U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2930 (Rev:::06-04)				ENGINEER'S BELL BOOK (Instructions on Page 2)							DATE		
NAME OF CUTT		•								SHAFT NO(S)			
EN ROUTE FRO	OM				EN ROUTE TO								
		Record	d of all "bells,"	signals, and	d orders received	d regarding	movement of	propellers t	his date.				
TIME ZONE DESCRIPTION							SET R AHEAD	TIME OF CHANGE					
TIME	SIGNAL	R.P.M.	PITCH/ COUNTER	TIME	SIGNAL	R.P.M.	PITCH/ COUNTER	TIME	SIGNAL	R.P.M.	PITCH/ COUNTER		
(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)		
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		1				+							
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		1						1					

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ENGINEER'S BELL BOOK (Continued)

TIME	SIGNAL	R.P.M.	PITCH/ COUNTER	TIME	SIGNAL	R.P.M.	PITCH/ COUNTER	TIME	SIGNAL	R.P.M.	PITCH/ COUNTER
(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)

INSTRUCTIONS

The Engineer's Bell Book is a permanent legal record. Events shall be recorded at the time they occur. Alteration or erasures are not permitted. An entry which is incorrect must be corrected by drawing a single line through it and making the correct entry on the following line. Such deleted entries must be initialed by the throttleman.

The record for each throttle control station for each day must begin with a new sheet. A single sheet shall be used for all shafts at each throttle control station. The days record for all stations shall be clipped together and filed as a unit.

Column (1) - Enter Local Ship's Time (0000-2400).

Column (2) - The following standard abbreviation shall be used:

Z - Stop
 B - Back
 P - Port
 S - Starboard
 I - Standard Speed
 II - Full Speed
 III - Flank Speed
 III - Flank Speed

C - Center

Omission of reference to engines shall mean "all engines." Omission of reference to direction shall mean "ahead." When a definite number of RPM (and pitch on vessels with C/P propellers) is ordered, then that number RPM (and pitch) shall be entered.

Examples:

1/3 - All engines ahead at 1/3 speed.
PBI/3 - Port engine back at 1/3 speed.
B300 - Back all engines at 300 shaft RPM.

300+8.0 - All engines ahead at 300 RPM with pitch at 8.0 feet.

Column (3) - All vessels shall enter the actual propeller RPM resulting from the action taken. Vessels with controllable pitch propellers shall enter actual pitch in Column (4). Omission of reference to engines used or direction indicates that those items correspond to the orders recorded in Column (2). Otherwise, indicate action taken using standard abbreviations shown above.

Column (4) - All vessels equipped with propeller shaft counters shall enter the counter reading each hour on the hour.

Upon relief, the throttleman shall sign the Bell Book on the line immediately following the last entry for his watch. The engineering officer of the watch will countersign on the line immediately following the throttleman's signature. The next throttleman shall continue the record immediately thereafter.