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OPNAVINST 3100.7C  
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OPNAV INSTRUCTION 3100.7C

From: Chief of Naval Operations

Subj: PREPARING, MAINTAINING AND SUBMITTING THE SHIP'S DECK LOG

Ref: (a) U.S. Navy Regulations, 1990  
(b) OPNAVINST 3120.32D  
(c) SECNAV M-5210.1 of January 2012  
(d) SECNAVINST 5720.42F  
(e) SECNAV M-5214.1 of December 2005

Encl: (1) Detailed Instructions for Keeping Ship's Deck Log

1. Purpose. To revise procedures for preparing, maintaining, and submitting the ship's deck log. This instruction has been revised to include provisions for the electronic capture and submission of the ship's deck log, including the use of voice recording and automated logging systems. Abbreviations have been modernized and command names have been updated. This instruction has been substantially revised and should be reviewed in its entirety.

2. Cancellation. OPNAVINST 3100.7B.

3. Background

a. All U.S. Navy ships in commission shall maintain a ship's deck log as required by references (a) and (b). The ship's deck log is the official daily record of a ship, by watches. The ship's deck log describes every circumstance and occurrence of importance or interest which concerns the crew and the operation and safety of the ship, or which may be of historical value. The ship's deck log shall be a chronological record of those events occurring during the watch that will subsequently meet the needs of the commanding officer and provide the ultimate recipient with a document of historical value. Accuracy in describing events recorded in the ship's deck log is essential. Entries often constitute important legal evidence in judicial and administrative fact-finding proceedings arising from incidents involving the ship or its personnel.

Requirements for Navy records preservation are formally established and implemented by reference (c). The deck logs shall be maintained by Naval History and Heritage Command (NAVHISTHERITAGECOM), indexed and accessible to authorized users until they reach the 30-year age mark and then they will be transferred to the National Archives for permanent retention.

b. The ship's deck log shall be "unclassified," except when required by security regulations, i.e., wartime operations, special operations, etc. Regulations governing the release of information in the ship's deck log are contained in references (a) and (d).

c. Enclosure (1) contains detailed instructions for preparing, maintaining, and submitting ship's deck logs.

#### 4. Action

a. All U.S. Navy commissioned ships will implement the procedures of this instruction and submit monthly deck logs to NAVHISTHERITAGECOM, Archives Branch. The original deck logs should be submitted on the first day of each month, or within 10 days thereafter, for the previous month. Those ships on an extended patrol or conducting special operations and unable to submit deck logs as required shall forward its monthly deck logs to NAVHISTHERITAGECOM within 10 days after reaching port. OPNAV RCS 3100-10 has been assigned to this reporting requirement. The direct mailing address is:

Naval History and Heritage Command  
Attn: Archives Branch, Deck Logs Section  
805 Kidder Breesee Street, S.E.  
Washington Navy Yard, DC 20374-5060

b. Official questions from U.S. Navy ships regarding the submission of deck logs should be addressed to:  
[shiphistory@navy.mil](mailto:shiphistory@navy.mil).

5. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per reference (c).

6. Forms and Reports Control

a. The following forms are available for purchase and download from Naval Forms Online,  
<https://navalforms.documentservices.dla.mil/web/public/home>:

- (1) OPNAV 3100/98 Ship's Deck Log - Title Page
- (2) OPNAV 3100/99 Ship's Deck Log Sheet
- (3) OPNAV 3100/100 Duplicate Ship's Deck Log Sheet

b. Per reference (e), Ship's Deck Log Reporting requirement contained in paragraph 4a is assigned report control symbol OPNAV 3100-10 and is in effect until 30 November 2016.



S. H. SWIFT  
Director, Navy Staff

Distribution:

Electronic only, via Department of the Navy Issuances Web site  
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Detailed Instructions for Keeping  
Ship's Deck Log

Index

	Page
SECTION 1	
Forms and Preparation, Assembly and Disposition.....	1-1
SECTION 2	
Required Ship's Deck Log Entries.....	2-1
SECTION 3	
Sample Ship's Deck Log Entries.....	3-1
1 Introduction.....	3-1
2 Abbreviations.....	3-1
a. Commonly Used Abbreviations.....	3-1
b. Order Abbreviations.....	3-2
3 Air Operations.....	3-3
a. Carrier.....	3-3
b. Entries Common to all Ships.....	3-4
c. Entries Applicable to Ships Carrying Helicopters.....	3-4
d. Loading Aircraft.....	3-4
4 Ammunition.....	3-5
5 Daily Initial Watch Entries.....	3-5
a. In Port.....	3-5
b. Underway.....	3-6
6 Damage.....	3-6
7 Drills and Exercises.....	3-6
a. Abandon Ship.....	3-6
b. Collision.....	3-6
c. Fire and Rescue.....	3-6
d. General.....	3-7
e. Gunnery.....	3-7
f. Chemical, Biological and Radiation (CBR) Incidents.....	3-8
8 Formation.....	3-8
a. General.....	3-8
b. Officer in Tactical Command (OTC).....	3-8
c. Rendezvous.....	3-8
d. Tactical Exercises.....	3-9
e. Zigzagging.....	3-9
9 Fueling.....	3-9
a. At sea.....	3-9
b. In Port.....	3-9

10	Honors, Ceremonies, Official Visits.....	3-10
	a. Calls.....	3-10
	b. Manning the Rail.....	3-10
	c. Personal Flags.....	3-10
	d. Visits.....	3-10
11	Incidents at Sea.....	3-10
12	Inspections.....	3-11
	a. Administrative, Personnel, Readiness.....	3-11
	b. Lower Deck.....	3-11
	c. Personnel.....	3-11
13	Navigational Entries.....	3-11
	a. Anchoring.....	3-11
	b. Contacts.....	3-12
	c. Depth.....	3-12
	d. Drydocking.....	3-12
	e. Entering Harbor.....	3-13
	f. Getting Underway.....	3-13
	g. Mooring.....	3-14
	h. Overhaul, Conversion, and Inactivation.....	3-14
	i. Sea and Weather.....	3-14
	j. Sighting Aids to Navigation.....	3-14
	k. Time Zone Change.....	3-14
	l. Undocking.....	3-15
14	Personnel.....	3-15
	a. Absentees.....	3-15
	b. Court of Inquiry.....	3-16
	c. Courts-Martial (Special).....	3-16
	d. Courts-Martial (Summary).....	3-17
	e. Deaths.....	3-17
	f. Deserters.....	3-17
	g. Injuries.....	3-17
	h. Leave.....	3-17
	i. Passengers.....	3-18
	j. Patients.....	3-18
	k. Personal Effects.....	3-18
	l. Shore Patrol.....	3-18
	m. Temporary Additional Duty (TAD).....	3-19
15	Ship Movements.....	3-19
16	Ship's Operational Control.....	3-19
17	Ships Present.....	3-19
18	Special Operations.....	3-20
19	State of the Sea and Motions of the Ship.....	3-20
20	Daily Reports.....	3-22

SECTION 1

FORMS AND PREPARATION, ASSEMBLY AND DISPOSITION

1. All ships shall use the following forms in preparing and maintaining the ship's deck log (Note: completed PDF version of these forms may be submitted electronically to [shiphistory@navy.mil](mailto:shiphistory@navy.mil) for unclassified and [shiphistory@navy.smil.mil](mailto:shiphistory@navy.smil.mil) for classified):

- a. OPNAV 3100/98 Ship's Deck Log - Title Page
- b. OPNAV 3100/99 Ship's Deck Log Sheet
- c. OPNAV 3100/100 Duplicate Ship's Deck Log Sheet

2. All ships shall prepare an original and one copy of the deck log. The original log shall be sent monthly to Naval History and Heritage Command, Attention: Archives Branch, Deck Logs Section, 805 Kidder Breese Street, S.E., Washington Navy Yard, DC 20374-5060 for permanent retention, and the copy shall be kept on board ship for a period of 12 months, after which time it may be destroyed.

a. Each month's log shall be assembled beginning with the title page, followed by the deck log sheets assembled unnumbered and in chronological order. Secure the log pages for the month in a separate envelope. Do not use rubber bands, staples or other types of permanent binding, since they hinder the preservation of the logs.

b. If the deck log is recorded electronically, include only 1 month of deck logs per submission to include a signed and scanned copy of OPNAV 3100/98 Ship's Deck Log - Title Page. Include in each file name, the full name of the ship, followed by the date of the deck log in year-month order (add day if files are broken into daily logs.) For example, the deck logs for the United States Ship (USS) Bainbridge (guided missile destroyer (DDG) 96) for April 2009 will bear the file name "BAINBRIDGE 2009-04".

c. On the first day of each month, or within 10 days thereafter, forward the original deck log for the previous month

directly to NAVHISTHERITAGECOM or, if required, via the administrative commander. Those ships that are on extended patrol or conducting special operations and unable to submit logs as required shall forward its monthly deck log(s) to NAVHISTHERITAGECOM within 10 days after reaching port. Some deck logs are lost, or arrive in mutilated condition, through flimsy packing. Logs must be securely wrapped to withstand rough handling and the irradiation of mail done in the Washington, DC area.

d. Forward unclassified logs to NAVHISTHERITAGECOM by first-class mail. Forward classified logs in the manner per Secretary of the Navy (SECNAV) Manual 5510.36 of June 2006. The log title page must bear the classification and declassification or review for downgrading or declassification marking prescribed in reference (c).

(1) Unclassified electronic deck logs of less than 5 megabytes (MB) in size may be forwarded to the NAVHISTHERITAGECOM email account at [shiphistory@navy.mil](mailto:shiphistory@navy.mil). Electronic deck logs of less than 5 MB in size and classified no higher than secret may be forwarded via SECRET Internet Protocol Router Network (SIPRNET) to [shiphistory@navy.smil.mil](mailto:shiphistory@navy.smil.mil).

(2) Electronic deck logs greater than 5 MB in size shall be copied to approved portable media and forwarded to NAVHISTHERITAGECOM (Deck Logs section) via commercial carrier. Forward classified logs, including any logs classified higher than secret, in the manner prescribed in SECNAV Manual 5510.36 of June 2006. All mail forwarded to NAVHISTHERITAGECOM via U.S. Mail is subject to an irradiation process that destroys electronic media, so the use of a commercial carrier is imperative.

e. Voyage Management System (VMS) data files shall be submitted along with deck logs for ships utilizing voice data recorders to provide position, course, and speed information for historical data. For non-Electronic Charting Display Information System-Navy (ECDIS-N) certified ships, an electronic copy (a scanned copy of the paper log or an electronic generated version) of the ship's position log will be provided.

f. In case of system casualty, ships shall revert to paper logs and shall submit the log accompanying any digital logs available. In case of lost logs due to the casualty, an entry will be made in the paper log to record the loss.

3. Make all manual entries in the ship's deck log with a black ball point pen or typewritten printed on a letter-quality printer processed by electronic means. All electronic entries are to be made in black, font size 12, and courier new font. All verbal entries made into a voice data recorder are to be made in English following or preceded with a time stamp per sections 2 and 3.

4. The quartermaster of the watch, or other designated watch personnel, shall print the log of the watch legibly, use a computer, or verbally state aloud into a voice data recorder to make entries, with each event being recorded at the time it happens or as directed by the officer of the deck (OOD).

5. The OOD shall supervise the keeping of the ship's deck log and shall require all operational and navigational data and all other information relevant to each event throughout the watch to be entered accurately and chronologically as they occur.

6. OPNAV 3100/99 Ship's Deck Log Sheet shall be used as follows:

a. OPNAV 3100/98 shall be completed and attached to each original and duplicate monthly log.

b. The original log entries shall be recorded on OPNAV 3100/99. The front and reverse sides of each original OPNAV 3100/99 shall be used for either continuing entries for a day or for starting entries for a new day, as appropriate; except as otherwise stated here.

c. The duplicate copy shall consist of OPNAV 3100/100 Duplicate Ship's Deck Log Sheet. See instructions on the reverse side for compliance.

d. When a ship is directed by the cognizant commander to provide a duplicate copy of the log, for submission of data for specific warfare exercise missions, two OPNAV 3100/100s shall be prepared in the following order:

(1) The first duplicate copy shall be provided for warfare systems evaluation use.

(2) The second duplicate copy shall be retained onboard ship.

7. Rewriting of OPNAV 3100/99 should not be required. When necessary, correct log entries as follows:

a. When a correction is considered necessary, draw a single line through the original entry so that the entry remains legible. Insert the correct entry to ensure clarity and legibility. Only the individual required to sign the record for the watch will make corrections, additions or changes and that individual will initial in the left-hand margin of the page. For voice recordings, the statement "correction to the log" will be made to correct a misspoken log entry.

b. Occasionally, information may be received after late events have already been recorded. In this case, make a "late entry" as follows: In the left-hand margin corresponding to where the entry should have been recorded, place an asterisk ("\*"). Enter the "late entry" on the next available line and place another asterisk in the left-hand margin, i.e.:

0801  
\*  
0803  
\*0802

c. When the commanding officer directs a change or addition to a log entry, the person concerned shall comply, unless that person believes the proposed change or addition to be incorrect; in which event the commanding officer shall enter such remarks on the record and sign them.

d. No change shall be made in a log after it has been signed by the commanding officer, without the permission or direction of the commanding officer.

8. Only the OOD shall sign the log following the last entry made during the watch. The name of the OOD shall also be stamped or printed beneath the signature. Facsimile signatures are not acceptable.

9. Upon completion of each day's log, file the original OPNAV 3100/99(s) to await submission of the monthly log.

10. The navigator shall examine the ship's deck log daily and shall take such corrective action, as may be necessary, and within authority, to ensure that it is properly kept. When each month's log is complete, the navigator shall certify as to the correctness of its contents in the space provided on OPNAV 3100/98, both the original and duplicate logs, in the space provided. When a change of command occurs during the month, OPNAV 3100/98 for that month shall bear the signature of each commanding officer and show the date of the change of command. The log shall not be ended for submission when a change of command occurs during the month but shall be submitted in its entirety at the end of the month.

11. The duplicate deck log provides a temporary record for shipboard use and for the reconstruction of events should the original log become lost, mutilated or destroyed. Retain it on board for a period of 12 months, after which time it may be destroyed.

12. When OPNAV 3100/100s are required for warfare data use, disposition instructions for those sheets will be provided by the cognizant commander.

13. The requirements for preserving the deck log and other pertinent records for use in claims against the United States for damage caused by a Navy ship, and for affirmative claims by the United States for damage to Navy property caused by a vessel or floating object are outlined in the Manual of the Judge Advocate General (JAG) (JAGINST 5800.7F). When the original log or any part of it is forwarded to JAG for use in litigation, or is withheld for any other legal proceedings, NAVHISTHERITAGECOM shall be notified and receive a duplicate copy of the log. When the original log or portion of it is no longer needed for the legal proceedings, it shall be forwarded to NAVHISTHERITAGECOM.

SECTION 2

REQUIRED SHIP'S DECK LOG ENTRIES

1. The remarks in the ship's deck log shall cover in detail all required deck log entries as specified here. Sample entries should be used as a guide for recording the remarks of a watch. Entries which would not serve any useful purpose or add to the historical value of the log, such as reveille, meals for the crew, pay day, etc., are not required.

2. Most ships normally follow a 4-hour watch schedule (00-04, 04-08, 08-12, etc.); but no uniform time segments for scheduling watches are prescribed for the deck log because the organization of watches is based on the tactical and operational needs of a ship, the abilities of available personnel, and the wishes of the commanding officer. Hence, the remarks in the deck log shall be recorded daily by watches that consistently follow the individual ship's schedule.

3. Ships may be exempt from recording entries daily by watches only under the following circumstances:

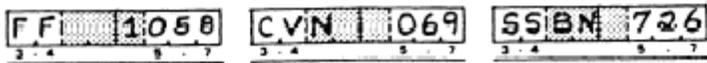
a. Special operations, as referred to here, are those operations conducted by certain designated ships, the nature of which Chief of Naval Operations (CNO) has specifically directed, through the fleet or type commander, not be entered in the deck log. While conducting special operations, these ships shall continue the preparation and submission of a monthly log but shall record non-operational data in the log on an occurring basis rather than daily by watches. So, while a ship is engaged in special operations the entries for the entire month or any portion of it will be made on the least number of OPNAV 3100/99s necessary. Operational data omitted from these logs shall be recorded in other required reports. In those cases where no existing report serves this role, the fleet commanders will set up procedures to require the recording of operational data omitted from the deck log. Appropriate entries shall be made in the deck log showing that CNO has directed limiting log entries to non-operational data while conducting special operations. The start and finish of special operations shall also be entered in the log. When a period of special operations extends from 1

month into the next, regardless of how few log entries there are for that entire period, the ship's logs shall continue to be prepared and submitted on a monthly basis.

b. Ships undergoing a scheduled period of regular overhaul, conversion, or inactivation may, during that period, make log entries upon occurrence of noteworthy events rather than daily by watches, on the least number of sheets necessary. When such a period extends from 1 month into the next, regardless of how few log entries there are for that entire period, continue to prepare and submit the ship's log on a monthly basis.

4. Fill in the top section of each log page as follows:

a. In spaces 3 and 4, enter the first two letters of the ship type and enter remaining letters, as appropriate, in the next two shaded unnumbered spaces. In spaces 5 through 7, enter three digit ship hull numbers; if hull numbers consists of four digits, enter the first digit in the shaded unnumbered space. For example:



b. In box 12, enter last digit of current year. In boxes 13 and 14, enter two digits to show current month, e.g., 02 for February. In box 15, enter the letter designation for the time zone used to record time entries. In boxes 16 and 17, enter two digits for the day of the month. Ships that are directed by CNO to prepare a duplicate copy for ASW data shall start a new page when the day or time zone changes.

c. In the spaces provided, enter the ship's position, latitude and longitude at the hours of 0800, 1200, and 2000 each day during underway periods. Indicate the type of fix by entering that number from the legend found to the right of the blocks which corresponds to the method by which the latitude (L) and longitude ( $\lambda$ ) were computed. The fact that data to be entered in these blocks may be classified should not result in its exclusion from the log. Under such circumstances, the log shall be given the proper security classification as stated in SECNAV Manual 5510.36 of June 2006.

d. In box 78, enter the appropriate code for highest security classification of data entered on this page: TS=top secret; S=secret; C=confidential; U=unclassified. Attention is directed to the limits on exercising original classification authority per SECNAV Manual 5510.36 of June 2006.

e. An entry in box 79 indicates special security handling; leave blank unless special instructions are received.

5. Make entries in the columns of the log as follows:

a. Time: Record the time of occurrence of event(s) being recorded to the nearest minute.

b. Order: Enter the standard abbreviation (maximum of seven characters) for any orders requiring course, speed, or depth changes; e.g., RFR, AA2, etc. Orders consisting of more than seven characters are to be recorded in EVENTS OF THE DAY column. Though not specifically forbidden, the elimination of slashes ("/") should allow the recording of all but the most unusual helm, engine and depth orders in columns 18 through 21.

NOTES:

1. Unless otherwise noted, bearings and courses are understood to read "degrees true."

2. Where doubt may exist as to the course when passing an object abeam, as when maneuvering on various courses, log bearing when abeam.

3. Course is "set" upon taking departure and upon completion of maneuvers.

c. Events of the Day: Make other required entries here. The remarks for each event shall start on the line entry of time of occurrence and be continued on succeeding lines, when necessary. Ships other than submarines will start recording events of the day in column 37.

6. Specific navigational/operational entries that are required:

a. Accidents. All accidents resulting in loss of any kind. The loss or serious damage to boats, other equipage and stores of any kind with the attendant circumstances.

b. Actions. After an action, enter a full reconstruction detailing every occurrence and remarkable incident, all damage to hull, equipage, and machinery, all killed and wounded, etc.

c. Appearances of Sea, Atmosphere, and Unusual Objects. All peculiar or extraordinary appearances of the sea, atmosphere, or heavens, preceding or following sudden changes of wind, heavy squalls or wind, or of heavy gales. All unusual appearances of the sea, tide rips, discolored water, extraordinary luminescence of the sea, strange birds, fishes, icebergs, driftwood, seaweed, etc.

d. Bearings

(1) The bearing and distance of the object taken for a departure.

(2) After anchoring, record bearings and angles to enable the exact position of the ship to be located on the chart.

(3) After anchoring in unfrequented ports, roadsteads, or on strange coasts, the bearings of all prominent objects on shore, adjacent points, islands, rocks, or dangers, and the depth of the water within the swing circle.

e. Cable and Anchor Chain Strain. When at anchor or moored to a buoy in heavy weather, record the strain upon the anchor chain or cables.

f. Collisions and Groundings. The time and position (latitude and longitude) of collision or grounding of the ship with all accompanying circumstances.

g. Incidents At Sea. Fully document all actions taken by all vessels involved in incidents at sea.

h. Inspections. All formal inspections concerning material, records, combat readiness, personnel, etc., conducted by the commanding officer or an officer senior to the commanding officer.

i. Meteorological Phenomena. All unusual meteorological phenomena, extraordinary refractions, waterspouts, meteors, auroras, halos, fata morganas (mirage), iceblinks, corposantos (St. Elmo's fire), crepuscular rays, green flash, red algal/dinoflagellate blooms, etc.

j. Movement Orders. A summary of the orders under which the ship moves, quoting the authority for the orders, etc. In general, this entry should show the character of the duty on which the ship is engaged and the reasons for her movements.

k. Propulsion Plant Status Changes. Major propulsion plant status changes or procedures that affect a ship's ability to maneuver. Included as such is the setting of restricted maneuvering procedures prior to replenishment alongside, lighting off or securing of boilers, changes in electrical generating systems, securing or trailing of shafts, or changes in steering equipment configuration. Additionally, engineering maintenance and operational procedures, such as boiler flexes, blowing tubes, surface blows, or changes to combustion control systems, that normally require permission from the commanding officer or OOD prior to execution.

l. Ship's Behavior. The behavior of the vessel under different circumstances of weather and sea, such as pitching, rolling, weatherly qualities, etc.

m. Sightings. The sighting of vessels deemed significant due to their appearance, design, and or nationality, or due to the navigational situation presented; land, lighthouses, lightships and of all dangers to navigation with time, bearings and distances.

n. Soundings. Any sounding which is considered important, especially if it does not agree with charted depth or if no depth is marked on the chart in the vicinity. See the National Geospatial Intelligence Agency (NGA) Web site at <http://www.nga.mil> for specific instructions on requirements for submitting sounding data to NGA for the purpose of updating

navigation charts. It is important that Navy ships submit this data as they operate in many areas of the world where data is sparse.

o. Speed Changes. All speed changes. Where speed changes are ordered as a function of knots, reflect the ordered speed in knots in the speed column of the deck log. During evolutions requiring speed changes between knots and requiring use of shaft revolutions-per-minute (RPM) orders, or in the case of controllable reversible pitch propulsion systems, pitch percentage, such orders will be reflected in the deck log.

p. Tactical Formation. Tactical formation of the ships in company and major changes to it.

q. Time of Evolutions, Exercises, and Other Services Performed. The time when any particular evolution, exercise, or other service was performed (receiving a pilot, preparing to enter port, or to anchor, anchorage, depth of water, bearings, etc.; getting underway, discharging pilot, securing anchors, securing battery, preparing ship for sea; reporting to, or detachment from, any fleet, task force (or subdivision), or tactical unit).

r. Daily Ship Reports. Upon receipt of any daily report, log the time and include pertinent information which provides amplification to normal or abnormal operating status of the ship.

s. Navigation Suite. Major equipment status changes or procedures that affect a ship's ability to navigate. Include selecting of alternate sensor sources, critical alarms received, loss of equipment, and conducting of time checks to synchronize the system, or any equipment configuration alteration. Additionally, maintenance and operational procedures, such as plan approvals, defrags, reboots, or alignments, that normally require permission from the commanding officer or OOD prior to execution.

7. Specific personnel entries that are required:

a. Accidents and Injuries. Every injury, accident, or casualty, however slight, among the officers, crew, passengers, visitors, longshoremen, harbor workers, or ship repair workers

on board. The large number of claims for pensions or other compensation submitted by persons alleging injury make this information very important to the Government, both to protect it from false claims and to furnish a record for bona fide claims. Record all details in each instance.

b. Absentees. All unexplained or unauthorized absentees, with indication of time of occurrence and first knowledge of absence, surrounding circumstances, and time and circumstances of later whereabouts or fate.

c. Arrests and Suspensions. All arrests, suspensions from duty and restorations to duty with dates and times of occurrence and surrounding circumstances, whether at sea or in port.

d. Arrival and Departure of Commanding Officer. All arrivals aboard ship and departures ashore of the commanding officer.

e. Courts-Martial. All meetings of courts-martial and formal boards of inquiry with the dates and times of commencement, recess, and adjournment, as well as the findings and sentence of courts-martial.

f. Deaths. All deaths on board, with a statement as to exact time and cause of death.

g. Honors, Ceremonies and Visits. All occurrences of importance and interest, including change of command, official visits, salutes fired and flags displayed.

h. Passengers. The names of all passengers, with the time of coming on board and leaving.

i. Receipts and Transfers. The name and grade of all personnel who may join or be transferred from the ship, other than those received or lost by reason of permanent change of station. Note: for Privacy Act reasons, do not include Social Security numbers.

j. Prisoners. All ship's company taken prisoner by an enemy.

SECTION 3

SAMPLE SHIP'S DECK LOG ENTRIES

1. Introduction

a. The sample entries listed here are guides for recording entries in the log. Any such listing, of course, cannot be all inclusive, nor can the sample entries be interpreted as the only acceptable ones. Any entry that is complete, accurate, and stated in standard naval phraseology is acceptable.

b. Since the deck log may be handwritten, take particular care when recording numbers; print proper nouns. Logs received by NAVHISTHERITAGECOM which are illegible (including poor penmanship) will be returned for remedial action.

2. Abbreviations. Limit abbreviations in the deck log to those generally accepted throughout the Navy by reason of long and continued usage and those used in Naval Warfare Publications. Do not use obscure or purely communication-type abbreviations. The following is a partial listing of the more commonly used abbreviations and order abbreviations:

a. Commonly Used Abbreviations

UA-----unauthorized absence  
CPA-----closest point of approach  
OCE-----officer conducting the exercise  
OOD-----officer of the deck  
CDO-----command duty officer  
JOOD-----junior officer of the deck  
CO-----commanding officer  
XO-----executive officer  
OTC-----officer in tactical command  
ISE-----individual ship exercise  
COMEX-----commence exercise  
FINEX-----finish exercise  
Commands-----COMSIXTHFLT (for Commander, 6<sup>th</sup> Fleet),  
                  COMSUBLANT (for Commander, Submarine  
                  Force Atlantic), etc.  
5"-----5 inches  
5'-----5 feet, 5 minutes  
5°-----5 degrees

Stbd-----starboard  
Yd(s)-----yard(s)  
Kt(s)-----knot (s)  
Fm(s)-----fathom(s)  
Ft-----foot, feet  
m-----meters  
outbd-----outboard  
c/c-----changed course  
c/s-----changed speed  
c/d-----changed depth  
VMS-----Voyage Management System  
ECDIS-N-----Electronic Chart Display Information  
                  System Navy  
DFGMC-----Digital Fluxgate Magnetic Compass  
GVRC-----GPS VME Receiver Card  
GPS-----Global Positioning System  
VME-----Versa Modula Eurocard  
DAGR-----Defense Advance GPS Receiver  
PLGR-----Precision Lightweight GPS Receiver

b. Order Abbreviations

<u>Abbreviation</u>	<u>Stated Order</u>
RFR (LFR)-----	Right (Left) full rudder.
L5R-----	Left five degrees rudder.
R10R-----	Right ten degrees rudder.
R10R 090-----	Right ten degrees rudder, Steady course 090.
RAMID-----	Rudder amidships.
MEET HR-----	Meet her.
R050-----	Come right to course 050.
L050-----	Come left to course 050.
SAYG-----	Steady as you go.
S080-----	Steady course 080.
ASTOP (PSTOP) (SSTOP)-----	All (port, stbd) stop
AA1 (PA1) (SA1)-----	All (port, stbd) ahead one third.
AA2 (PA2) (SA2)-----	All (port, stbd) ahead two thirds.
AAS-----	All ahead standard.
AAF-----	All ahead full.
AAFLK-----	All ahead flank.
AB1 (SB1)-----	All (stbd) back one third.



1200 Pilot recovered by helicopter and delivered on board USS RONALD REAGAN (CVN 76). Injuries to pilot (crew): (description) (Search concluded. Results negative. NFO LTJG I. M. Scared, USN, presumed dead).

1300 F/A-18 BUNO 167890 of VFA-15, pilot ENS John P. Jones, USN crashed into barricade. Pilot sustained mild abrasions to left forearm and contusions to both legs. Damage to aircraft: (major) (minor) (strike).

1315 CAPT A. B. Sea, USN, Commander, CVW-14, departed with 15 aircraft for NAS Oceana, VA, TAD completed.

1330 CDR X. Y. Zee, USN, Commanding Officer, VFA-15, landed aboard with 16 aircraft from NAS Norfolk, VA, for TAD.

1345 Secured from flight quarters.

b. Entries Common to All Ships

2100 maneuvering to take plane guard station No. \_\_\_\_\_ on \_\_\_\_\_ . Darken ship with exception of navigation lights.

2110 On station

2115 Commence flight operations

2210 F/A-18 aircraft crashed into the sea off starboard bow. Maneuvering to recover air crew.

2214 Recovered air crew: Pilot LTJG Max M. Maxwell, USN (do not include SSNs), VFA-41, NFO ENS J. P. Jones, USN. Injuries to pilot: (description), injuries to NFO (description).

c. Entries Applicable to Ships Carrying Helicopters

1435 Flight quarters.

1445 Launched helicopter. Pilot: LTJG Ray Johnson, USN. Passenger: BMC A. Cleat, USN.

1505 Recovered helicopter on main deck aft.

1510 Secured from flight quarters.

d. Loading Aircraft

0800 Commenced hoisting aircraft of (name of squadron) aboard.

1000 Completed hoisting 12 aircraft of (name of squadron) aboard.

NOTE: If entire air wing aircraft are hoisted aboard at a time (i.e., during a period of a day) log as "aircraft of (list each individual squadron by name)."

4. Ammunition

1400 Commenced loading (transferring) ammunition.

1600 Completed loading (transferring) ammunition, having received from (transferred to) USNS FLINT (T-AE 32) 400 rounds 5"/54 cal. Illum. projectiles, 250 5"/54 cal. smokeless and 250 5"/54 cal. flashless charges.

NOTE: For entries regarding expenditure of ammunition, see "Gunner" under "Drills and Exercises" following in paragraph 7e.

5. Daily Initial Watch Entries

a. In Port

00-04

0000 Moored starboard side to USS KIDD (DDG 100) with standard mooring lines in a nest of three destroyers. USS MUSTIN (DDG 89) moored outboard of KIDD to starboard. KIDD moored fore and aft to buoys B-5 and B-6, Norfolk, Va. Ships present: \_\_\_\_\_, SOPA \_\_\_\_\_

00-04

0000 Anchored in Berth B-4, Naval Station, Norfolk, Va., in 12 fathoms of water, mud bottom, with 60 fathoms of chain to the starboard anchor on the following anchorage bearings: South Point Light 060, etc. Ship in condition of readiness THREE, material condition \_\_\_\_\_ set and darkened except for anchor lights. Engineering Department on 30-minute notice before getting underway. Heavy weather plan in effect. Anchor detail standing by. Wind 45 knots from 070. Weather reports indicate possibility of winds up to 60 knots before 0400. Ships present: \_\_\_\_\_, SOPA \_\_\_\_\_.

00-08

0000 Moored starboard side to Pier 3, Berth 35, Naval Station, Norfolk, Va., with standard mooring lines doubled. Receiving miscellaneous services from the pier. Ships present include \_\_\_\_\_, SOPA \_\_\_\_\_.

00-24

0000 Resting on keel blocks in Drydock Number 3, Puget Sound Naval Shipyard, Bremerton, WA, receiving miscellaneous services from dock. Ships present include \_\_\_\_\_, SOPA \_\_\_\_\_.

NOTE: On succeeding watches the first entry is "Moored as Before", "anchored as before," or "dry-docked as before."

b. Underway

00-04

0000 Steaming in company with Task Group 38.1, composed of COMCARSTRKGRU 1 and COMDESRON 5, plus USNS FLINT (T-AE 32), en route from Pearl Harbor, Hawaii, to Guam, Marianas Island (operating at sea off the coast of California), as stated in CTG 38.1 serial 061. This ship in station \_\_\_\_\_ in sector screen \_\_\_\_\_. Formation course \_\_\_\_\_, speed \_\_\_\_\_ knots. Formation axis \_\_\_\_\_. SOPA is CTG 58.1 in USS DWIGHT D. EISENHOWER (CVN 69). USS TRUXTUN (DDG 103) is guide, bearing \_\_\_\_\_, distance \_\_\_\_\_ yards. Condition of readiness TWO and material condition \_\_\_\_\_ set. Ship darkened (except for running lights).

NOTE: On succeeding watches the first entry is "underway as before."

6. Damage

1155 USS PORT ROYAL (CG 73) in coming alongside to port, carried away 39 feet of the ship's port lifeline forward, with stanchions, and indented the side to a depth of 4 inches over a space 10 feet long and 4 feet high in the vicinity of frames 46-51. No personnel casualties.

1401 Starboard lifeboat (serial #\_\_\_\_\_) carried away by heavy seas. Boat and all equipment lost. No personnel casualties.

7. Drills and Exercises

a. Abandon Ship

1005 Held abandon ship drill.  
1045 Secured from abandon ship drill.

b. Collision

1350 Held collision drill.  
1354 Material condition \_\_\_\_\_ set.  
1410 Secured from collision drill. Set material  
condition \_\_\_\_\_.

c. Fire and Rescue

1100 Held fire drill.  
1110 Secured from fire drill.  
1300 Called away the rescue and assistance detail.  
1305 Rescue and assistance detail embarked in starboard  
boat and clear of ship.  
1330 Rescue and assistance detail returned aboard.  
Further assistance not required.

d. General

0900 Exercised at general quarters.  
1000 Secured from general quarters.

e. Gunnery

1245 Went to general quarters. Set material condition  
\_\_\_\_\_.  
1300 Commenced \_\_\_\_\_ exercise.  
1304 (Commenced firing). (Fired one \_\_\_\_\_ missile) to  
starboard (port).  
1308 Ceased firing.  
1320 Set material condition \_\_\_\_\_.  
1325 Secured from general quarters. Ammunition  
expended: 89 rounds 5"/54 cal. High explosive projectiles with  
89 rounds full service smokeless (flashless) powder cartridges  
with no casualties.

NOTE: For several exercises fired in close succession, group all the expended ammunition in one entry. Normally, material condition will be set and batteries secured before securing from general quarters.

f. Chemical, Biological and Radiation (CBR) Incidents

1440 Set material condition \_\_\_\_\_ and CBR condition \_\_\_\_\_.  
1450 Set CBR condition \_\_\_\_\_.  
1500 (Simulated) nuclear (underwater) (air) burst, bearing \_\_\_\_\_ distance \_\_\_\_\_ yards. Maneuvering to avoid base surge and fallout.  
1530 Rejoined formation and took station \_\_\_\_\_ in formation.

8. Formation

a. General

0700 Maneuvering to take station \_\_\_\_\_ in formation \_\_\_\_\_, axis \_\_\_\_\_. Guide is USS HALSEY (DDG 97) in station \_\_\_\_\_.  
0800 Rotated formation axis to \_\_\_\_\_.  
0900 Formation changed from 49 to 52. New Formation Guide is USS GRIDLEY (DDG 101) in station \_\_\_\_\_.

b. Officer in Tactical Command (OTC)

0900 COMCARSTRKGRU 3 (TG 70.4) embarked in USS RONALD REAGAN (CVN 76) assumed OTC.  
1000 Commanding Officer, USS GRIDLEY (DDG 101) was designated OTC.

NOTE: Log all shifts of tactical command. When the OTC is the commanding officer of your ship, use the following terminology: "OTC is Commanding Officer, USS DWIGHT D. EISENHOWER (CVN 69)." In every case, use command title of OTC (e.g., COMCARSTRKGRU 2) and not his or her name and grade. State in which ship OTC is embarked.

c. Rendezvous

0800 USS DEWEY (DDG 105) made rendezvous with this ship (the formation) and took designated station (took station in the screen) (took plane guard station).

2200 Made rendezvous with TG 70.2 and took designated station number \_\_\_\_\_ in formation 4R, with guide in USS NIMITZ (CVN 68) bearing 095, distance 2400 yards, formation axis \_\_\_\_\_. OTC is COMCARSTRKGRU 3 in USS NIMITZ.

d. Tactical Exercises

1000 Commenced tactical exercises. Steering various courses at various speeds (in area HOTEL) conforming to maneuvers signaled by COMDESRON 26 (on signals from COMDESRON 26).

e. Zigzagging

1300 Commenced zigzagging following Plan # \_\_\_\_\_, base course \_\_\_\_\_.  
1500 Ceased zigzagging and set course \_\_\_\_\_.

9. Fueling

a. At Sea

1345 Stationed the replenishment detail. Commenced preparations for refueling from USNS BRIDGE (T-AOE 10).

1426 Maneuvering to take station astern USNS BRIDGE (T-AOE 10).

1438 On station.

1440 Captain on the bridge.

1442 Commenced approach.

1453 On station alongside port side of BRIDGE.

1456 First line over.

1510 Received first fuel hose.

1515 Commenced receiving fuel.

1559 Fueling completed.

1606 All lines and hoses clear. Maneuvering to clear portside of BRIDGE.

1610 Clear of BRIDGE.

1611 Captain off the bridge.  
1612 Secured the replenishment detail.

b. In Port

1000 Commenced fueling from USNS BRIDGE (T-AOE 10) draft forward \_\_\_\_\_, aft \_\_\_\_\_.

10. Honors, Ceremonies, Official Visits

a. Calls

1000 The commanding officer left the ship to make an official call on COMEXSTRKGRU 3.

1605 RADM Raphael Semmes, USN, COMEXSTRKGRU 3, came aboard to return the official call of the commanding officer.

b. Manning the Rail

1000 Manned the rail as the President of the United States came aboard for an official visit. Fired 21 gun salute, broke the President's flag at the main truck.

c. Personal Flags

1200 RADM D. D. Porter, USN, COMEXSTRKGRU 3 broke his flag in this ship.

1300 The Honorable Ray Maybus, Secretary of the Navy, came aboard; broke the flag of the Secretary of the Navy.

1500 The Secretary of the Navy departed; hauled down the flag of SECNAV.

1530 COMPHIBRON 2 shifted his pennant from USS BATAAN (LHD 5) to USS MOUNT WHITNEY (LCC 20).

d. Visits

1430 Their Royal Majesties, the King and Queen of \_\_\_\_\_, with their official party, made an official call on VADM D. G. Farragut, USN, COMSIXTHFLT. Rendered honors and fired a salute of 21 guns.

1530 The Royal Party departed. Rendered honors and fired a salute of 21 guns.

11. Incidents at Sea

0845 Sighted AGI YURI ANDROPOV in position 32° 06' N.  
077° 45' W. Range 10000 yds. Stationed AGI surveillance party.  
0915 Signaled intent to hold course (conduct port to  
port passage, etc.) using INCSEA Special Signal table.

(During the course of the encounter or incident, a detailed account of own ship or other ship maneuvers and signals should be logged, sufficient to allow reconstruction of the encounter from the deck log alone. Include positions and ranges from own ship for significant events (CPA, beginning and end of encounter.))

1000 AGI YURI ANDROPOV opening range astern in position  
32° 04' N. 077° 59' W., range 6000 yds.  
1015 Secured AGI surveillance party.

12. Inspections

a. Administrative, Personnel, Readiness

0930 RADM S. Decatur, USN, COMNAVAIRPAC, accompanied by members of his staff and inspecting party from USS NIMITZ (CVN 68) came on board and commenced surprise (administrative) (Personnel) (readiness) inspection. Broke flag of COMNAVAIRPAC.

1100 COMNAVAIRPAC, members of his staff and inspecting party left the ship. Hauled down flag of COMNAVAIRPAC.

1110 COMNAVAIRPAC broke his flag on USS NIMITZ (CVN 68).

b. Lower Deck

1315 Commenced captain's inspection of lower decks, holds, and storerooms.

1400 Secured from inspection.

c. Personnel

0900 Mustered the crew at quarters for commanding officer's personnel inspection.

1010 Secured from inspection.

13. Navigational Entries

a. Anchoring

1600 Anchored in Area South HOTEL, Berth 44, Hampton Roads, VA., in 4 fathoms of water, mud bottom, with 30 fathoms of chain to the port anchor on the following bearings: Fort Wool, 040, Middle Ground Light 217, Sewell's Point 072. Ships present: \_\_\_\_\_, SOPA \_\_\_\_\_.

b. Contacts

1405 Altered course as directed by the commanding officer in order to open CPA to 2500 yards on surface contact (SKUNK G) bearing 250, range 18000 yards, on course 090, speed 10 knots.

1450 SKUNK G, identified as SS SEAKAY en route San Francisco, California, bearing 180, range 2550 yards, at CPA and opening range.

1636 Contact identified as USS CARR (FFG 52) by USS FORD (FFG 54).

1715 Contact evaluated as possible submarine. Commenced attack (tracking) (investigating).

1720 Lost contact.

1721 Contact regained bearing 020 range \_\_\_\_\_. Oil slick sighted on that bearing and range. Commenced re-attack.

1724 Sonar reported hearing breaking up noises.

1725 Contact lost.

c. Depth

1015 Sounding 6 fathoms by (leadsman/fathometer). Depth is less than danger sounding. Came left to course \_\_\_\_ to find deeper water.

2030 Sounding 110 fathoms by fathometer. Does not agree with charted depth of 387 fathoms on chart 12200. Ship's position \_\_\_\_\_ by \_\_\_\_\_.

NOTE: See The American Practical Navigator by Nathaniel Bowditch for instructions on submitting sounding data to the National Geospatial Intelligence Agency to correct navigation charts.

d. Drydocking

1420 Commercial Tug SEAGOOSE came alongside to port.  
Pilot C.U. Fine came aboard.  
1426 U.S. Navy Tug POKAGON (YTB 836) came alongside port  
bow, U.S. Navy Tug DEKANAWIDA (YTB 831) came alongside port  
quarter.  
1431 First line to dock starboard bow.  
1435 First line to dock port bow.  
1440 Bow passed over sill of dock.  
1442 Cast off all tugs.  
1450 Caisson in place.  
1455 Commenced pumping water out of drydock.  
1540 Resting on keel blocks.  
1545 Pilot left the ship.  
1550 Commenced receiving electrical power, fresh, and  
flushing water from the dock.  
1630 Inspection completed of all hull openings.

e. Entering Harbor

0551 Passed Ambrose Lightship abeam to port, distance  
1,000 yards.  
0554 Stationed special sea detail. OOD (conning) (at  
the conn), captain and navigator on the bridge.  
0600 Commenced maneuvering while conforming to Gedney  
Channel.  
0650 Passed lighted buoy No. 12 abeam to starboard.  
0705 U.S. Navy tug POKAGON (YTB 836) came alongside port  
quarter. Pilot B. A. Watcher came aboard.  
0706 Maneuvering to go alongside the pier.  
0715 Moored port side to Berth 3A, U.S. Naval Weapons  
Station, Seal Beach, CA, with standard mooring lines. Ships  
present: various units of U.S. Pacific Fleet, SOPA is COMDESRON  
31 in USS HIGGINS (DDG 76).  
0720 Pilot left the ship.

f. Getting Underway

0600 Commenced preparations for getting underway. Set  
material condition \_\_\_\_\_.  
0725 Pilot B. A. Watcher came aboard.  
0730 Stationed the special sea detail.

0745 Completed all preparations for getting underway.  
Draft: forward \_\_\_\_\_, aft \_\_\_\_\_.  
0755 CO on the bridge.  
0800 Underway for Norfolk, VA (for sea), as a unit of Task Group 70.2 in compliance with CTF 70 Op Order 1-12. Maneuvering to clear the anchorage. OOD has the conn, Navigator on the bridge.  
0810 Standing out of Boston Harbor.  
0830 Pilot departed ship. Set readiness condition THREE, anchor detail on deck. (Secured the special sea detail, set the regular steaming watch.)  
0845 Entered international waters.

g. Mooring

1006 Moored port side to Standard Oil Dock, Berth 76, Los Angeles Inner harbor, CA, with standard mooring lines.  
1015 Commenced receiving miscellaneous services from the pier.

h. Overhaul, Conversion, and Inactivation

1635 Commenced undergoing (overhaul) (conversion) (inactivation). Commenced limited log entries for duration of (overhaul) (conversion) (inactivation).

NOTE: Upon termination of overhaul or conversion, start recording deck log entries daily by watches.

i. Sea and Weather

1130 Visibility decreased to 1 mile due to fog (heavy rain). Commenced low visibility checklist, sounding fog signals and stationed (extra lookouts) (lookouts in the eyes of the ship). Winds southeast 25 knots. Sea southeast 8 feet and increasing.

1135 Material Condition Zebra set main deck and below.  
1212 Visibility increased to 5 miles. Ceased sounding fog signals, secured from low visibility detail.

NOTE: Always make entries for commencement and cessation of sounding fog signals.

j. Sighting Aids to Navigation

0102 Sighted Cape Henry Light bearing 225, distance about 20 miles.

0157 Passed Cape Henry Light abeam to starboard, distance 7.3 miles.

0300 Cape Henry Light passed from view bearing 315, distance about 20 miles.

k. Time Zone Change

0001 Advanced clocks 1 hour to conform to -3P time zone.

l. Undocking

0850 Inspection completed of all hull openings.

0900 Flooding commenced in drydock.

0918 All services disconnected from ship.

0920 Inspection completed of all spaces for watertight integrity.

0925 Ship clear of keel blocks.

0930 Handling lines secure on ship.

0935 Pilot C. U. Fine came aboard.

0950 Commenced moving ship clear of dock.

0958 Stern passed over sill.

1005 U.S. Navy Tug POKAGON (YTB 836) came alongside port bow, U.S. Navy Tug DEKANAWIDA (YTB 831) came alongside port quarter.

1005 Bow passed over sill.

m. Navigation Suite

0820 Loss of primary GVRCl.

0821 Loss of display on primary VMS. Shifted to CONN1.

0823 Conducted VMS time check against UTC source. Time check SAT. No adjustment needed.

0824 VMS Critical alarm. Shoal water 300yds ahead, along PIM. Maneuvered to avoid.

0825 CO approved voyage plan Pearl Harbor Inbound, Completed Piloted Preparation Checklist. No dangers noted.

14. Personnel

a. Absentees

0800 Mustered the crew (at quarters) (at foul weather parade) (on station) (at quarters for Captain's inspection). Absentees: (None) (No new absentees) (SA John Q. Nedops, USN, absent without authority from muster) (FN Roscoe Badagg, USN, UA since 0700 this date).

NOTE: All absentees are to be logged as unauthorized absence or UA. In the case of a person's continued absence, the initial entry indicating absence or UA will suffice until the person returns, is declared a deserter, or is otherwise transferred or detached from the ship.

0900 A systematic search of the entire ship for SA John Q Nedops, USN, who missed 0800 muster disclosed that (he was not onboard) (he was found to be sleeping in the BOSN's Locker Comp. A-301-A).

1000 NAVSTA Mayport 051600Z Jan 11 reports that MMFN Arch Culpret, USN, UA since 0800, 15 December 2010, returned to naval custody and was being held at that station pending disposition of charges.

NOTE: Such an entry reflects that an absentee has returned to naval jurisdiction.

2200 GM3 Guy, USN, (returned aboard) (was delivered on board by the Armed Services Police having been UA since 0800 this date.)

2300 HM3 C. A. Haze, USN, UA since 0700 this date, was delivered onboard under guard from NAVSTA, Norfolk, VA, accused of drunk and disorderly conduct at that station. By order of the commanding officer, he was restricted to the limits of the ship pending disposition of charges.

b. Court of Inquiry

1000 The Court of Inquiry, CAPT A. B. Sea, USN, senior member, appointed by COMSURFPAC ltr serial 2634 of 5 Jan 2003 met in the case of the late BM3 Andrew J. Spirit, USN.

1030 The Court of Inquiry in the case of the late BM3 Andrew J. Spirit, USN, adjourned to meet ashore at the scene of the death.

c. Courts-Martial (Special)

1000 The Special Courts-Martial, CDR Jonathan Q. Doe, USN, senior member, appointed by CO, USS NIMITZ (CVN 68) convening order 1-03 of 5 Jan 2003, met in the case of SA Ralph O. Wearie, USN.

1200 The Special Courts-Martial which met in the case of SA Ralph O. Wearie, USN, recessed to meet again at 1300 this date.

NOTE: A court adjourns if it will not meet again that date, but if it is to meet again on the same date, it recesses. If known, log the date and time of next meeting.

d. Courts-Martial (Summary)

0900 The Summary Courts-martial, LT Stephanie Justice, USN, opened in the case of SA Ralph O. Wearie, USN.

1100 The summary Courts-martial in the case of SA Ralph O. Wearie, USN, adjourned to await the action of the convening authority.

e. Deaths

0416 GM1 William P. Sea, USN, died on board as a result of \_\_\_\_\_.

f. Deserters

0800 YN3 Buy Roamer, USN, was this date declared a deserter from this ship, having been UA since 0800 1 Dec 2003, a period of 30 days.

g. Injuries

1035 During drill on the 5" loading machine, SN Jennifer B. Jonah, USN, suffered a compound fracture of the right foot when a drill shell fell on her foot. Treatment administered by the Medical Officer. Disposition: placed on the sick list.

NOTE: In order to protect the Government from false claims and to establish a record of fact for honest claimants, it is important that accurate and complete entry, including all pertinent details, be made of each and every injury, accident or casualty, however slight, among the officers, crew, visitors, passengers, longshoremen, harbor-workers, or repairmen.

h. Leave

1100 COMDESRON THREE hauled down his pennant and departed on 5 days leave.  
1110 The commanding officer departed on 5 days leave.  
0700 The commanding officer returned from 5 days leave.

NOTE: Flag officers and unit commanders embarked, and commanding officers are the only personnel who must be logged out and in on leave.

i. Passengers

1000 Mr. Delbert Z. Brown, civilian technician, embarked for transportation to Guam, Marianas Island. Authority: CNO 051120Z Jan 03.

NOTE: Log all passengers in and out.

j. Patients

1306 Transferred LT Lawrence A. Levy, USN, to U.S. Naval Hospital, Yokosuka, Japan, for treatment. Diagnosis:  
\_\_\_\_\_.

NOTE: Log all patients transferred with expected length of absence over 30 days or when ship is sailing outside of continental U.S. waters. Including diagnosis, if known.

k. Personal Effects

1300 Personal effects of the late GM1 William P. Sea, USN, were inventoried and forwarded to \_\_\_\_\_.

l. Shore Patrol

1305 Pursuant to orders of the commanding officer, IT1 Cynthia A. Force, USN, in charge of 17 personnel, left the ship to report to senior shore patrol officer, Norfolk, VA, for TAD.

0200 The shore patrol detail with IT1 Cynthis A. Force, USN, in charge, returned to the ship having completed TAD.

m. Temporary Additional Duty (TAD)

1400 Pursuant to COMNAVAIRPAC ltr ser 104 of 5 Jan 03, ENS Willy A. Brite, USN, left the ship for TAD with NAS North Island, CA.

1700 ENS Willy A. Brite, USN, having completed TAD with NAS North Island, CA, returned onboard and resumed his regular duties.

15. Ship Movement

1100 USS STERETT (DDG 104) got underway and stood out of the harbor.

1130 USS DECATUR (DDG 73) stood into the harbor and anchored (in Berth D-3) (moored alongside Pier 4).

1300 USS UNDERWOOD (FFG 36) got underway from alongside this ship and anchored in Berth D-8.

1600 USS LABOON (DDG 58) stood out in and moored alongside (to port) (outboard) of USS FRANK CABLE (AS 40).

16. Ship's Operational Control

0705 Changed operational control to COMUSNAVEUR, deactivated TG 85.3 and activated TG 65.4, composed of DESRON 2 and DESRON 26 en route to Mediterranean area from Norfolk, VA.

1045 Detached by COMDESRON 26 from TG 65.4 to proceed independently to San Remo, Italy.

1435 Detached from CTU 58.3.2; changed operational control to CTU 57.4.3.

17. Ships Present

Ships present: Various units of the U.S. (Atlantic/Pacific) Fleet. SOPA is COMCARGRU 3 in USS DWIGHT D. EISENHOWER (CVN 69).

Ships present: TASK GROUP 63.1 less DESRON 2 plus USS CHANCELLORSVILLE (CG 62), HMS BRAZEN, HMS APOLLO and HMS YORK. SOPA is COMDESRON 33 (CTG 63.1) in USS SAN JACINTO (CG 56).

NOTES:

1. When in U.S. ports, do not log the names of individual ships present.
2. When in foreign ports, log names of all U.S. and foreign ships present.

18. Special Operations

0904 Underway for Special Operations following COMPACFLT Patrol Order \_\_\_\_\_. Maneuvering on various courses at various speeds conforming to \_\_\_\_\_ channel. Captain (at the conn) (conning).

1125 Secured the maneuvering watch. Commenced special operations. Commence limiting log entries to non-operational data as directed by CNO.

1840 Ceased special operations following COMPACFLT Patrol Order \_\_\_\_\_. Commenced operating following COMSUBRON 7 \_\_\_\_\_ Transit Order \_\_\_\_\_.

NOTES:

1. Upon ending special operations, record deck log entries daily by watches which adhere consistently to the regular schedule.
2. The preceding entries are applicable only to those ships that have been directed by CNO to limit the deck log to non-operational data. All other ships that may be participating in a special type of operation that may be classified shall make all required log entries, daily by watches, and shall classify the log accordingly.

19. State of the Sea and Motions of the Ship

a. Describe significant changes in wind, weather, and atmosphere using expressions similar to those used in the code table of COMNAVMETOCOMINST 3144.1C, the "Manual for Ship's Surface Weather Observations" (NOTAL).

b. Describe significant changes in state of sea and motion of ship, as appropriate, from following expressions:

(1) Sea States

- (a) Cross sea
- (b) Discolored water
- (c) Heavy sea
- (d) Heavy swell from the \_\_\_\_\_
- (e) Heavy ground-swell
- (f) Heavy rolling sea
- (g) Light ground-swell
- (h) Light following sea
- (i) Light swell from the \_\_\_\_\_
- (j) Luminous or phosphorescent sea
- (k) Rough sea
- (l) Short chopping sea
- (m) Smooth sea
- (n) Tide-rips

(2) Motions of the Ship

- (a) Pitching deeply and heavily
- (b) Pitching moderately
- (c) Pitching badly
- (d) Pitching easily

- (e) Rolling easily
- (f) Rolling deeply
- (g) Rolling heavily
- (h) Rolling quickly
- (i) Laboring greatly

20. Daily Reports

- 0801 Received daily draft report:  
NAV Draft FWD:        NAV Draft AFT:    Displacement:
- 0802 Received daily muster report no U/As
- 0803 Received binnacle list: OS2 Sailor Bob, is SIQ with  
junk food poisoning
- 0805 Gyro error computed by azimuth of the sun. Gyro  
error is 1E
- 0806 Received daily magazine temp report
- 0807 Conducted time ship wide check from the Pilot House