shore leave activities planned
- 14:00 Holy confusion Batman! Which way to Parrsboro??
GPS a life-saver!
- 14:18 Great Village.
Fuel Stop OD 310km \$36.00 55L (5.5 km/L)
- 09:15 Fuel Stop OD 286km \$35.15 55L (5.2 km/L)
- ? Arrival Ship's Co.
Affected repairs (more or less)
Saw show
Partied
Slept to the TOG concerto in Z major

(See mission report filed with DELPHI)

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06:55 Plate added to trailer
GPS updated with 22 way points for return trip
Cooler packed aboard
Greg and Sanchez packed aboard
All haste for Fungus
07:00 Crew unconscious
NS taxpayers don't pay enough road taxes
Barf bags ready
08:15 Amherst. Barf bags secured.
09:09 Fuel Stop OD 380km \$35.15 55L (7 km/L)
Rain
11:40 Watch rotation. Sanchez caffeinated and placed behind wheel.
Greg = GIB
Gnarly bars for breakfast

Engineering notes:

- Muffler still kaput but no longer a risk of it falling off (sounds like a Lancaster though!)
- D2 strains uphill - feels like she will have a stroke
- Main vents N/S
- Wipers are NFG - delay happens in middle of windshield
- Shocks are shot
- Window seals suck
- Trailer lights SNAFU
- Fuel tank MUST be leaking!!
- Mirrors require 800% increase in surface area
- Air purifier is toast

12:00 Greg does an involuntary while sleeping
13:14 Fuel Stop OD 348km \$37.00 62L Coasted in on fumes (5.6 km/L)
13:50 "Cool-Hand" Sanchez negotiates construction pylons with inches of clearance only. Beginning to show his talent for flotilla maneuvering.
15:29 Past RDL. Watch rotation – Cdr Mac has control, Sanchez = GIB
Re-stocked galley
16:20 Fuel Stop OD 286km \$38.00 58L (4.9 km/L thanks Sanchez!)
Rankin & Greg adjust bag.
18:45 Fuel Stop OD 237km \$26.00 41L (5.8 km/L)
Decided to refuel to avoid Montreal fuel stop
Sanchez orders his first French sandwich
Still heading into the wind
20:20 Entering Ontario. Secure from Battlestations
Crew still reeling from a Sanchez fart.
21:43 Fuel Stop OD 302km \$32.00 58L (5.2 km/L)

Watch rotation now has Greg at the helm
Reduced gross tonnage by ½ by dumping garbage from back seat. Anticipate considerable fuel economy improvement.
Wicked tunes lately.
23:15 DEFCON 0. Sanchez consumed last with skipper's authorization.
23:30 Arr Trenton
Sleep

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10:20 Extracted Ens MacGillivray
Depart from Ma Rankin (Cdr Mac at helm)
Upon close inspection, discovered that the main vent problem was connected (pun intended) to the recently discovered lack of brake lights (fuse blown). TD Bride on the job. NB: In order to start this boat, the ignition harness must actually be plugged in.
10:27 New fuse acquired and installed
Muffler still NFG but attached.
12:29 Fuel Stop (Milton) OD 363km \$30.50 52L (6.98 km/L)
Snap decision to re-route via Fungus first to deposit CAT then to Llamatown.
13:54 CAT delivered
Sanchez walked off down main street
Onward to Llamatown via McD's.

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