

SHIP TYPE	HULL NUMBER	SHEET SERIAL	YEAR	MONTH	ZONE	DAY	SHIP NAME
BD	965	649	11	5	11	D	CINDRAID
1	2	3	4	5	6	7	
8	9	10	11	12	13	14	
15	16	17	18	19	20	21	
22	23	24	25	26	27	28	
29	30	31	32	33	34	35	
36	37	38	39	40	41	42	
43	44	45	46	47	48	49	
50	51	52	53	54	55	56	
57	58	59	60	61	62	63	
64	65	66	67	68	69	70	
71	72	73	74	75	76	77	
78	79	80	81	82	83	84	
85	86	87	88	89	90	91	
92	93	94	95	96	97	98	
99	100	101	102	103	104	105	

TIME	CONTACT						CPA			IDENTITY	RADAR CODE A	REMARKS
	NUMBER	BRG	RANGE	CSE	SPD	BRG	RANGE	TIME				
2150	3607	160	15.000	D1W	040	2.000	2210	2211	AX	SCUBBY		
2150	3611	182	18.100	D1W	077	6.000	2210	2210	AX	WATCH @ 1030		
2200	6165	186	19.700	D1W	047	6.000	2230	2230	AY	WATCH @ 1040		
2250	8372	215	10.900	D1W	254	7.600	2245	2245	AZ	WATCH @ 1045		
2345	3623	221	11.900	D1W					BA	WATCH		
2353	3631	180	20.000	D1W					BB	WATCH		
2356	3624	106	10.000	D1W	132	8.000	2303	2303	BC	WATCH		
2344	6326	182	13.000	D1W	256	3.500	2340	2340	BD	SCUBBY		
2334	6440	190	12.300	D1W	025	5.000	2350	2350	BE	SCUBBY		
2340	5702	167	19.000	D1W	078	2.000	0020	0020	BF	SCUBBY		
2347	5709	116	14.200	D1W	025	07.1	11.000	0900	BG	SCUBBY		
0025	0025	140	24.300						A	RENT SCUBBY		
0025	5700	167	14.400						B	SCUBBY		
0030	6205	189	25.700						C	SCUBBY		
0035	6407	185	32.239						D	SCUBBY		
0048	9641	179	1.800						E	SCUBBY		

Code A - Radar Operating Mode

- Operating satisfactorily
- Ready/standby and operable
- Secured, operable
- Inoperable, undergoing preventive or corrective maintenance
- Inoperable, awaiting spares
- Inoperable, modifications being performed
- Inoperable, awaiting outside help
- Secured, inoperable and no maintenance being performed
- Inoperable because of failure of supporting equipment

STAB

INGRADING INFORMATION HERE

IF CLASSIFIED, STAMP SECURITY

ING HERE

RTIFIED TO BE A TRUE

B.6

10 USC 936

DUPLICATE

ENCLOSURE (49)

SURFACE RADAR CONTACT LOG

SHIP TYPE	HULL NUMBER	SHEET SERIAL	YEAR	MONTH	ZONE	DAY	SHIP NAME	RANGE UNITS (CIRCLE)	RADAR MODEL	CLASS	HANDL
DP	465	029	11	6	12	D	KINEAID	M	SPS-55		

SHIP NAME: KINEAID

(Y = yards, M = miles)

TIME	CONTACT						CPA						IDENTITY	RADOP CODE A	REMARKS
	NUMBER	BRG	RANGE	CSE	SPD	BRG	RANGE	TIME	RANGE	TIME					
18 - 21	3653	105	3000												
0047	3641	096	2000												
0047	3644	126	2600												
0047	3645	103	13800												
0047	3642	114	13400												
0047	3640	127	15600												
0105	3634	116	16500												
0108	3603	138	17000												
0110	3602	145	18400												
0129	3651	139	14700												
0130	3660	126	16200												
0155	3664	139	24500												
0221	3662	174	12800												
0244	3608	141	11400												
0250	3676	233	8500												
0250	3607	213	13000												

Code A - Radar Operating Mode

- 1 Operating satisfactorily
- 2 Ready/standby and operable
- 3 Secured, operable
- 4 Inoperable, undergoing preventive or corrective maintenance
- 5 Inoperable, awaiting spares
- 6 Inoperable, modifications being performed
- 7 Inoperable, awaiting outside help
- 8 Secured, inoperable and no maintenance being performed
- 9 Inoperable because of failure of supporting equipment

GRADING INFORMATION HERE

IF CLASSIFIED, STAMP SECURITY N

G HERE

SHIP TYPE	HULL NUMBER	SHEET SERIAL	YEAR	MONTH	ZONE	DAY	SHIP NAME	RANGE UNITS (CIRCLE)	RADAR MODEL	CLASS	HANDL
	965	03911	61	0			KINKAD	(Y) M	SFS 55		

SKIP 8-9

(Y = yards, M = miles)

TIME	CONTACT						CPA						IDENTITY	RADOP CODE A	REMARKS	
	NUMBER	BRG	RANGE	CSE	SFD	BRG	RANGE	TIME	51	52	53	54				55
0315	3611	156	21500													SCRUB TM 0358
0320	3612	150	29200													SCRUB TM 0342
0333	3610	136	14600													SCRUB TM 0350
0350	3616	130	29500													SCRUB TM 0430
0406	3617	144	25600	323	10	223	4.813	0435								SCRUB TM 0446
0410	3654	133	21800	312	08	049	1.500	0437								SCRUB TM 0447
0411	3653	129	26800	276	52	045	2.875	0458								
0445	3670	132	24600	315	15	067	10.500	0508								
0446	3673	129	26900	331	13	077	16.200	0510								
0447	3667	133	27500	270	05	072	13.188	0531								
0448	3677	131	33500	311	16	071	16.400	0524								

Code A - Radar Operating Mode

- 1 Operating satisfactorily
- 2 Ready/standby and operable
- 3 Secured, operable
- 4 Inoperable, undergoing preventive or corrective maintenance
- 5 Inoperable, awaiting spares
- 6 Inoperable, modifications being performed
- 7 Inoperable, awaiting outside help
- 8 Secured, inoperable and no maintenance being performed
- 9 Inop because of failure of supporting equipment

DUP 1-17

DUP 71-78

NOV 12 1989

12 NOV 89
SUNDAY

CIC LOG

209

BY CWO2
Thompson
TRCL

SZ
K

CONTROL

CONTROL

TRAIL PORT SHIP

CONTROL

0000 PRESENTLY TRANSITING STRAITS OF MALLACCA
ENROUTE HONG KONG ON COURSE 159 SPD 22
IN COMPANY WITH USS RENTZ (FFG 46)

OOD: LTJG 1 - COMM: STG-C
CICWO: CWO2 CICWS: OC3

COMM STATUS IS AS FOLLOWS:

NAVY RETD ↑ EWCER ↑
HICOM ↑ FCTSPYCOM ↑
FLTTAC ↑
DSA ↑

0000 CICWS PRB OS3

0037 C/C 136

0044 C/CWO PRB OS (SW) SHAW
OK Board

0045 C/C 155°T

0109 C/C 136

0125 C/C 120°T

0131 C/C 115°T

0150 C/C 125°T

0218 C/C 140°T

0258 C/C 130°T

0304 C/C 140°T

*0248 C/S 12 KTS

0334 C/S 18 KTS

0339 C/C 150°T

0346 C/C 140°T

0347 TMC (SW)

0408 CICWS PRP OS2 HAS THE CONN

OS3

0419 LTJG LAST THE DECK*

0425 CICWO PRB LTJG

0432 C/C 135 T

0440 C/C 180 T

0448 C/C 124 T

0500 C/C 110°T

0515 COLLISION WITH SHIP SOUNDED COLLISION
ALARM.

* 2016 ENTRY

AH reductions
wre B6

Certified True Copy

LT. JAGC. USNR

AUTH: 10 000 236 (a) (1)

ENCLOSURE 1

50

12 NOV 89

OIC LOG

SUNDAY

0510

SOUNDED GENERAL QUARTERS

0523

FIRE 0-3 LEVEL EW'S ASSISTING (EW² TS, LN)

Checked these call

B6

CIC WATCH 1-067 OPENED 12 NOV

ENCLOSURE 1151

CIC WATCH LOG

12 NOV 89

TIME	TEXT
0529	PLATE ELECTRONIC EQUIP IN STABY
0531	TWO MEN STBD TWO MEN PT OVER BOARD, FIRE'S O3 LEVEL AFT LAT 02 55 N 100 52 E
0531	FWRD 382 AFT 424 FLOWING GUARDS SET
0535	CO AUTHORIZED FLOODING TORP MAG
0538	NO KNOWN CASUALTIES AT PRESENT
0539	FLOODS W COMPT 358-OQ
0545	FULL PROCPINE W ALQ BRTHING
0546	5 MEN SIGHTED W WATER BY XD
0546	OIRID ACCOUNTED FOR
0548	POSS CASUALTY AFT STATEROOM STBD SIDE
0551	RADIO ASS. GUARD ALCOMM
0553	RWD MIDSHIPS
0555	MWB HAS 4 PEOPLE ONBOARD ENROUTE POSS STA
0601	KOTA PETANI PT OF DR. KINGS TOWN SINGA
0603	SHIP IN COLLISION WITH US
0603	ALL FIRES OUT
0604	3 FIRES REPORTED JPS REAR PUMP 155MS MAGAZINE, TORP MAG - FIRE W FUEL PT OUT
0609	POSS FIRE W BARBER SHOP PWAY - JPS PUMP ROOM OUT
0611	PEOPLE W MWB - DR. WAGNER, CTAR BAKER EME MCCLAIN, STGC COMMANDERS. ALL ARE CONSCIOUS
0613	EXPLOSION STBD SIDE AFT OF QD
0621	LOST POWER
0621	REGAIN POWER

B-6
 LT. JAGC, USNR
 AUTH: 10 USC 930 (a) (1)

Certified True Copy

CIC WATCH LOG

12NOV89

TIME	TEXT	TIME
0624	1 CONFIRMED DEATH - UNKNOWN WGT W	0728
	STATEROOM STBD SIDE AFT	0750
0627	REPAIR 3 ROOF AFT	0814
0628	KOTA PETANI REST ASSISANCE FM RENT	0814
	DUE TO PROPELLANT ONBOARD	0824
0629	FM RENT 3 PREP 3 NAVY BLUE TRANSMITTED	0826
0630	ALL FIRES OUT	0829
0630	DEWATER & DESMOKE AT THIS TIME	
0632	POSSIBLE REFASH Shift	
0638	PORT AHEAD W 12% PITCH	
0639	DEWATER ALQ BERTH BY PERJET EDKOR	
0641	15% PT SHFT	
0642	ALQ BERTH HOLE 50' X 50' HOLE 15 FT DEPT X 56 FT WIDE	
0646	SEALED OFF ALQ BERTH HOLE FM FR 382 - 420	
0650	MORCH BRG 220 1.5 mi W BLACK SMOKE	
0651	SPS-55, SPQ-9 W RADIATE	0853
0651	NO APPARENT DAMAGE AFT SX6	0904
0654	HOLE FM FR 382-420 FM FLT OK TO BELOW WATER LINE 30 FT W/O SHIP	
0658	SPS FLOODED TO 1 FOOT FM OVERHEAD	0906
0659	FIRE STBD SIDE	
0700	FIRE FALSE REPORT	
0709	NO TRUE BEARING ON 55 RADAR.	0908
0713	B FIRE NO. 3676 - FALSE REPORT	
0725	6 TOPPED DOES ^{WASHED} WASHED OVER SIDE AND REMAINING IN MAGAZINE BEING COOLED	0917

CIC WATCHLOG

12 NOV 89

TIME TEXT

W 0728 CASUALTY ID. M. LT B-6
 0750 REGAIN TRUE BEARING
 0814 +7% PITCH BOTH SHAFTS
 RENTZ 0814 P. HOUSE HAS THROTTLE CONTROL
 0824 PORT AHEAD 1/3 STBD BACK 1/3
 MED 0826 ALL STOP +7% PITCH
 0829 Transferring injured personnel to USS RENTZ

Shift

BRIDGE CONTACT BOARD

TIME 0515

SECTOR

SHIPS C-110 S-18

FRONT

CONTACTS

	BRG.	RNG.	CUS	SPD
AD	122	15000		
AE	125	3000	321	14
AF	128	18400		
AG	138	10000	321	12

C. Sherman

D-6

0853 C/S SKTS Course 165M°

0904 LTJG D-6 HAS THE DECK

TO

LTJG D-6 HAS THE CONN

STBD BACK 1/3

0906 ALL STOP

AHEAD 1/3

C/S SKTS

0908 PORT ENG AHEAD 2/3 Hoisted dory & ropes

Ball, diamond, Ball

0912 PORT ENG STOP

NING

CIC Watch Log

120087

TIME	TEXT	TIME
0913	Remain clear of Flight Deck	1102
	weather DK STBD side frames 335-420	1104
	1 st DK frames 332-426	1105
	2 nd DK & below frame 352 & 0 ft	1110
	Authorized personnel only	
0918	REFLASH STBD TORPEDO MAG.	
	STBD AHEAD 1/3	
	PORT STOP	1120
	STBD BACK 1/3	1124
	FIRE OUT IN TORPEDO MAG.	1125
0929	ENS R-6 HAS THE CONN	
	PORT BACK 1/3	
132	CICWO PRB OS' NOMPESCH <i>[Signature]</i>	
	PORT STOP	1128
0938	CDS-NTDS IS ↓	1132
0947	C/S SKTS	1136
0950	STBD AHEAD 2/3 PORT BACK 2/3	1142
0950	ALL AHEAD 1/3	1143
1000	PORT STOP	
1000	ALL AHEAD 1/3	1145
1015	RUDDERS INOPERABLE. HEADING 186°	1149
1017	MAGAZINES ARE SECURE	1153
1022	CICWS PRB OS ² ASBURY <i>[Signature]</i>	1159
1030	SHIFT HEADING 191°	
37	VISIBILITY LIMITED TO 2 NM	1208
1052	UNLOCKING STBD RUDDER	1220
1058	STBD RUDDER UNLOCKED	

TIME	TEXT
1102	REFLASH IN THE HT SHOP
- 420 1104	RUDDERS HAVE SPLIT
1105	CLASS C FIRE OUT IN HT SHOP
1110	PILOT HOUSE HAS THE STEERING CONTROL C/C 148°T SOUNDING SOUND SIGNALS FOR RESTRICTED MANUEVERING ABILITIES
1120	INDICATE 20% PITCH ON BOTH SHAFTS
1124	C/S 5KTS
1125	LATE ENTRY FOR 0700 CHART OF THIS AREA HAS BEEN LOCKED. SECONDARY CHART GIVEN TO THE BRIDGE QUARTER MASTERS. UNABLE TO SEE PG PROXIMITY TO SHAL WATER IN CIC.
1128	RUDDERS AMID SHIP
1132	AFT STEERING HAS STEERING CONTROL
1136	PLUS 20° PITCH ON BOTH SHAFTS
1142	C/C 140 130°T
1143	CICWS Properly Relieved By OS ² Johnson
1145	C/S 4KTS
1149	LCDR B-6 HAS THE DECK
1153	C/S 5KTS
1154	PILOT HOUSE HAS STEERING CONTROL
1159	CICWO PRB CWO 2 B-6 B-6
1208	C/S 10KTS
1226	CIC RS RECOMMENDS COMING TO CUS IIS TO INTERCEPT PTC

CIC WATCH LOG

12 NOV 89

TIME	TEXT	TIME
1226	CIC 122	1700
1235	C/S SKTS	1720
	BRIDGE LOSS STEERAGE CONTROL	1745
1237	ALL STOP	
1239	C/S 5	1751
1240	ALL STOP; RUDDER AMIDSHIP	
1245	C/S 5	1751
	CICNS PRB 052(SW) ^{B6}	1804
		1918
1248	BRIDGE REGAINED STEERAGE CONTROL	
1251	CIC 140	1958
1302	BRIDGE HAS THROTTLE CONTROL	1958
305	C/S 10	
1307	CIC 096	2002
1314	CIC 105	2003
1324	CCS REPORTS SMOKE FROM STBD	2015
	TORPEDO MAGAZINE POSSIBLE REFLASH	2021
1328	FIRE OUT IN STBD TORPEDO MAGAZINE	2107
1331	CIC 122	2137
1403	CIC 115	2226
1419	CIC 122	2346
1528	CIC 120	
1530	Yellow 40' Red 20'	
1555	CIC 115	
	LTJG B6 HAS THE CONN	
'14	CICWO PRB 09(SW) SHOW	
	<i>[Signature]</i>	
1630	LT, B6 HAS THE DECK	

TIME	TEXT
1700	CIC 127° T
1720	LTJG HAS THE CONN
1745	CICWS PRB OS ²
1751	CICWO PRB OS L ASBURY
1751	LCOR HAS THE DECK
1804	Ltjg HAS THE CONN.
1918	CIC RECOMMENDS C/K TO 120 TO AVOID CONTACT BY 1000 yds.
1958	CCS HAS THEATTLE CONTROL
1958	CICWO PROPERLY RELIEVED BY OS HOMESCH
2002	STBD SHAFT IS IN TRAIL SHAFT
2003	ENS HAS THE CONN
2015	CIC RECOMMENDS C/K TO 110 TO REGAIN TRACK
2021	Ltjg HAS THE DECK.
2107	CIC 122° T
2137	CIC 120° T
2220	CIC 118° T
2346	CIC WO PRB CWO2

2051 USN

All reductions are B-6

40

CIC LOG

13 NOV 89

TM	TXT	TM
0001	PRESENTLY ENROUTE MAN-O-WAR ACTORAGE, SINGAPORE TO RECEIVE INVESTIGATION TEAM. PRESENTLY AT POSIT 01°54.1 N - 102°22.7 E ON CRS 120° SPD 10 KTS	064: 0706
	OOD IS LTSG . CONNING OFFICER IS ENS CICWO IS CWOZ . CICWS IS OS ² . COMMS	0712
	STATUS AS FOLLOWS:	072
	Navy RED ↑ FITTAC ↑	
	EW CTR ↑ HICOM ↑	073
	FUTSEUD ↑ DSA ↑	074
	EQUIP STATUS AS FOLLOWS:	083
	LINK II ↓ STD MK 46 TORP OOC	085
	NTDS ↓ MAX SPD AVAILABLE 10 KTS	0915
	HELDECK INOPERABLE.	
	CCS HAS THROTTLE CONTROL.	0930
	AFT OF FM 382 POWER AND WATER SECURED.	
	FIRES ARE OUT, REFLASH WATCHES SET. NO FLOODING SECURED. EMERGENCY LIGHTING AFT.	095
0007	LCDR HAS THE DECK	095
0021	CIC 122°T	100
0050	CICWS PRB OS ² (SW)	
0103	C/S 5 KTS	103
0108	LATE ENTRY AT 0100 ADVANCED CLOCKS 1 HOUR to -8H.	104 1045
0219	C/S 6 KTS	104
0231	C/S 7 KTS	1045
0237	C/S 8 KTS	1100
0440	CICWO PRB OS ¹ (SW)	1148

All reductions
are B-6

TIME	TXT
0645	CICWS PRB OS ²
0706	C/C 120
0712	CICWO PRB OSI
0728	C/C 117
0735	ENS C HAS THE CON.
0749	C/C 122
0835	C/C 125
0859	C/C 136
0918	C/C 133
0930	CICWS Properly Relieved By OS ¹
0950	LATE ENTRY 0800 CHILL WATER LEAK IN 40 RADAR, 40 RADAR DOWN.
1006	RTB HELD OVER DECK FORWARD VERTREP STA TO OFFLOAD EOD TEAM
1034	MELO COMPLETED XFER AND RTB
1042	CICWO PRB OSI
1045	RECIEVED
1047	C/S 7 KTS
1048	C/S 6 KTS
1100	C/S 4 KTS
1148	C/S 3 KTS
	CTF 75 ARRIVED
	LTJG HAS THE CONN
	CICWS PRB OS ²

All reductions are B-6

BWHT
OSI/ASN

1. CORE
 POSIT
 RD 10 KTS
 ENS WATERS
 Comms
 FLOODING
 1 HOUR

13 NOV 89

B No

Time	TXT	
1152	CICWO Properly Relieved By 001	1503
		1505
1158	C/C 133 KDA	1510
0903*	C/C 133	1515
1216	C/S 4 KTS	1523
1219	C/S 5 KTS	
1226	C/S 6 KTS	1524
1228	C/S 8 KTS	1545
1253	LCOR " HAS THE DECK	1602
1331	C/C 125°T	1609
1333	C/C 127°T	
1355	LET BRIDGE KNOW (BT) 346-700 YDS	1638
	BRIDGE SAID THEY ARE GOING OUT ON	
	BRIDGE TO CONTACT OVERTAKING	1640
	KINKAID ON PORT SIDE.	
1403	LEFT 5° RIGGER NO NEW COURSE GIVEN	1642
1404	LT. - HAS THE DECK	1651
1406	C/C 051°T	
1415	C/S 5 KTS	1652
1426	C/C 046°T	1657
1421	C/C 035°T	1714
1431	C/S 7 KTS	1717
1431	C/S 8 KTS	1721
1433	LT. COMMANDER HAS THE DECK	1723
1436	C/S 6 KTS	1739
1438	C/S 5 KTS	1743
1442	C/C 030°T	1746
1500	C/C 035°T	1750

All reductions are B-6

DATE ENTRY

14
~~15~~
~~16~~

1503	RIGHT STANDARD RUDDER
1505	C/C 035°T
1510	CIC WENT TO 5 MINUTE FIXES
1515	CIC WENT BACK TO 15 MINUTES NAV FIXES
1523	CB HAS A 100 YD CPA. BRIDE HAS BEEN NOTIFIED.
1524	C/C 050°T CHANGE CHART 71240.
1545	C/C 068°T
1602	LTJG HAS THE CONN
1609	CICWO PRB CWO2
	OS1
1638	SOUNDING SHIPS WHISTLE EVERY THREE MINUTES FOR LOW VISIBILITY
1640	SET LOW VISIBILITY WATCH. VISIBILITY IS AT 1NM.
1642	VISIBILITY IS STEADILY DECREASING
1651	CIC RECOMMENDS COURSE 062 DUE TO BEING SET TO THE SOUTH.
1652	C/C 064°T
1657	VISIBILITY 2.5NM
1714	C/C 050°T
1717	C/C 067°T
1721	LOST TARGET, COURSE 069°M, VAR 05'W
1723	C/C 089°M
1739	C/C 080°M
1743	LTJG HAS THE CONN
1746	LT HAS THE DECK
1750	CICWS PRB OS2

All refraction
 are B-6

OS2(SW)

13 NOV 89

CIC WATCH LOG

TIME	TEXT	TIME
1755	C/c 077T	2021
1802	CICWO PRB OSI (SW)	2023
		2024
1807	C/c 085°T	2031
1815	C/c 080°T	2032
1817	CICWO PRB OSI	2033
		2046
1818	SETTING UP SHIPPING DETAIL ON THE BRIDGE. ONE SHIPPING	2108
	OFFICER ON SPA 25 ONE ACTING AS LOOKOUT ON 1JS.	2109
1835	NTDS OP PROGRAM UP. SETTING UP NORMAL SHIPPING DETAIL	2110
	WITH ADDITIONAL SURFACE TRACKERS ALL ON SJP.	2112
1958	LEFT 15° RUDDER NO NEW CSE GIVEN.	2118
	LEFT FULL RUDDER.	
2000	STEADY UP ON 350.	2125
	C/S 6	
2001	C/S 7	2128
2003	C/c 345	2129
	C/S 5	2135
2004	C/c 340	2137
2005	C/c 335	2148
2006	C/c 330	2155
2007	C/c 320	2156
2008	C/c 300	2159
2009	C/S 6 KTS	2203
2010	C/S 7 KTS	2224
	C/S 6 KTS.	2227
2016	C/S 5 KTS	2234
2020	C/c 345	

13 NOV 89

CIC WATCH LOG

TIME TEXT

2021 C/S 7 KTS

2023 C/C 300

2024 C/S 5 KTS

2031 C/C 295

2032 LTJg R/b - HAS THE DECK.

2033 C/C 290

2046 C/S 4

TIPPING

2108 C/C 312

2109 C/S 3

STALL

2110 C/S 2

2112 CIC REC CSE 290 S KTS FOR APPROX 2 MIN

2118 SET SPECIAL SEA AND ANCHOR DETAIL WITH EXCEPTION OF

/ LINE HANDLERS

2125 LTJG R/b HAS THE CONN

/ LCDR R/b HAS THE DECK

2128 C/C 335 C/S 6

2129 C/C 000

2135 0325

2137 C/S 8 C/C 320

2148 C/C 315

2155 C/C 325°

2156 LEFT 5° RUDDER

2159 C/C 320°

2203 C/C 312°

2224 LEFT 10° RUDDER NO NEW COURSE GIVEN

2227 C/C 270° STEADY ON 270°

2234 LEFT 10° RUDDER

/ LEFT 15° RUDDER

/ STEADY ON COURSE 245°

CIC WATCH LOG

TIME	TEXT	TIME	
2235	SECURED SIC-32	0000	
2241	RIGHT 15° RUDER NO NEW COURSE GIVEN		
2243	STEADY ON 270°T		
2246	RIGHT STANDARD RUDER NO NEW COURSE GIVEN		
2247	RIGHT 10° RUDER COMING TO COURSE 311°T		
2248	CIC 309°T		
2257	CICWO PRB OSI		
2310	LEFT STANDARD RUDER STEADY ON COURSE 279°T		
2316	R 15° RUDER NO CRS GIVEN		
2318	C/C 317°T	0012	
2325	C/C 320°T	0014	
28	STATION ALL LWE HANDLERS	0015	
2333	C/S 7K	0016	
2334	C/S 6K	0033	
2335	C/C 317°T	0035	
	C/S 5K	0036	
	C/S 4K	0038	
2337	LEFT STANDARD RUDER NO NEW COURSE GIVEN	0041	
	C/C 310°T	0042	
2338	C/C 290°T	0044	
2341	CICWO PRB OSI	0047	
		0048	
2342	C/S 3K	0048	
2357	ALL STOP INDICATE 10° PITCH	0053	
28	LOST STEERAGEWAY, RUDER AMIDSHIPS	0058	
	INDICATE +7° PITCH	0059	
	NETP	0100	

All redactions are TB6

(OSI/OSN)

CIC WATCH LOG

TIME

TEXT

14 NOV 89

PIER SIDE

TIME	TEXT	PIER SIDE
0000	PRESENTLY AT SEAT ANCHOR DETAIL ENROUTE TO AAAN WAR	BAI
	ON PIER 7 ANCHORAGE SINGAPORE ON COURSE 290°T INDICATING +7° PITCH	BRI
	LCDR R-6 HAS THE DECK LTJG R-6 HAS THE CONN	
	CICWO 051 R-6 WATCH SUP 052 R-6	
	COMS STATUS:	
	NAVY RED ↑ FLTTAC ↑	
	EWCA ↑ HICOM ↑	
	FLTSEVO ↑ DSA ↑	
	EQUIP STATUS: ALL IN STAND BY	
	HELQ DECK IN OPERABLE, 9 RADAR IS SECURED	
0012	INDICATE +15 PITCH	
0014	C/S 3 TUGS ARE ^{NOT} IN SIGHT	
0015	C/S 2	
0016	AS ALL STOP INDICATE +10% PITCH	
0033	INDICATE +8% ON BOTH SHAFTS	
0035	LEFT FULL RUDDER	
0036	STBD AHEAD 1/3 INDICATE 20% PITCH ON BOTH SHAFTS	
0038	STRD STOP INDICATE +7% PITCH	
GIVEN 0041	INDICATE +0% PITCH ON BOTH SHAFTS	
0042	TO TUGS IN ^{BOUND} BOUND	
0044	AHEAD FOR 3KTS LEFT 10° RUDDER	
0047	LEFT 20°	
0048	RUDDER AMIDSHIP	
0048	C/C 265	
0053	TUGS ARE TIED UP	
0058	RIGHT 10° RUDDER	
0059	RUDDER AMIDSHIP	
0100	STBD STOP	

EN
311°T

SE 279°T

2

CIC WATCH LOG

14 NOV 89

TIME	TEXT	TIME
0100	ALL STOP	0118
0102	+10% PITCH ON BOTH SHAFTS	0118
0103	+20% PITCH ON BOTH SHAFTS	0118
0103	+34% PITCH ON BOTH SHAFTS	0119
0104	+10% PITCH ON BOTH SHAFTS	0120
0104	0% PITCH ON BOTH SHAFTS	0120
0105	RUDDER AMID SHIP	0121
0106	+7% PITCH ON BOTH SHAFTS	0121
0106	+10% PITCH ON BOTH SHAFTS	0121
0107	+15% PITCH ON BOTH SHAFTS	0122
0107	+20% PITCH ON BOTH SHAFTS	0122
0108	+34% PITCH ON BOTH SHAFTS	0123
0108	+10% PITCH ON BOTH SHAFTS	0124
0109	+7% PITCH ON BOTH SHAFTS	0124
0109	-20% PITCH ON BOTH SHAFTS	0126
0111	-10% PITCH ON BOTH SHAFTS	0126
0112	0% PITCH ON BOTH SHAFTS	
0112	+20% PITCH ON BOTH SHAFTS	
14	+10% PITCH ON BOTH SHAFTS	
14	0% PITCH ON BOTH SHAFTS	
15	+10% PITCH ON BOTH SHAFTS	
15	+20% PITCH ON BOTH SHAFTS	
16	+34 PITCH ON BOTH SHAFTS	
16	ALL AHEAD 2/3	
17	+10%	
17	+15% PITCH ON BOTH SHAFTS	
17	+20% PITCH ON BOTH SHAFTS	
17	ALL AHEAD 2/3	
18	+20% PITCH ON BOTH SHAFTS	

CIC WATCH LOG

TIME	TEXT
0118	+10 PITCH ON BOTH SHAFTS
0118	0 PITCH ON BOTH SHAFTS
0118	+10 PITCH ON BOTH SHAFTS
0119	+7 PITCH ON BOTH SHAFTS
0120	+10 PITCH ON BOTH SHAFTS
0120	+20 PITCH ON BOTH SHAFTS
0121	+15 PITCH ON BOTH SHAFTS
0121	+7 PITCH ON BOTH SHAFTS
0121	MORR
0122	+10 PITCH ON BOTH SHAFTS
0122	+15 PITCH ON BOTH SHAFTS
0123	+7 PITCH ON BOTH SHAFTS
0124	00 PITCH ON BOTH SHAFTS
0124	+7 PITCH ON BOTH SHAFTS
0126	+10 PITCH ON BOTH SHAFTS
0126	THIS LOG WAS SECURE BY THE WATCH SUP.

316⁰ 2

ALFENT BRT

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

142
7.5

SHIP TYPE				HULL NUMBER			
D	A	D	D	9	6	5	
1	2	3	4	8	7		

YEAR	MONTH	ZONE	DAY
9	1	6	12
12	13-14	15	16-17

USS KINKAID
AT/PASSAGE FROM PHUKET, THAILAND
TO HONG KONG

CLASS	HANDL
U	/
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L		BY	L		BY	L		BY	
λ		BY	λ		BY	λ		BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

					0000-0400
0017					ASSUMED THE WATCH UNDERWAY AS BEFORE IAW CINCPACFLT OPOD-201, THE SHIP IS PRESENTLY ON BASE COURSE OF 159°T AT 22 KTS. ENGINEERING EQUIPMENT STATUS #1,2 BOILERS ON LINE #2A, 2B GTW'S ON LINE IN SPLIT PLANT MODE, #1,2 GENERATORS ON LINE 1B, 2B STEERING PUMPS ON LINE, FOOT CABLE, MAIN GYRO, DARKEN SHIP, MATERIAL CONDITION YOKO SET, CONDITION OF READINESS III EMCN CONDITION DELTA SET. OTC AND SOPA IS USS KINKAID, FLAG SHIP IS USS KINKAID
0030					ROVING PATROL REPORTED ALL SECURE
0035	C/L	136			
0036	STDY	136		PSTGC	137
0045	R3R	155			
0047	STDY	155		PSTGC	155
0105	C/L	136			
0106	STDY	136		PSTGC	136
0124	L3R	120			
0127	STDY	120		PSTGC	121
0130	L3R	115			
0132	STDY	115		PSTGC	117
0130					ROVING PATROL REPORTED ALL SECURE
0140					ROVING PATROL REPORTED ALL SECURE
0153					ROVING PATROL REPORTED ALL SECURE
0155	C/R	125			
0156	STDY	125		PSTGC	127
0213					ROVING PATROL REPORTED ALL SECURE
0215	R3R	140			

B-6

U.S. JAGC, USNR
AUTH: 10 USC 936 (a) (1)

REPORT SYMBOL
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

IF CLASSIFIED STAMP
SECURITY MARKING HERE

CATE ENTRY

ENCLOSURE 1-152

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
 SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER		
D	A					
1	2	3-4	5	6	7	

YEAR	MONTH	ZONE	DAY
9	11	G	12
12	13-14	15	16-17

E

USS KINKARD
 AT / PASSAGE FROM PHUKET, THAILAND
 TO HONG KONG

CLASS	HANDL
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
78	79

POSITION	ZONE	TIME
0800		
L _____		BY _____
λ _____		BY _____

POSITION	ZONE	TIME
1200		
L _____		BY _____
λ _____		BY _____

POSITION	ZONE	TIME
2000		
L _____		BY _____
λ _____		BY _____

LEGEND

- 1 - CELESTIAL
- 2 - ELECTRONIC
- 3 - VISUAL
- 4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

0000-0400 (CONT)

0217	STDY	140			PSTGC 142
0240					ROUTING PATROL REPORTED ALL SECURE
0248	AAS		18		
0300	STDY	130			PSTGC 131
0304	CIR	140			
0305	STDY	140			PSTGC 140
					ROUTING PATROL REPORTED ALL SECURE
0330	AAS		18		
					ROUTING PATROL REPORTED ALL SECURE
0339	RSP	150			
0340	STDY	150			PSTGC 150
0345					TMC B-6 HAS THE CONN
0346	C/L	140			
0348	STDY	140			PSTGC 140
0355					ROUTING PATROL REPORTED ALL SECURE
0415					ROUTING PATROL REPORTED ALL SECURE
0418					LTJG B-6 ASSUMED THE DECK
					SA B-6

0400-0800

0418					ASSUMED THE WATCH UNDERWAY AS BEFORE
0432	LSR	135			PSTGC 136
0440	RIPR	180			PSTGC 178
					ROUTING PATROL REPORTED ALL SECURE
0448	LIPR	124			PSTGC 126
0457	C/L	110			PSTGC 113
0505					ROUTING PATROL REPORTED ALL SECURE
0518					HIT A TANKER AT 02 56.7N, 100.51.2'E
	AAP-L		21		

B-6
 IAGC USNR
 SEC 936 (at 11)

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS _____
D	A	DD	965					AT/PASSAGE FROM _____
1	2	3-4	5-7	12	13-14	15	16-17	TO _____
								E
								CLASS
								HANDL
								78 79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1-CELESTIAL
L _____		BY _____	L _____		BY _____	L _____		BY _____	2-ELECTRONIC
λ _____		BY _____	λ _____		BY _____	λ _____		BY _____	3-VISUAL
									4-D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

	L				
	LISR				
0519					COLLISION IN STRAITS OF MALACCA, WEST TO GUNUNG
					QUARTERS 2° 55' N, 100° 49.6' E
0522					MAN OVERBOARD STBD SIDE
0523					MAN OVERBOARD PORT SIDE
0524					MAN OVERBOARD STBD SIDE TOTAL OF TWO
					MAN OVERBOARD STBA
0526					FLOODING IN JPS PUMEROOM AT FR 687, DUCK
					AT COMPOSITION TO FOLLOW, FULL COMPT IS 3-390-
					1-1
0532					FLOODING BOUNDARIES FWD FR. 382, FLOODING
					BARRIER AFT FR. 426.
0536					C.O. AUTHORIZED FEEDING OF STBD TORPEDO-COMPT.
					1-390-1-M
0543					COMPT 3-394-1-L SOLID FLOODING
0544					VESSEL WHICH COLLISION TOOK PLACE IS THE
					"KOTA PETANI" FROM KINGS TOWN
0609					PERSONNEL RECOVERED BY MWS ARE DCC
					COMC - 1 COMC 1, STBC
0611					CCS INDICATED TOP ON BOTH SHIFTS
0612					EXPLOSION ON THE STBD SIDE AFT.
0623					NO CASUALTIES REQUIRING EVACUATION TO USS RENTZ
0624					ONE CONFIRMED DEATH BY AM
					UNABLE TO IDENTIFY AT PRESENT TIME
0633					ALL FIRES ARE OUT THROUGHOUT THE SHIP, DEMANDING
					AND DESMOKING IN PROGRESS
0634					USS RENTZ PROVIDING MWS WITH OBA'S, AND
					SUPPLIES TO KINGTOWN
0638	I 1210				PORT SHAFT, SHAFT BREAK IS 505 ON STBD
	I 2000				

ALL reductions
 are
 B-10

SW

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>Kinkaid</u>		CLASS HANDL
D	A	D	D	9	11	G	12	AT/PASSAGE FROM <u>PHUMBI, THAILAND</u>		
1	2	3	4					E	TO <u>HONG KONG</u>	
				5	6	7			22	78 79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L _____		BY _____	
λ _____		BY _____	λ _____		BY _____	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

0400-0800 (cont)

0639 DOWARDING AOG BERTH COMPT 3-394-1-L WITH PORT-JET EXTRACTOR

0642 RENTZ MIB IS MAKING ITS APPROACH ON PORT SHUTT

0643 I IOP AOG BERTH IS SEALED OFF

0646 40-50 FT HOLE REPORTED ON STBD SIDE AFT FROM FR. 382 TO FR. 420 GOING 30 FT INTO THE INTERIOR

0658 JP-5 PUMP RM IS FLOODED UP TO 1FT BEFORE THE OVERHEAD

0709 SENT 10 GUYS OFF THE FOSTER FOCSLC TO REPAIR 3 TO AID IN FIRE FIGHTING

0712 CLASS BROWN FIRE IN #3 GTG

0713 THERE IS NO FIRE IN #3 GTG

0718 ALL FIRE HAVE BEEN EXTINGUISHED AFT

0720 SHIP WAS HIT FROM FRAMES 382 - 420 DENE DCCM B-6 SETTING OVER DEPRESSION TO DESMOKE LEVEL OF FLOODING 4FT BELOW OVERHEAD OF THE SECOND DECK, ALL BELOW IS FLOODED. ZEBRA IS SET AND HOLDING. DAMAGES INSIDE FROM D C DECK FRAME 382 EXTENDS AFT TO FRAME 420 DCCM TART REPORTED THIS, THIS DAMAGE GOES TO AOG BIRTHING DOWN TO JP-5 PUMP RM

0733 NO CASUALTIES REPORTED ON THE "KOTA PETANI" MERCHANT VESSEL

0742 DESMOKING IS COMPLETE IN REPAIR 3 AREA, FIRE MAIN PRESSURE HAS BEEN RESTORED

0725 CAPTAIN IS ON THE BRIDGE

0759 1 BRAYO GFM ON LINE, STARBOARD SHUTT BROKEN F-2A

* LATE ENTRY

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS	CLASS HANDL
D	A	DD	965	9	11	G	12	KINKAID	
1	2	3-4	5-7	12	13-14	15	16-17	AT/PASSAGE FROM STRAITS OF	
								E	TO MALACCA

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND 1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
0800			1200			2000			
L 2° 57.3' N		BY 2	L		BY	L		BY	
λ 100° 52.1' E		BY 2	λ		BY	λ		BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
					0400 - 0800
0800					18.23 GTM ON LINE MAX SPEED 27 KTS CCS HAS THROTTLE CONTROL
0810	SD, PA'				PILOT HOUSE HAS THROTTLE CONTROL
0813	A STOP	+7P			
0821	PA', SB'				
0826	A STOP	+7P			
0840	I SP				BOTH SHAFTS
0845					SET AND BRIEF 319° AT 4 KTS
0854					FLOODING BARRIERS ARE HOLDING
0857	A 1/3 1/4		5		
0901	S/STOP				LTC B-6 ASSUMED THE DECK
0901					ASSUMED THE WATCH UNDERWAY AS BEFORE
0902	S/B 1/3				
0903	A/A 1/3		5		
0904	S/STOP				BELL DIAMOND BULL RAISED, SHIP IS AT RESTRICTED MANEUVERING
0905	S/B 1/3				
0909	S/STOP				
0910	A/A 1/3				
0910	P/STOP				
0914	I 200				BOTH SHAFTS
0917					FIRE REFRESH STARRARD TORPEDO MAGAZINE
0919	S/A 1				
	P/STOP				

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY
D	DA	DD	965	9	11	G	12
1	2	3-4	5-7	12	13-14	15	16-17

USS KINKAID
AT / PASSAGE FROM STRAITS OF MALACCA
TO _____

CLASS	HANDL
U	U
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____		BY _____	L _____		BY _____	L _____		BY _____	
λ _____		BY _____	λ _____		BY _____	λ _____		BY _____	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					(0800 - 1200 CONT)
0919	PB1				REFLASH FIRE IN STBD TORPEDO MAGAZINE IS OUT
0926	AA	+20P			ENS B-6 HAS THE CONN
0929	PB1				REFLASH WATCH SET IN STBD TORPEDO MAGAZINE
0930	PSTOP				
0955					THE FOLLOWING INFORMATION APPLIES TO THE MOTORVESSEL KOTA PETANCE: PORT OF REGISTRY IS KINGSTOWN, FLAG IS ST. VINCENT, OFFICIAL REGISTRY NUMBER IS 2495, LAST PORT WAS SINGAPORE, CURRENTLY PROCEEDING TO SINGAPORE FOR REPAIRS
0956	PSTOP				
0959	SAZ				
	PB1				
1001	PSTOP				
1002	PAZ				
	SAZ				
1005	AA 1 XOP				
1012					ENERGIZED RUNNING LIGHTS DUE TO LOW VISIBILITY
1015	ASTOP				
	E10P				BOTH SHARPS
1019					C/O, IS OFF THE BRIDGE
1023					C/O, IS ON THE BRIDGE
1030					VISIBILITY DECREASED TO 3 NM
1036					PRECIPITATION ON STATION, ENERGIZED RD, WHITE, RED TANK LTS
1050					UNLOCKED STBD RUDDER
					ROLLING PATROL REPORTED ALL SECURE
1057					FIRE REFLASH IN THE HT 5 HOP COMPT - 2-382
					(D)

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER				YEAR	MONTH	ZONE	DAY
D	A	DO		9	6	5	9	11	G	17	
1	2	3-4	5	6	7	8	12	13-14	15	16-17	

USS Kinkaid
AT/PASSAGE FROM MALACCA
TO STRATS

CLASS	HANDL
W	W
78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L		BY	L		BY	L		BY	
λ		BY	λ		BY	λ		BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
0800-1700 (CONT)					
1102					COMMENCED BLAST OF SHIPS WHISTLE, ONE PROLONGED TWO SHORT BLASTS DUE TO RESTRICTED ABILITY TO MANUEVER
1103					STEERING ON LINE, SAFTED STEERING CONTROL TO THE PILOTHOUSE. SECURED RESTRICTED FOY SIGNAL
1105	AAI34A		5		
	L20R	148			PSTGC 148
1113					COMMENCED LOW VISIBILITY SIGNALS, ONE PROLONGED BLAST EVERY TWO MINUTES STAGED
1115					ROVING PATROL REPORTED ALL SECURE
1117					HT STEERING CASUALTY, PORT RUDDER NOT RESPONDING TO ORDERS
1118	AAI37CP				CCS AFTER STEERING ASSUMED STEERING CONTROL
1120	I14P				
1121	AAI34A		5		PORT RUDDER RESTORED
	R30R	148			PSTGC 148
1127	L20R	130			131
1132					COMMENCED ONE PROLONGED, TWO SHORT BLAST TO SIGNIFY STEERING CASUALTY
1135	I20P				TO CONDUCT STEERING CHECKS
1139	AAI34A		5		
1140					ROVING PATROL REPORTED ALL SECURE
1142	AAI37A		4		
1146					LCOR B,6 ASSUMED THE DECK
					B.6
					1779 USCS
1200-1600					
1146					ASSUMED THE WATCH, UNDEVELOPING AS BEFORE
1149					PILOT HOUSE HAS STEERING CONTROL

REPORT SYMBOL
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

IF CLASSIFIED STAMP
SECURITY MARKING HERE

LATE ENTRY

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
 SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>KINKAID</u>	<table border="1" style="width: 40px; height: 40px; border-collapse: collapse;"> <tr><td style="writing-mode: vertical-rl; transform: rotate(180deg);">CLASS</td></tr> <tr><td style="writing-mode: vertical-rl; transform: rotate(180deg);">HANDL</td></tr> <tr><td style="text-align: center;">6</td></tr> <tr><td style="text-align: center;">70</td></tr> </table>	CLASS	HANDL	6	70
CLASS													
HANDL													
6													
70													
D	A	DD	96.5	9	11	G	12	AT / PASSAGE FROM <u>STRAITS</u>					
1	2	3-4	5-7	12	13-14	15	16-17	TO <u>OF MALACCA</u>					

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND 1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
0800			1200			2000			
L _____ BY _____			L _____ BY _____			L _____ BY _____			
λ _____ BY _____			λ _____ BY _____			λ _____ BY _____			

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY	77
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40		

					0800-1200 (CONT)	
1150	AA1		5			
	C/C	130			PSTAC 131	
1201					ROUTING PATROL REPORTED ALL SECURE	
					SET AND DRIFT 261°T AT 1.4 KTS	
1205	AA1		8			
1206					1206 B-6 ASSUMED THE CONN	
1207	AAZ		10			
1225	L10R	122			PSTAC 123	
					ROUTING PATROL REPORTED ALL SECURE	
1231					SHIFTED TO PORT CABLES	
1232					AFT STEERING HAS CONTROL	
1233	AA1		5			
1235	ASTOP					
1237	AA1		5			
	LFR	122				
1238	ASTOP					
					RED OVER RED ENERGIZED, BALL, DIAMOND,	
					BALL PUT UP,	
					CONDUCTING BRIDGED CHECKS	
1245	AA1		5			
	L5R	122				
					ENERGIZED RED WHITE RED	
1248					CAPT IS OFF THE BRIDGE	
					BURNING LIGHTS ARE ENERGIZED	
					RED WHITE RED DEENERGIZED	
1250					ROUTING PATROL REPORTED ALL SECURE	
1258					PILOT HOUSE HAS STEERING CONTROL	
1300					PILOT HOUSE HAS THROTTLE CONTROL	
1302	AAZ		10			
1305	L10R	096			PSTAC 097	

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS	CLASS 4	HANDL 79
D	A	DD	965	09	11	6	13	KINKAID		
1	2	3-4	5-7	12	13-14	15	16-17	E	AT / PASSAGE FROM STRAITS OF MALACCA TO SINGAPORE	

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____ BY _____			L _____ BY _____			L _____ BY _____			
λ _____ BY _____			λ _____ BY _____			λ _____ BY _____			

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

					0000 - 0100
					ASSUMED THE WATCH UNDERWAY IAW CINCPAC-FLT OPOBD Z01, THE SHIP IS PRESENTLY IN ROUTE TO SINGAPORE ON A BASE COURSE OF 122°T BSE SPD 10 KNOTS, MATERIAL CONDITION ZALPHA IS SET, DARKEN SHIP IS SET, ENCON CONDITION AT DELTA SOPA ISCO USS KINKAID, FLAGSHIP IS USS KINKAID, ALL NAV LIGHTS ARE BRIGHT
					0006
					0007
	C/R	122			0021
					0026
					0041
					0100
					ADVANCE CLOCKS 1 HOUR TO CONFORM WITH -8 HOTEL TIME ZONE
	AAH4A		5		0204
					0218
	AAI+47P		6		0231
	AAI+47P		7		0237
					0248
					0253
					0310
					0325
					0330
					0385
					ATTN 3-6. ASSUMED THE CONN
					NAVY PATROL REPORTED ALL SECURE

LT. JAGC, USNR
AUTH: 10 USA 938 (a) (4)
certified
TOP SECRET

ENCLOSURE 1
53

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS	CLASS HANDL		
D	A	DD	965	9	11	H	13	KINKAID			
1	2	3-4	5-7	12	13-14	15	16-17	AT / PASSAGE FROM	78	79	
								E	STRAITS OF MALACCA	4	✓
									SINGAPORE		

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL
L 01° 29.7' N		BY 34	L 01° 1.7' N		BY 34	L		BY	2 - ELECTRONIC
λ 103° 03.8' E		BY 34	λ 103° 25.8' E		BY 34	λ		BY	3 - VISUAL
									4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

					0800-1200 (CONT)
					ROVING PATROL REPORTED ALL SECURE
0730					
0735	C/L	122			
0737	STDY	122		PSTGC	122
0749	C/R	125			
0752	STDY	125		PSTGC	124
0814	C/L	122			
* 0800					ROVING PATROL REPORTED ALL SECURE
0816	STDY	122		PSTGC	121
0826	R/SR	130			
0830	STDY	133		PSTGC	132
0835	R3R	136			
* 0820					ROVING PATROL REPORTED ALL SECURE
0837	STDY	136		PSTGC	134
0845					ROVING PATROL REPORTED ALL SECURE
0846	R3R	138			
0848	STDY	138		PSTGC	136
0858	C/L	133			
0903	STDY	133		PSTGC	131
0910					ROVING PATROL REPORTED ALL SECURE
0935					ROVING PATROL REPORTED ALL SECURE
1000					ROVING PATROL REPORTED ALL SECURE
1025					ROVING PATROL REPORTED ALL SECURE
1045					ROVING PATROL REPORTED ALL SECURE
	AA'		6		
1048	AA'		3		
1107					USS ZENTZ MNB IS ALONG THE STBD SIDE
1108					TASK FORCE 75 ARRIVED
1110					ROVING PATROL REPORTED ALL SECURE
1135					ROVING PATROL REPORTED ALL SECURE
1146					LTJG MCCURDY HAS THE CONN

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY
D	A	DD	9.65	9	11	H	13
1	2	3-4	5-7	12	13-14	15	16-17

USS KIN WAID

AT/PASSAGE FROM PHUKET, THAILAND
TO SINGAPORE, SN

CLASS	HANDL
U	U
78	79

POSITION	ZONE	TIME
0800		
L		BY
λ		BY

POSITION	ZONE	TIME
1200		
L		BY
λ		BY

POSITION	ZONE	TIME
2000		
L		BY
λ		BY

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
/					0800-1200 (CONT.)
1149					ROVING PATROL REPORTED ALL SECURE
1212					ROVING PATROL REPORTED ALL SECURE
1214	AA1		4		
1218	AA1		5		
1221	AA1		7		
1227	AA1		8		
1235					ROVING PATROL REPORTED ALL SECURE
1251					LCDR B-6 ASSUMED THE DECK
/					1200-1600
1251					ASSUMED THE WATCH UNDERWAY AS BEFORE
/					QMOV RECOMMENDED THAT AT 1318 COME TO COURSE 118°
1254					C.O. IS ON THE BRIDGE
1259					C.O. IS OFF THE BRIDGE
/					ROVING PATROL REPORTED ALL SECURE
1305					C.O. IS ON THE BRIDGE
1325					ROVING PATROL REPORTED ALL SECURE
1329	LSR	125			PSTEC 123
1336	R2R	127			PSTEC 125
1342					SIGHTED 2 BUOYS BEARING 105° AND 120° AT 01° 03.0' N, 103° 39.0' E
1349					ROVING PATROL REPORTED ALL SECURE
1402	LSR				
1403					LT B-6 ASSUMED THE DECK
/					1200-1600 (CONT.)

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER		
D	A	DD		9	6	5
1	2	3-4		5	6-7	

YEAR	MONTH	ZONE	DAY
9	11	H	13
12	13-14	15	16-17

USS RENKAW
AT / PASSAGE FROM STRAITS OF
TO MALACCA

CLASS	HANDL
U	✓
78	79

POSITION	ZONE	TIME
0800		
L		BY
λ		BY

POSITION	ZONE	TIME
1200		
L		BY
λ		BY

POSITION	ZONE	TIME
2000		
L		BY
λ		BY

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
					77
					1200-1600 (CONT)
1403					ASSUMED THE WATCH, UNDERWAY AS BEFORE
1404	STDY	057			
1414					ROUTING PATROL REPORTED ALL SECURE
1416	AA1+34P		5		
* 1414					C.O. IS OFF THE BRIDGE
1420	LOR	035			
1430	AA1		7		
1432					LCOR B-6 ASSUMED THE DECK
					B-6
					1200-1600 (CONT.)
1432					ASSUMED THE WATCH UNDERWAY AS BEFORE
1436	AA1		6		
1439					ROUTING PATROL REPORTED ALL SECURE
1440	L5R	030			PSTGC 030
1444					C.O. IS ON THE BRIDGE
1448					SET AND DRIET 098° AT 2 KNTS
1459	RSR	035			PSTGC 035
1505					ROUTING PATROL REPORTED ALL SECURE
1517					SET AND DRIET 077° AT 2 KNTS
1521	R15R	050			PSTGC 050
1525					C.O. IS OFF THE BRIDGE
1530					ROUTING PATROL REPORTED ALL SECURE
1544	R15R	068			PSTGC 069
1547					C.O. IS ON THE BRIDGE
1602					LTJG B-6 ASSUMED THE COM
1610					ROUTING PATROL REPORTED ALL SECURE, C.O. IS OFF THE BRIDGE
1611					ENGINES RUNNING AND TOWERS LIGHTS DUE TO DETERIORATING WEATHER CONDITIONS

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE DA		HULL NUMBER 9.6.5		YEAR 9	MONTH 11	ZONE H	DAY 13	USS KINKALO	CLASS HANDL 78 79
1 2 3 4		6 7		12 13 14	15 16 17	E		AT/PASSAGE FROM STRAITS of	
5		8				TO MALACCA			

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND 1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
0800			1200			2000			
L		BY	L		BY	L		BY	
λ		BY	λ		BY	λ		BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY	
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41	77

						1700-1600 (CONT)
1615						SBY AND DRIFT 0500T AT 2KTS
1616						C/O, IS ON THE BRIDGE
1621						RADM + IS ON THE BRIDGE
1628						RADM IS OFF THE BRIDGE
1635						ROVING PATROL REPORTED ALL SECURE
1630						C/O IS OFF THE BRIDGE
1650	C/C	064				RADM
1651						RADM IS ON THE BRIDGE
1655						ROVING PATROL REPORTED ALL SECURE
						STATIONED THE MODIFIED NAVIGATION DETAIL DUE TO
1712	C/L	050				
1716	R10R	067				
1717	R5R	067				
1719						LOSS OF GYRO, STEERING BY MAGNETIC HEADING
1720						ROVING PATROL REPORTED ALL SECURE
	C/L	065M				
1722	R5R	084M				
1724	STDY	084M				
1739	C/L	080M				
1743						ITTC ASSUMED THE COM
1745						SECURE THE RUNNING LIGHT AND TASK LIGHTS DUE TO LOW VISIBILITY
						ROVING PATROL REPORTED ALL SECURE
1746						IT ASSUMED THE DECK
						IT " " USN
						1600 - 1800
1746						ASSUMED THE DECK WATCH UNDERWAY AS BEFORE
1751	C/L	071M				RADM

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS	AT / PASSAGE FROM		TO	CLASS	HANDL
D	A	D	A	9	1	14	13	KWKAID	STRAITS OF		MALACCA	G	C
1	2	3	4	12	13-14	15	16-17					78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL
L		BY	L		BY	L	01°14'N	BY	2 - ELECTRONIC
λ		BY	λ		BY	λ	103°58'8"	BY	3 - VISUAL
									4 - D. R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					1100 - 1800 (CONT)
1807	RSR	085			
1808	STDY	085		PSTGC 087	
1810					ROUTING PATROL REPORTED ALL SECURE.
1815	LSR	080		PSTGC 082	
1837					ROUTING PATROL REPORTED ALL SECURE.
1850					EMERGENCY SUN SET EMERGENCY NAV LIGHTS
1902					CAPTAIN IS OFF THE BRIDGE
					SET AND DRIFT 190 AT 2.4 KTS
					ROUTING PATROL REPORTED ALL SECURE
1903					CAPTAIN IS ON THE BRIDGE
1907					ALL LIGHTS BRIGHT LIGHTS
1922					CAPTAIN IS OFF THE BRIDGE
1928					ROUTING PATROL REPORTED ALL SECURE
1958	LISR				
1959	L30R	350		PSTGC	
2000	AA2		6		
2002	AA2		7		
2005	CIL	345			
2005	AA1		5		
2006	LISR	340			
2006	CIL	335			
2007	CIL	330			
					EMERGENCY RESTRICTED REMOVED LIGHTS
	CIL	320			
2008	CIL	310			
	CIL	300		PSTGC 299	
	AA1		6		
2009	AA1		7		
2010	AA2		8		
					ROUTING PATROL REPORTED ALL SECURE.

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY	USS <u>KINKAID</u>	CLASS HANDL <input checked="" type="checkbox"/> 78 <input type="checkbox"/> 79
D A D D	965	9	11	H	13	E	
1	2 3-4	5-7	12	13-14	15	16-17	22

AT / PASSAGE FROM STRAITS OF
TO MALACCA

POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L _____ BY _____			L _____ BY _____			
λ _____ BY _____			λ _____ BY _____			

TIME ORDER CSE SPEED DEPTH RECORD OF ALL EVENTS OF THE DAY

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY	77
18-21	23-29	30-32	33-36	37-40	41	
1600-1800 (CONT)						
2004	AA247P		7			
2015	AA243P		5			
2022	AA247P		7			
* 2021	AA247P		6			
2024	AA243A		5			
2028				LTJG	ASSUMED THE PORT DECK	
2000-2400						
2028					ASSUMED THE WATCH, UNDERWAY AS BEFORE	
2031	L15R	295				
2032	5704	290			POSTQC 290	
2035					ROVING PATROL REPORTED ALL SECURE	
2046	AA2		4			
2054	AA2		3			
2100					ROVING PATROL REPORTED ALL SECURE	
2109	R15R	312				
2111	AA2		2			
2111	R20R	312			POSTQC 313	
2117	R15R	370				
2118	R30R	324			POSTQC 321	
2118					LCDR : : ASSUMED THE DECK	
2000-2400 (CONT)						
2118					ASSUMED THE WATCH, UNDERWAY AS BEFORE	
2120					SET SPECIAL 50A AND ANCHOR DETAIL	
2123					PILOT IS ABOARD, MR	

All redactions are B-6

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>KINKAD</u>	CLASS HANDL
D	A	DD	965	9	11	11	13	AT/PASSAGE FROM <u>MALACCA STRAITS</u>	
1	2	3-4	5-7	12	13-14	15	16-17	TO <u>JOHN STRAITS</u>	78 79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND 1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
0800			1200			2000			
L		BY	L		BY	L		BY	
		BY			BY			BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41

					7000-7400 (CONT)
2127	AA47340		5		
2128					ROUTING PATROL REPORTED ALL SOUNDS
2129	AA1		6		HTJ9 (S) ASSUMED THE CONN
	R30R				
	RAMIO				
	JTY	350			
2130	R15R	000			PSTGC 001
2132	L10R	325			PSTGC 327
2137	L5R	320			PSTGC 327
2142	R5R	325			
	L5R	370			PSTGC 377
2145					ROUTING PATROL REPORTED ALL SOUNDS
	L10R	315			PSTGC 317
2155	R10R	325			PSTGC 377
2156	L5R	320			PSTGC 377
2203	L10R	312			PSTGC 312
2208					ROUTING PATROL REPORTED ALL SOUNDS
2218	L10R				
2219	H5R	270			PSTGC 270
2228	L10R				
	L15R	245			PSTGC 245
2235	R15R	270			PSTGC 270
					ROUTING PATROL REPORTED ALL SOUNDS
2240	R15R				
2241	RAMIO				
2242	R10R	311			PSTGC 311
2243	L5R	309			PSTGC 309
2305	L15R	279			PSTGC 280
2309					ROUTING PATROL REPORTED ALL SOUNDS

1 TIME (GMT)	2 SKY AND CEILING (Number of Area)	3 VISIB ILITY (Miles)	4 WIND DIRECTION TO VIS	5 SEA LEVEL (Feet)	6 TEMP PT. (°F)	7 DEW POINT (°F)	8 DENSITY (σ _t)	9 SPEED (Knots)	10 WIND DIRECTION (True)	11 CHAS. ACTEN (Knots)	12 ALSTG (Meters)	REMARKS AND SUPPLEMENTARY CODE DATA DESIGNED ORIGIN OR ENTRY. SFC based obs phenomena. Remarks tabulating on preceding coded data.	13 SITATION PRESSURE (Inches)	14 SKY COVER TOTAL	15 POSITION DLMB (4)	16 COURSE (8)	17 SPEED (10)	18 SEA WAVE PERIOD (10)	19 SEA WAVE HEIGHT (5)	20 SWELL DIRECTION PERIOD HEIGHT (7)			
																					13 PRES (hPa)	14 COVER (10)	15 DLMB (4)
0000	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0100	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0200	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0300	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0400	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0500	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0600	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0700	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0800	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
0900	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1000	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1100	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1200	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1300	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1400	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1500	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1600	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1700	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1800	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
1900	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2000	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2100	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2200	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2300	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2400	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2500	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2600	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2700	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2800	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
2900	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									
3000	CU, BKN, 040'	10	10	0000	77	72	0000	10	000	000	000		20.0	0									

REMARKS, NOTES, AND MISCELLANEOUS PHENOMENA (100)

PART II SYNOPSIS CODE MESSAGE FORMAT

SECTION 0		SECTION 1		SECTION 2		SECTION 3	
WIND	WIND	TEMPERATURES	PRESSURE	WEATHER	CLOUDS	SEA SURFACE TEMPERATURE	SEA WAVES
0000	00	00	00	00	00	00	00
0100	00	00	00	00	00	00	00
0200	00	00	00	00	00	00	00
0300	00	00	00	00	00	00	00
0400	00	00	00	00	00	00	00
0500	00	00	00	00	00	00	00
0600	00	00	00	00	00	00	00
0700	00	00	00	00	00	00	00
0800	00	00	00	00	00	00	00
0900	00	00	00	00	00	00	00
1000	00	00	00	00	00	00	00
1100	00	00	00	00	00	00	00
1200	00	00	00	00	00	00	00
1300	00	00	00	00	00	00	00
1400	00	00	00	00	00	00	00
1500	00	00	00	00	00	00	00
1600	00	00	00	00	00	00	00
1700	00	00	00	00	00	00	00
1800	00	00	00	00	00	00	00
1900	00	00	00	00	00	00	00
2000	00	00	00	00	00	00	00
2100	00	00	00	00	00	00	00
2200	00	00	00	00	00	00	00
2300	00	00	00	00	00	00	00
2400	00	00	00	00	00	00	00
2500	00	00	00	00	00	00	00
2600	00	00	00	00	00	00	00
2700	00	00	00	00	00	00	00
2800	00	00	00	00	00	00	00
2900	00	00	00	00	00	00	00
3000	00	00	00	00	00	00	00

ENGINEERING LOG

NAVSEA 3120/2B (REV. 10-81) S/N 0116-LF-031-2115

(9-77 EDITION IS OBSOLETE)

CLASSIFICATION UNCLAS

U.S.S. KINKAID				HULL NUMBER DD-965	
DAY	MONTH	YEAR	TIME ZONE	TIME ZONE CHANGE TO	TIME ZONE CHANGE FROM
11	NOV	89	-7G		
AT/PASSAGE FROM			PASSAGE TO		TOTAL MILES TRAVELED TODAY
PATONG BAY, PHUKET, THAILAND			HONG KONG		227


EQUIPMENT STATUS (Need not be completed for continuing pages)

MAIN ENGINES		PLANT STATUS	BOILERS
		AUX STEERING	1, 2
GENERATORS		STEERING ENGINES COMBINATION	
1, 2		1A, 2A STBD	
DAYS OUT OF DRY DOCK		CATAPULT STATUS (CV's Only)	DAYS SINCE LAST HULL CLEANING
726			156
DRAFT FWD	DRAFT AFT	DRAFT MEAN	TONS
20' 5"	20' 8"	20' 6 1/2"	8558
LIQUID LOAD		PERCENT OF FULL LOAD (%)	
98.2%		97.5%	

MAJOR EQUIPMENT OUT OF COMMISSION

1B L/O PUMP, BELL LOGGER, ECU, PACEE ENCL "A", NR4 FIREPUMP, 2A, 2B GDM

EXAMINED DAILY AND CERTIFIED TO BE CORRECT

SIGNATURE OF ENGINEER OFFICER/BANK	DATE OF SIGNATURE
	14 NOV 89

TIME	RECORD OF ALL EVENTS OF THE DAY	DAY	MONTH	YEAR
		11	NOV	89
0000	THE SHIP IS ANCHORED IN PATONG BAY, PHUKET, THAILAND. THE FOLLOWING EQUIPMENT IS ON LINE: 1, 2 GTC'S; 1, 2 WHB'S; 1B, 2B FIO SERVICE PUMPS suction on 5-260-2-F and 5-162-1-F RESPECTIVELY; 1, 3, 5 FIREPUMPS; 1, 2 SWS PUMPS; 2 FW PUMP suction on NR4 FW TANK; 1, 2 EVAPORATORS; 1, 2, 3 A/C UNITS; 1 REFRIGERATION PLANT; 1RS1A, 1RS1B, 2RS1A G6/400 HE CONVERTERS; 1 HPAC/HPAD; 2 LPAC IN CONSTANT RUN, 1 LPAC IN START/STOP; 1, 2 LYAD'S; 1, 2 ELECT CRP PUMPS; 1, 2 SEWAGE TREATMENT PLANT, 2B, 1A L/O PUMP; CONDENSATE IS ALIGNED TO AFT FEED TANK NR 3 GTC IS IN STRBY			
0051	SHIFTED FROM 1B, 2B FIO PUMPS TO 1A, 2A FIO PUMPS			
0052	SHIFTED FROM 2B TO 2A L/O PUMP			
0325	COMPLETED WATERWASH CDM'S 2A, 2B			

CLASSIFICATION UNCLAS

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PAGE NO.

ENCLOSURE 1 A 56

ENGINEERING LOG-CONTINUATION

NAVSEA 3120/2C (REV. 10-81) S/N 0116-LF-031-2120

9-77 EDITION

IS OBSOLETE

CLASSIFICATION

UNCLAS

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
0458	TAGGED GTM 2A, 2B BACK IN SERVICE	1	NOV	89
0503	START GTM 2A 1AW CMS			
0506	INITIATE START GTM 2B 1AW CMS			
0510	CLOSED MAIN FUEL VALVES GTM 2A			
0512	CLOSED MAIN FUEL VALVES GTM 2B			
0625	COMMENCE JACKING PORT SHAFT IN AHEAD DIRECTION			
0626	COMMENCE JACKING STBD SHAFT IN AHEAD DIRECTION			
0627	SHIFTED F/O SUNCTION TO 5-260-1-F AND 5-162-2-F			
0644	COMPLETED JACKING STBD SHAFT			
0645	COMPLETED JACKING PORT SHAFT			
0652	CONDUCTED CRP/SHEW RATE; SAT			
0655	STARTED NR1 L/O PURIFIER MRC SWMP TO SWMP PURIFICATION			
0701	STARTED NR2 L/O PURIFIER MRC SWMP TO SWMP PURIFICATION			
0709	INITIATE START GTM 2B 1AW CMS			
0713	INITIATE START GTM 1B 1AW CMS			
0742	INITIATE STOP GTM 1B 1AW CMS			
0745	INITIATE STOP GTM 2B 1AW CMS			
0747	MAIN FUEL VALVES CLOSED GTM 1B			
0750	INITIATE MAIN FUEL VALVES CLOSED GTM 2B			
0914	TRANSFERRED 4 GALS OF 2190 TEP FROM 2-316-2-F TO 3 GTB L/O SWMP			
0930	STARTED NR1 FW PUMP SUNCTION ON NR1 FW TANK, STOPPED NR 2 FW PUMP, ALIGNED NR4 FW TANK FOR FILL			
0931	STATION SEA AND ANCHOR DETAIL			
0946	START 2 A GTM 1AW CMS ON LINE			
0950	BROKE FREE THE PORT SHAFT			
0953	START 1B GTM 1AW CMS ON LINE			

PAGE NO.

CLASSIFICATION UNCLAS

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TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
0956	BROKE FREE THE STBD SHAFT			
0959	TRANSFERRED THRUSTLE CONTROL TO THE BRIDGE			
1000	SET RESTRICTED MANEUVERING RED, UNDERWAY TO HONG KONG			
1001	COMMENCE SICLOS NR2 UO SYSTEM IAW LODS			
1005	ALIGN NR1, 2 EVAP TO POTABLE			
1020	COMPLETE SICLOS NR2 UO SYSTEM IAW LODS			
1021	SECURED FROM SEA DRAG ANCHOR DETAIL AND RESTRICTED MANEUVERING RED			
1022	COMMENCE BLOWDOWN NR2 WHYS			
1033	ALIGN NR1 EVAP TO FEED, BLOWDOWN COMPLETE NR2 WHYS			
1054	STARTED NR2 F/O PURIFIER OFF LINE IN STBY			
1055	STARTED NR1 F/O PURIFIER OFF LINE IN STBY			
1056	STARTED NR2 F/O TRANSFER PUMP TRANSFERRING FROM AFT-STBD STORAGE TANKS TO S-260-2-F EST XFER TIME - 67 min			
1057	STARTED NR1 F/O TRANSFER PUMP TRANSFERRING FROM MID-STBD STORAGE TANKS TO S-162-1-F EST XFER TIME - 25 min			
1109	ALIGN NR1 EVAP TO POTABLE			
1124	REMOTE INTERLOCK SHUTDOWN NR1 F/O TRANSFER SYSTEM			
1135	COMPLETE SICLOS NR1 UO SYSTEM IAW LODS			
1146	PROPERLY REVIEWED BY ENS THOMPSON			
1146	ASSUME THE WATCH AS ROOM			
1210	REMOTE INTERLOCK SHUT DOWN NR2 F.O. SYSTEM			
1330	CONDUCT LODS IN MR2			
1430	LODS COMPLETE IN MR2			
1433	CONDUCT LODS IN MR1			

7-6
 GREEN

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
1456	LOADS COMPLETE IN MER 1			
*1551	WATCH AS EDDW PROPERLY RELIEVED BY LTJG TB-6			
1551	ASSUMED THE WATCH AS EDDW			
1605	ALIGNED NR1-NR2 EVAP TO BILGE			
*1530	CHLORINATION COMPLETE TANKS NR1 AND NR3			
1641	SHIFTED NR1, NR2 EVAPS TO POTABLE			
1913	SHIFTED NR1, NR2 CUBE OIL PURIFIER TO CRP SUMP TO SUMP			
1919	SHIFTED F/O SUCTION TO 5-162-1-F, 5-260-2-F			
1925	TAGGED OUT NR1 CPAC FOR MAINTANCE			
1941	LOADS COMPLETE MER 1			
1949	WATCH PROPERLY RELIEVED AS EDDW BY GSECDR RAVAGO			
1949	ASSUMED THE WATCH AS EDDW			
2000	STARTED NR1 F/O PURIFIER OFF LINE IN STAND-BY			
2002	STARTED NR2 F/O PURIFIER OFF LINE IN STANDBY			
2003	STARTED NR2 F/O TRANSFER PUMP, TRANSFERRING FROM AFT-STBD STORAGE TANKS TO 5-260-1-F EST TIME TRANSFER 95 MIN			
2004	STARTED NR1 F/O TRANSFER PUMP, TRANSFERRING FROM FWD-PORT STORAGE TANKS TO 5-162-2-F EST TRANSFER TIME 72 MIN.			
2015	SECURED 2 AGTM LOSS OF CUBE OIL PRESSURE			

ENS TB-6 USN

TB-6

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
	ECC DRILLS, ITC CONTROL SHIFTED FROM BRIDGE TO PACC	71	NOV	89
2016	MANUAL INITIATE START 2B GTM			
2018	ENGAGED CLUTCH 2B GTM			
2030	SHIFTED ITC CONTROL FROM PACC TO THE PILOT HOUSE			
2050	ALIGN NR 3 F/W TANK FOR SECTION, STARTED NR 2 F/W PUMP, SECURED NR 1 F/W PUMP			
2055	ALIGN NR 1 F/W TANK FOR FILL			
2108	COMMENCE ECCET DRILL 2, HIGH VIBS 1B GTM			
	EMERGENCY STOP 1B GTM, DISENGAGED CLUTCH			
	1B GTM, ITC CONTROL SHIFTED FROM PILOT HOUSE TO PACC			
2114	MANUAL INITIATE START 1A GTM			
2115	ENGAGED CLUTCH 1A GTM			
2116	SECURED NR 1 F/O TRANSFER SYSTEM			
2121	SHIFTED ITC CONTROL FROM PACC TO THE PILOT HOUSE			
2123	CONTROL 1B GTM SHIFTED FROM PACC TO PCCC			
2135	SHIFTED CONTROL 1B GTM FROM PCCC TO PACC			
2136	SECURED NR 2 F/O TRANSFERRING SYSTEM			
2144	COMMENCE ECCET DRILL 3, LOSS PLA 1A GTM			
2145	MANUAL INITIATE START 1B GTM, PLA NORMAL			
	AT IDLE 1A GTM, INITIATE STOP 1A GTM			
2148	ENGAGED CLUTCH 1B GTM, CLUTCH FAIL TO ENGAGE			
	1B GTM, CANCEL STOP 1A GTM			
2222	ENGAGED CLUTCH 1B GTM			
2225	MANUAL INITIATE ^{STOP 1A} 2A GTM, FUEL VLVS CLOSED			
2230	SHIFTED CONTROL ^{1A} 2A GTM FROM PACC TO PCCC			

EPIC
11 NOV 89

EPIC
11 NOV 89

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
2235	SHIFTED ITC CONTROL FROM PACE TO PILOT HOUSE	11	NOV	87
2236	SHIFTED CONTROL 1A GTM FROM PACE TO PACE			
2250	CLEARED TAGS NR1 CPAC, PLACE BACK IN SERVICE			
2251	STARTED NR1 CPAC CONSTANT RUN			
2251	COMMENCE ECCET DRILL 4, PT OVERTEMP 2B GTM, EMERGENCY STOP 2B GTM			
2254	COMMENCE MOTOR 2B GTM, SHIFTED ITC TO PACE			
2255	MANUAL INITIATE START 2A GTM			
2257	ENGAGED CLUTCH 2A GTM			
2258	SHIFTED ITC CONTROL FROM PACE TO PILOT HOUSE			
2300	SHIFTED CONTROL 2B GTM TO PACE FROM PACE			
2301	PLACE 2B GTM OUT OF SERVICE			
2305	PLACE 2B GTM BACK IN SERVICE			
2307	SHIFTED CONTROL 2B GTM FROM PACE TO PACE			
2322	COMMENCE ECCET 2A PT, ITC CONTROL PACE			
2325	MANUAL INITIATE START 2B GTM, EMERGENCY			
2326	STOP 2A GTM, TAKING 2A GTM OUT OF SERVICE ENGAGE CLUTCH 2B GTM, SHIFTED CONTROL 2A GTM FROM PACE TO PACE			
2330	SHIFTED ITC CONTROL FROM PACE TO PILOT HOUSE			
2335	PLACE 2A GTM BACK IN SERVICE			
2336	SHIFTED CONTROL 2A GTM FROM PACE TO PACE			
2342	AUGN NR2 F/W TANK FOR SUCTION, STARTED NR1 F/W PUMP SECURED NR2 F/W PUMP			
2343	AUGN NR1 AND NR2 EVAP TO BILGE			

TIME RECORD OF ALL OF EVENTS OF THE DAY DAY 17 MONTH NOV YEAR 89

2345 AUGN NR4 F/W TANK FOR FILL, AUGN NR1 AND NR2 EVAPS TO POTABLES

2350 PROPERLY RELIEVED BY ENS

TS-6

GSEC (SW)

2350 ASSUME THE WATCH AS ROOM

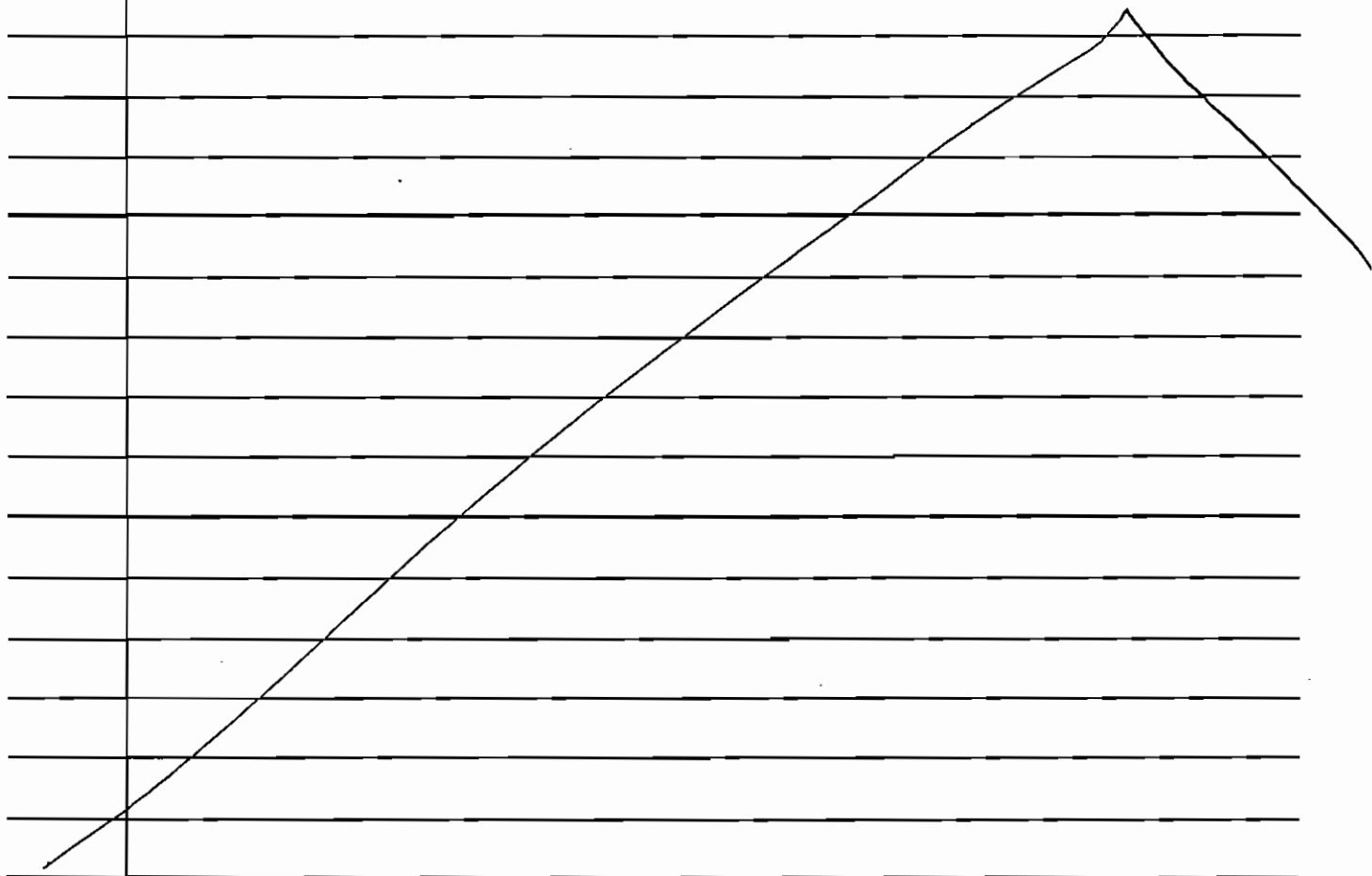
2357 SHIFT L.O. AND F.O. PUMPS FROM 2A TO 2B.

2358 SHIFT F.O. PUMPS TO 1B LEAD.

2359 NO FURTHER ENTRIES THIS PAGE OR DATE

TS-6
ENS

W, USN



ENGINEERING LOG

NAVSEA 3120/2B (REV. 10-81) S/N 0116-LF-031-2115

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CLASSIFICATION UNCLAS

U.S.S. KINKAID				HULL NUMBER DD 965	
DAY 12	MONTH NOV	YEAR 89	TIME ZONE -7G	TIME ZONE CHANGE TO	TIME ZONE CHANGE FROM
AT/PASSAGE FROM STRAIGHTS OF MALACCA			PASSAGE TO HONG KONG		TOTAL MILES TRAVELED TODAY 183 NM

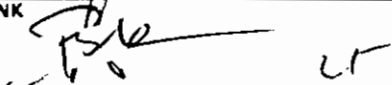
EQUIPMENT STATUS (Need not be completed for continuing pages)

MAIN ENGINES 1B, 2B GFM		PLANT STATUS SPLIT PLANT	BOILERS 1, 2 WHB	
GENERATORS 1, 2 GFG		STEERING ENGINES COMBINATION 1B, 2B PORT CABLE		
DAYS OUT OF DRY DOCK 727		CATAPULT STATUS (CV's Only)	DAYS SINCE LAST HULL CLEANING 157	
DRAFT FWD 20' 5"	DRAFT AFT 20' 8"	DRAFT MEAN	TONS	
LIQUID LOAD 94.0 %		PERCENT OF FULL LOAD (%)		

MAJOR EQUIPMENT OUT OF COMMISSION

1B L/O PUMP, BELL LOGGER, ECU, PACKER "A", NR 4 FIRE PUMP, NR 1 AFFF STATION.

EXAMINED DAILY AND CERTIFIED TO BE CORRECT

SIGNATURE OF ENGINEER OFFICER/RANK 	DATE OF SIGNATURE 14 NOV 89
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TIME	RECORD OF ALL EVENTS OF THE DAY	DAY	MONTH	YEAR
		12	NOV	89
0000	THE SHIP IS UNDERWAY IN THE STRAIGHTS OF MALACCA RN ROUTE TO HONGKONG. THE FOLLOWING EQUIPMENT IS ON LINE: 1B, 2B GFM IN SPLIT PLANT MODE, 1, 2 GFG, 1, 2 WHB, 1B, 2B F/O PUMPS SUCTION ALIGNED TO 5-162-1-F AND 5-260-2-F, 1A, 2B L.O. PUMPS 1, 2 L.O. PURIFIERS ALIGNED CRP SUMP TO SUMP PURIFICATION 1, 2 ELECTRIC CRP PUMPS, NR 2 LPAC IN CONSTANT RUN, 1, 2 LPADS, 1 HPAC, HPAD, 1, 2 SWS PUMPS, 1, 2, 3 A/C PLANTS, NR 1 FW PUMP SUCTION ALIGNED TO 2 FW TANK, 1, 2 EVAPORATOR DISTILLING TO PORTABLE FILL 3 FW TANK, NR 1 REFER PLANT, 1, 3, 5 FIRE PUMPS 1 RS1A, 1 RS1B, 2 RS1A 60/400 HZ CONVERTERS			
* 0001	NR 1 LPAC TAGGED OUT OF SERVICE TO REPAIR BLOWN GASKETS.			
0002	COMMENCE SOOT BLOW NR 2 WHB.			

CLASSIFICATION

UNCLAS

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ENGINEER'S SIGNATURE

PAGE NO.

57

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
		12	NOV	89
* 0000	SHIFT STARTING PUMPS TO 1B, 2B PORT CABLE			
0019	SOOT BLOW COMPLETE 2 WHB			
0030	SOOT BLOW 1 WHB, CONDUCT LODS IN MER 2			
0051	SOOT BLOW COMPLETE 1 WHB			
0100	LODS COMPLETE IN MER 2			
0102	CONDUCT LODS IN MER 1			
0159	ALIGN NR 1 AND NR 2 EVAPORATOR TO BILGE			
0211	LODS COMPLETE IN MER 1			
0355	WATCH AS TOW PROPERLY REEVED BY LT LANTO			
0355	ASSUMED TITE WATCH			
0425	SECURED NR 1 AND 2 LO PURIFIERS FOR CLEANING			
0437	SHIFTED FO SUCTON TO 5-162-2-F AND 5-260-2-F			
0442	ALIGNED NR 1 EVAP TO FEED			
0517	COLLISION AFT STBD FIN 407. AOG BERTHING			
0525	STARTED 1, 2, 3 & 5 FIREPUMPS			
0535	STOPPED 1B GTM (CLUTCH ENGAGED). SHAFT BRAKE APPLIED			
0557	HP AIR SECURED AFT FRAME 330			
0600	LATE ENTRY: PLANT STATUS 2B GTM ONLINE; STBD SHAFT LOCKED; 2B 11B FOSP; FEED PORT/AFT STBD SERVICE TANK; 2B 2OSP; NR 1+2 CRP PUMPS; NR 1 GTC FEEDING 1 SWBD; NR 2 GTC FEEDING NR 2 SWBD; NR 2 LPAC; NR 1 HPAC; 1 HPAD; 2 SWS; 1+2 A/C; 1, 2, 3 5 FIREPUMP			
0619	ENERGIZED BILGE SPR JP-5 PUMP ROOM.			
0625	SHIFTED AFT F/O SUCT/RECIRC TO TANK 5-260-2-F			

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TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
0624	SECURED 14 TH STAGE BLEED AIR NR1+2 GTC	12	NOV	89
* 0640	POSITIVE VENTILATION SET MERL, ESCAPE DOOR OPEN			
0644	POSITIVE VENTILATION SET MERL, MAIN ACCESS OPEN			
* 0635	TRIPPED LC 31 BREAKER			
0657	ISA-4P-3-507-1 STEER GEAR ALTN POWER OPENED DUE TO "C" PHASE GROUND			
0655	POSITIVE VENTILATION SET AUX Z			
0703	DE-ENERGIZED DETAILING PANEL			
0713	FOP-31 CLOSED.			
0718	NR3 GTC GRAVITY HEAD TANK SECURED			
0744	ALP-275 SECURED, LP AIR GOING AFT			
0745	NR1 WHB PLACED ON LINE, STARTED NR1 EVAP			
0750	NR2 LPAC PLACED IN START STOP MODE			
0755	STARTED 1B L/O PUMP			
0759	START 1B GPM ON LINE JAW GEAR			
0801	STBD SHAFT BROKEN: FREE.			
0811	THROTTLE CONTROL TRANSFERRED TO PILOT HOUSE - JAW CIB			
0846	STARTED NR1 REFER			
0850	SWS 152 IS CLOSED			
0913	PORT + STBD RUDDERS LOCKED			
0925	STBD NR1 FLW PUMP STOPPED			
* 0946	CHRIC WATER RESTORED TO AFT STEERING			
* 0930	RESTORED LP AIR TO HEADER			
1037	RESTORED POWER TO AFT STEERING. UNLOCKING PORT SHAFT.			
1038	NR1 EVAPORATOR ALIGNED TO POTABLE FILL			

87%
 12 NOV 89

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
1058	STARTED NR 2 EVAPORATOR	12	NOV	89
1103	REFLASH "C" FIRE IN HT SHOP.			
1104	"C" FIRE OUT, UNLOCKED STBD SHAFT			
1108	PORT + STBD RUDDER TEST SAT			
1109	STARTED NR 2 FW PUMP ALIGNED FOR SUCTION FROM TANK NR 4,			
1118	NR 2-LOP ONLINE MR 6 SUMP TO SUMP. COMMENCE BLOW DOWN NR 1 WHB			
1131	NR 2 EVAPORATOR ALIGNED TO POTABLE FILL.			
1132	SECURED BLOW DOWN NR 1 WHB			
1138	IRBIA 1/RSIB 60/400HZ CONVERTERS ON LINE. ZPSIA OFF LINE.			
1147	STARTED NR 3 SW5 PUMP.			
1230	WATCH PROPERLY RELIEVED BY LTJG			
1230	ASSUME THE WATCH AS EOOD			
1235	HOUSE PILOT A LOST STEERING CONTROL			
1237	AFTER STEERING HAS THE STEERING CONTROL			
1238	CCS TAKES ITC CONTROL; MANUAL EMERGENCY STOP 1B GTM			
1239	STOP STBD SHAFT, CABLE DRAGGING IN WATER; ACTION 3 FW TANK FOR SUCTION			
1241	CANCEL STOP 1B GTM; SET STBD SHAFT BRAKE; OBSTACLE CLEARED			
1242	ENGAGE 1B GTM CLUCH; DISENGAGE SHAFT BRAKE; BREAK SHAFT FREE			

12/16
 13:10
 LTJG

copy request

12/16

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
		12	NOV	87

1301 CONTROL OF THROTTLES XFER TO PELTOT HOUSE

TAW CIB

* 1246 COMMENCE BLOWDOWN 1 WHB TAW WHBR

1303 BLOWDOWN COMPLETE 1 WHB

1307 VITAL CHILL WATER LOOPS STABILIZED

1311 COMMENCE HYDROSTATIC TEST OF F.O. XFER,

OPEN FOF 6

1316 CLOSE FOF 6, OPEN FOF 7; STOP ² FW ^{PUMP} TANK

1323 REFLASH IN STBD TORPEDOE MAGAZINE, SMOKE

REPORTED

1324 CLASS "C" FIRE OUT

1325 CLOSE FOF 7, OPEN FOF 9

* 1329 CLOSE FOF 9, OPEN FOF 8

1330 HOT SPOTS FOUND IN STBD TORPEDOE MAG, COOLING

WITH LOW VELOCITY FOG

* 1326 1 L.O. PURIFIER LOSES SUCTION.

1332 1 L.O. PURIFIER RESTARTED, MRG SUMP TO SUMP

1336 OPEN FOF 6 & FOF 9, CLOSE FOF 8

1339 OPEN FOF 29 AND FOF 25G

1342 ALL CONDITIONS NORMAL ON HYDROSTATIC TEST OF

F.O. XFER SYSTEM

1356 SMOKE REPORTED IN HT SHOP

1410 SOURCE OF SMOKE IN HT SHOP CANNOT BE FOUND,

REPAIRS CONTINUING TO INVESTIGATE.

1414 CONTROL AIR RESTORED TO 2 WHB

1416 ALIGN 1 EVAPORATOR TO FEED

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
1418	COMMENCE HOT START 2 WHB	12	NOV	89
1423	ALIGN 1 EVAPORATOR TO POTABLE			
1436	2 WHB ON LINE			
1445	START 2 FW PUMP			
1448	STOP 2 FW PUMP; START 2 F.O. XFER PUMP			
	IAW SFSS			
1449	START 2 F.O. XFER PUMP IAW SFSS, XFER MED STBD STORAGE FROM FWD PORT TO 1 TO 5-260-1-F, XFER TIME 36.6 MIN			
1451	START 1 F.O. XFER PUMP IAW SFSS, XFER FROM FWD PORT STORAGE TO 5-162-1-F, XFER TIME 52.4 MIN			
* 1454	1 EVAPORATOR SALINITY HIGH >50 umho / ^{lit} AND 5 th CELL			
* 1456	COMMENCE BLOWDOWN 1 WNB IAW WNB			
1457	BLOWDOWN COMPLETE 1 WNB			
1500	ALIGN 2 EVAPORATOR TO FEED			
1502	START 2 FW PUMP, FW RUPTURE ISOLATED			
1510	CHLORINATE TANK (FW) NR 2			
1513	SECURE 2 FW PUMP; GAGGED CONDENSATE DUMP VALVE TO RETURN ON 1 EVAPORATOR			
1525	ALIGN 2 FW TANK FOR SUCTION, 1 FW TANK FOR FILL BROMINATION			
1532	ALIGN 1 EVAPORATOR TO POTABLE			
1533	SECURE 2 F.O. XFER PUMP, SECURE XFER TO 5-260-1-F			

CJA
 12NOV89

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
1540	SHEFT FO. SUCTION TO 5-260-1-F	12	NOV	89
1541	START 2 FO. XFER Pump, JAW SFSS, XFER FROM MID STBD STORAGE TO 5-260-2-F.			
	XFER TIME MIN.			
1549	SECURE 1 FW Pump.			
1553	PROPERLY RELIEVED AS FLOW BY LT			
1553	ASSUMED THE WATCH			
1600	REMOTE INTERLOCK SHUTDOWN NR 1 FO XFER SYSTEM			
1650	REMOTE INTERLOCK SHUTDOWN NR 2 FO XFER SYSTEM			
1651	SECURED FROM TRANSFERPING FUEZ			
1713	POWER RESTORED TO NR 3 SWBD. RESTORING LOAD JAW RCFS			
1845	CW LEAK RPT IN PSWAY OUTSIDE STBD TORP MAG			
1847	CW LEAK RPT AS SWI RUNNING DOWN FROM DAMAGE, NO LEAK FOUND			
1915	STARTED NR 1 FW PMP SUCKING TANK 2. NR 1 FW TANK ON FILL			
1925	NR 1 POTABLE WATER TANK CHLORINATED			
1929	NR 2 LO PURIFIER SHIFTED CRP SUMP-TO-DUMP			
1938	SECURED NR 2 F/F PMP			
1947	SECURED NR 1 FW PMP			
1958	LOSS CRP PITCH CONTROL STBD SHAFT, THROTTLES IN CCS MANNING OD BOX AFT.			
2000	OD BOX MANNED. PITCH CONTROL POSITIVE			
2005	POSITIVE CONTROL OF PITCH AT NR 1 PLCC. OD BOX SECURED.			

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
	CONTROL OF PORT SHAFT AT PACC. CONTROL OF STBD SHAFT AT NR 1 PLCC. LOCAL CONTROL OF FB AND LO PMPs JTV	12	NOV	89
	AFT MER. CAUSE OF CASUALTY C PHASE GRND IN PACCEE DUE TO LOSS OF POWER SUPPLIES. SECURED NR1 L10 PURIFIER.			
2007	PROPERLY RELIEVED AS EOWS BY LT			
2009	ASSUMED THE WATCH AS EOWS.			
2040	COMMENCE LODS MER 1 + 2.			
2115	STARTED NR1 FLOW PUMP ALIGNED FOR SUCTION FROM NR1 FLOW TANK. FILLING NR2 FLOW TANK.			
2120	SIC LOS NR2 LODS REVEALED RUST PARTICLES CLINGING FROM MAGNET.			
2125	CONTROL ZA/ZB LOSP, ^{+THATLES} FOSP TRANSFERRED TO NR 2 PLCC JAW CTL.			
2139	PACC POWER DOWN TO ISOLATE GROUNDS			
2214	LODS COMPLETE MER 1			
2219	LODS COMPLETE MER 2.			
2350	WATCH PROPERLY RELIEVED BY LT-TC			
2400	ASSUME THE WATCH AS EOWS			
	NO FURTHER ENTRIES THIS PAGE OR DATE			

Handwritten signature and initials, possibly "LT" and "USN".

Handwritten text: "LT/USN"

Handwritten signature and initials, possibly "LT-TC".

ENGINEERING LOG

NAVSEA 3120/2B (REV. 10-81) S/N 0116-LF-031-2115

(9-77 EDITION IS OBSOLETE)

CLASSIFICATION UNCLAS

U.S.S. <u>KINKAID</u>				HULL NUMBER <u>DD 965</u>	
DAY <u>13</u>	MONTH <u>11</u>	YEAR <u>89</u>	TIME ZONE <u>-7G</u>	TIME ZONE CHANGE TO <u>-8H</u>	TIME ZONE CHANGE FROM <u>-7G</u>
AT/PASSAGE FROM <u>STRAITS OF MALAKKA</u>			PASSAGE TO <u>SINGAPORE</u>		TOTAL MILES TRAVELED TODAY <u>167</u>


EQUIPMENT STATUS (Need not be completed for continuing pages)

MAIN ENGINES <u>1B, 2B</u>		PLANT STATUS <u>SPLIT PLANT</u>		BOILERS <u>1, 2</u>	
GENERATORS <u>1, 2</u>		STEERING ENGINES COMBINATION <u>1B, 2B PORT CABLE</u>			
DAYS OUT OF DRY DOCK <u>728</u>		CATAPULT STATUS (CV's Only)		DAYS SINCE LAST HULL CLEANING <u>158</u>	
DRAFT FWD <u>20'6"</u>	DRAFT AFT <u>21'3"</u>	DRAFT MEAN <u>21'5" 20'10"</u>		TONS <u>8500</u>	
LIQUID LOAD <u>94.6%</u>		PERCENT OF FULL LOAD (%) <u>187 47.5% 96.9%</u>			

MAJOR EQUIPMENT OUT OF COMMISSION

1B L.O. Pump; ECU; PACC; EPCC; BELL LOGGER; NR 4 FIRE PUMP; NR 3 GTG TET GAUGE; NR 1 AFFF STATION; NR 3 GTG

EXAMINED DAILY AND CERTIFIED TO BE CORRECT

SIGNATURE OF ENGINEER OFFICER/RANK  <u>LT</u>	DATE OF SIGNATURE <u>14 NOV 89</u>
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TIME	RECORD OF ALL EVENTS OF THE DAY	DAY	MONTH	YEAR
		<u>13</u>	<u>Nov</u>	<u>89</u>
<u>0000</u>	<u>UNDERWAY IN THE STRAITS OF MALAKKA BOUND FOR SINGAPORE. THE FOLLOWING EQUIPMENT IS ON LINE: 1B, 2B GTM, SPLIT PLANT; 1 GTG FEEDING 1 SWBD; 2 GTG FEED 2 AND 3 SWBD; SPLIT PLANT; 1A, 1B, 2A 60/400 HZ CONVERTER; 1A, 2B FO. PUMP; 2A, 1A L.O. Pump; 2 L.O. PURIFIER</u>			
<u>0300</u>	<u>RUNNING RUNNING CRP SUMP TO SUMP; 1, 2 CRP ELECTRIC PUMPS; 1 LPAC STAY CONSTANT RUN MODE; 2 LPAC START STOP MODE; 1, 2 LPAD; 1 HPAC; 1 HPAD; 2, 3 SW SERVICE PUMPS; 1, 2 A/C PLANTS; 1 FW PUMP; 1 REFRIGERATION PLANT; 1, 3, 5 FIRE PUMP; 1, 2 EVAPORATOR TO POTABLE; 5-162-2-F AND 5-260-1-F</u>			

CLASSIFICATION UNCLAS

ENCLOSURE 1

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TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY 13	MONTH NOV	YEAR 89
/	F.O. SERVICE TANKS ON SUCTION); 1 FW TANK			
/	ON SUCTION, 2 FW TANK ON FEED, 27% POTABLE			
/	WATER; 2 FEED TANK ON SUCTION, 100% FEED; 1			
/	MSD PLANT; 1B, 2B STEERING UNITS, POWER			
/	SUPPLIED VIA CASUALTY POWER CABLES, PORT CABLE.			
/	CONTINUATION OF OOC LIST: 2 MSD PLANT, 1 SW			
/	SERVICE PUMP; 1S-3S BUS; 2 HPAC; 3 A/C			
/	PLANT; JP-5 FUELING, TRANSFER, STORAGE, SERVICE			
/	SYSTEMS; F-76 AFT STBD STORAGE TANK; AFT			
/	STBD REFUELING STATION AND ABILITY TO REFUEL;			
/	RAST TRACK; JP-5 STORAGE TANK 6-394-1-J,			
/	3 SWBD IN DEGRADED CONDITION); 1 LO. PURIFIER/OOC			
0045	SECURE TORQUE SENSORS TO PLCC 1 AND 2 FOR			
/	TROUBLE SHOOTING "C" PHASE GROUND			
0046	SOOT BLOW ORDERED 1 AND 2 WNB			
0055	OTTO FUEL LEAKING FROM ONE TORPEDOE REPORTED			
/	AND DECK SAGGING IN STBD TORPEDOE MAGAZINE.			
0058	SOOTBLOW COMPLETE 2 WNB; SECLOS FAW LODS			
/	ORDERED MER 2			
0205	FW RESTORED TO OFFICER'S COUNTRY			
0205				
*0900	SET CLOCKS AHEAD ONE HOUR TO -8H			
0228	SECLOS COMPLETE MER 2			
0235	SOOT BLOW COMPLETE 1 WNB; SECLOS FAW LODS			
/	ORDERED MER 1			
0306	DUMP 1, 2 EVAPORATOR TO BELGE, SECURE 2			
/	FW TANK			

13 NOV 89

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
		13	NOV	89

0313 ALIGN 3 FW TANK FOR FEED; ALIGN 1,2 EVAPORATORS
 TO POTABLE

0355 FUEL SEEPING ENTO 3GTG THROUGH SEVERED BLEEDAIR PIPE

0423 ALIGN 1 EVAPORATOR TO FEED

0429 REGGONG PERE-JET EDUCTOR TO PUMP FUEL OUT
 OF 3GTG ROOM, CURRENT 8 IN IN BELGE

0431 ALIGN 4 FW TANK FOR FEED, SECURE 3FW TANK.

0447 SHIFTE SUCTION TO 5-162-1 AND 5-260-2-F F.O.
 SERVICE TANKS

0529 ALIGN 1 EVAPORATOR TO POTABLE

0530 SHIFTE TO 2A F.O. SERVICE PUMP; FILTER 'A'
 BLOCK ON NR 2. FO COLESCOP, INVESTIGATING;
 START 1 L.O. PURIFIER CRP SUMP TO SUMP

0538 SECLOS COMPLETE MER 1

0540 3 GTG ROOM BELGE PUMPED OUT OF F-KO

0701 PROPERLY RECEIVED AS FOOD BY LT

Handwritten signature/initials

LTJG

CFK
13 NOV

0701 ~~AS ASSUMED~~ THE WATCH AS FOOD.

0744 SECURED NR2 LOP FOR CLEANING, SHIFTE NR 1 LOP TO
 MRG SUMP TO SUMP.

0845 NR 2 LOP ONLINE MRG SUMP TO SUMP

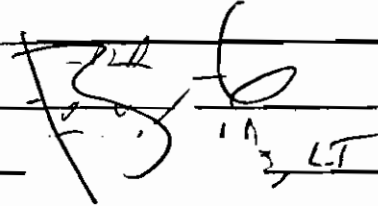
0911 NR 2 F/A PURIFIER RUNNING OFF LINE IN STBY

0912 STARTED NR 2 F/A TRANSFER PUMP, TRANSFERRING FROM
 MID STBD STORAGE TO AFT STBD SERVICE TANK SFSS, TRANSFER
 TIME 20 MIN.

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY	MONTH	YEAR
		13	NOV	89
0918	NRI F/O PURIFIER RUNNING OFF LINE IN STBY			
0921	STARTED NRI F/O TRANSFER PUMP, TRANSFERRING FROM FWD PORT STORAGE TO FWD PORT SERVICE TANK IN AW SESS. TRANSFER TIME 62 MIN.			
0931	SECURED NR 2 F/O TRANSFER SYSTEM			
0932	SET FLIGHT QUARTERS			
0952	FW TANK NR 2 ALLOWED FOR SUCTION			
0953	ENTER RESTRICTED MANEUVERING RED.			
1000	SECURE FROM FLIGHT QUARTERS			
1006	SECURE FROM RESTRICTED MANEUVERING RED.			
1031	SECURED NRI F/O TRANSFER SYSTEM.			
1110	DEWATERING JP-5 ACCESS TRUNK.			
1245	WATCH PROPERLY RELIEVED BY LT			
1245	ASSUMED THE WATCH			
1300	TAGGED OUT PACC			
1310	TAGGED OUT DCC			
1318	ALIGNED NR 1 EVAP TO FEED			
1319	2 Pinhole Leaks Reported in SWS Piping Branching OFF to STERN TUBE COOLING SOFT Patch being applied.			
1334	PATCHING COMPLETE ON SWS PIPING.			
1336	3 GTG TAGGED OUT			
1338	H-TYPE SHORE ERECTED ON WTD 3-393-2 IN AFT IC ROOM			

1316
 LT USN.

TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY 13	MONTH NOV	YEAR 89
1419	ALIGNED NR 1 EVAP TO POTABLE			
1457	TAGGED OUT RAST			
1503	COMMENCE BLOWDOWN NR 1 WHB			
1512	TAGGED OUT VARIOUS LIGHTING BEKRS IN OFFICERS COUNTRY			
1528	BLOWDOWN COMPLETE NR 1 WHB			
1529	TAGGED OUT FSOC			
1533	ALIGNED NR 1 EVAP TO FEED			
1545	EPCC POWERED UP			
1548	EPCC POWERED DOWN			
1617	PROPERLY BELIEVED 1ST LTJB			
1617	ASSUME THE WATCH AS EOCW			
1633	FLUSHING WATER HAS BEEN RESTORED TO AFT BERTHING			
1636	SFT RESTRICTED MANEUVERING CONDITION YELLOW			
1639	ALIGN 1 EVAPORATOR TO POTABLE			
* 1640	CASUALTY POWER HOOKED UP BETWEEN 1 SWBD AND LC 42			
1642	TAGOUT FLUSHING WATER AFT OF FM 382			
1643	ENERGIZE CASUALTY POWER BETWEEN 1 SWBD AND LC 42			
1640	SECURE REPAIR S			
1700	LC 42 ^{WITH CASUALTY POWER} ENERGIZED WITH NO GROUNDS ON SELECTED BREAKERS			
1744	TAG-OUT COMBAT SYSTEMS BERTHING DECK DRAINS, CLOSED POSITION			



TIME	RECORD OF ALL OF EVENTS OF THE DAY	DAY 13	MONTH NOV	YEAR 87
1749	ALIGN 2 FW TANK FOR FILL; SECURE 1 FW PUMP			
1751	FW TANK 4 CHLORINATE			
1804	STARTED F/W PUMP NR 2 SUCTION ALIGNED FROM TANK NR 4.			
2003	SHIFT 1,2 L.O. PURIFIER TO CRP SUMP TO SUMP			
2009	PROPERLY RELEASED AS FLOW BY LT.			
2009	ASSUMED THE WATCH			
2125	ALIGNED NR 1 EVAP TO FEED			
2132	8 MANUAL INITIATE START 2A GTM AT PLCC. IAW CMST.			
2135	CLUTCH ENGAGED GTM 2A ONLINE			
2136	MANUAL INITIATE START GTM 1A AT PLCC IAW CMST			
2137	CLUTCH ENGAGED GTM 1A. ONLINE. FULL PLANT MODE			
2141	SET RESTRICTED MANUFACTURING REQ			
2230	ALIGNED NR 1 EVAP TO PORTABLE			
2301	NR 1+2 EVAPORATORS ALIGNED TO THE BILGE			
2338	PLA ACTUATOR FAIL 2B GTM.			
2339	FAH STOP INITIATED 2B. CLUTCH DISENGAGED.			
	SYMPTOM DID NOT CLEAR, EMERGENCY STOPPED 2B GTM.			
2356	GTM 2B OUT OF SERVICE FOR GMTI.			
* 1027	2 HPAC TAGGED OUT OF SERVICE			
* 1030	2 HPAC TAGGED OUT OF SERVICE			
* 1056	NR 3 CTE TAGGED OUT OF SERVICE			
* 1100	UPS BATTERY TAGGED OUT OF SERVICE			
* 2055	TAGGED OUT NR 3 AIR CONDITIONING UNIT			

13/5

F, LTCS

SL

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TIME RECORD OF ALL OF EVENTS OF THE DAY DAY MONTH YEAR

13 NOV 89

2359 NO FURTHER ENTRIES THIS PAGE

3-6
3

INSTRUCTIONS FOR KEEPING THE ENGINEER'S BELL LOG

NAVSEA 3120/1 (8-85) (Supersedes NAVSEA 3120/1 (12-75))

1. A Bell Log (NAVSEA 3120/1) shall be maintained at each station from which engines (motors) are being controlled except at the bridge. When engines (motors) are being directly controlled from the bridge, the Deck Log shall serve in place of the Bell Log.

2. When directed to make duplicates of this form, use Engineer's Bell Book Duplicate (NAVSEA 3120/1D). Use punched holes and left edge register marks to line up form NAVSEA 3120/1D with form NAVSEA 3120/1.

3. For ships with automatic bell loggers, data not automatically recorded must be entered in the manual Bell Log.

4. Alterations or erasures are not permitted. An entry which is incorrect shall be corrected by drawing a single line through it and making the correct entry on the following line. Such deleted entries shall be initialed by the senior watch officer.

5. Fill in top section of Log as follows:

D	D			9	6	3		L	S	T		1	7	9		A	F	D	M		O	D	7
---	---	--	--	---	---	---	--	---	---	---	--	---	---	---	--	---	---	---	---	--	---	---	---

a. Spaces 3-7. Enter ship type and hull number. Examples:

b. Spaces 10-11. Number sheets at each recording station beginning with 01 for the first sheet of the day.

c. Spaces 12-14. Enter last digit of current year and two digits for current month. Example: 502 - February 1965.

d. Space 15. Enter letter designation for time zone.

e. Spaces 16-17. Enter two digits for the day of the month.

f. Spaces 74-77. Enter all shafts for which this sheet applies. Examples: 1, 2, 3, 4, P (Port), S (Starboard), M (Secondary propulsion motor).

g. Space 78. Enter highest security classification of data on this form; T (TOP SECRET), S (SECRET), C (CONFIDENTIAL), U (Unclassified).

h. Any entry in space 79 indicates special security handling; leave blank unless special instructions are received.

6. Make entries in columns 1-4 of the Log at the time each order is received. Start each backing entry with "B". If a single sheet is used for two or more shafts and an order is received which is not directed to all shafts, add "P" (port) or "S" (starboard) to the beginning of the entry. Example: PB1/3. For each order received make the following entries:

a. Column 1. Enter the 24-hour time.

b. Column 2. Enter the order received: engine (motor) order, engine revolution order, propeller pitch order or plant condition order (submarines). Use the following symbols for engine (motor) order:

BEM - Back Emergency	1/3 - Ahead 1/3
BF1 - Back Full	2/3 - Ahead 2/3
B2/3 - Back 2/3	I - Standard
B1/3 - Back 1/3	II - Full
Z - Stop	III - Flank

c. Column 3. If an engine (motor) order is received without change in engine revolution order, enter the propeller r.p.m. corresponding to the order. If an engine (motor) order is received simultaneously with an engine revolution order, enter the engine revolution order. If a plant condition order is received, enter the r.p.m. resulting from the order.

d. Column 4. If an engine (motor) order is received without change in propeller pitch order, enter the propeller pitch corresponding to the order (controllable pitch propellers). If an engine (motor) order is received simultaneously with a propeller pitch order, enter the propeller pitch order.

e. Note that with the exception of plant condition order, all r.p.m. and pitch entries are the ordered values and not the actual or resulting values.

7. Enter engine counter reading in Column 4 when getting underway, each hour on the hour, and when securing engines.

8. When control is shifted, the last entry in the Bell Log (Deck Log) at the station relinquishing control and the first entry in the Bell Log (Deck Log) at the station assuming control shall indicate the time control was shifted.


9. For ships with automatic bell loggers, entries shall be made in each manual log to indicate when the automatic logger is placed in operation and when it is secured.

10. Before going off duty, the senior watch officer at each station shall sign the Bell Log in the line following the last entry for his watch and the next watch officer shall continue the record immediately thereafter. All manual and automatic bell log sheets for the same date shall be filed together as a single record in the Engineer's Bell Book.

11. Disposal of these records shall be in accordance with SEDNAVINST 5212.58, Sup 1, dated 25 May 1962. Retention Period: Three years after date of last entry.

12. Records of ships being inactivated, placed in special status, or decommissioned are to be handled in accordance with special instructions contained in paragraphs 4500 and 5441 of Part III, Sup 1, to SEDNAVINST 5212.58 dated 25 May 1962.

ENGINEER'S BELL BOOK

	SHIP TYPE D.D.	HULL NUMBER 965	SHEET SERIAL 01911611	YEAR 11	MONTH 11	ZONE G	DAY 11	USS KINKAID Ship Name	SHAFT NUMBER(S) PLS	CLASS U	HANDL
1	2	3 4	5-7	10-11	12	13-14	15	16-17	74	77	78 79

Record of all "BELLS," SIGNALS, and ORDERS received regarding movement of propellers this date.

En route from _____ to _____ Clocks set back or ahead _____ hrs. _____ min., at _____

(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET
18 21	24 28	29 32	33 38	18 21	24 28	29 32	33 38	18 21	24 28	29 32	33 38
0000	AUTOMATIC BELL LOG				000						
0625	COMMANDER JACKING PORT SHAFT IN AFTWARD DIRECTION										
0626	COMMANDER JACKING STARBOARD SHAFT IN AFTWARD DIRECTION										
0644	COMPLETED JACKING STARBOARD SHAFT										
0645	COMPLETED JACKING PORT SHAFT										
0950	BROKEN FUSE TIE PORT SHAFT										
0956	BROKEN FUSE TIE STARBOARD SHAFT										
1146	BELL LOG REVIEWED										
1551	BELL LOG REVIEWED										
1949	BELL LOG REVIEWED										
2350	BELL LOG REVIEWED										
2354	NO FURTHER ENTRIES THIS PAGE OR DATE										

ENGINEER'S BELL BOOK

⊕	SHIP TYPE DA	HULL NUMBER DD 965	SHEET SERIAL 019	YEAR 11	MONTH 6	ZONE 12	DAY 12	<u>USS KINKAID</u> Ship Name	SHAFT NUMBER(S) 112	CLASS	HANDL
	1 2 3-4	5-7	10-11 12	13-14 15	16-17		74	77 78 79			

Record of all "BELLS," SIGNALS, and ORDERS received regarding movement of propellers this date.
 En route from PHUKET to SINGAPORE Clocks set back or ahead _____ hrs. _____ min., at _____

(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET
18 21	24 28	29 - 32	33 - 38	18 - 21	24 - 28	29 - 32	33 - 38	18 21	24 28	29 - 32	33 - 38
2000	LOS PORT	55	80	2000	LOS 1 STBD	34	03				
2010	2/3	55	80	2010	2/3	55	80				
2125	LOS 2 PORT	55	80	2125	2/3	55	80				
NO FURTHER ENTRIES THIS PAGE OR DATE											



ENGINEER'S BELL BOOK

	SHIP TYPE	HULL NUMBER	SHEET SERIAL	YEAR	MONTH	ZONE	DAY	USS <u>KINKAID</u> Ship Name	SHAFT NUMBER(S)	CLASS	HANDL
D A D D	9 6 5	0 1 9 1 1 6 1 3	J	P 5 1 1 U							
1 2 3 4	5 7	10 11 12 13 14 15 16 17	74	77 78 79							

Record of all "BELLS," SIGNALS, and ORDERS received regarding movement of propellers this date.
 En route from PHUKET THAILAND to SINGAPORE Clocks set back or ahead 1 hrs. 0 min., at 0100

(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET
18 21	24 28	29 32	33 38	18 21	24 28	29 32	33 38	18 21	24 28	29 32	33 38
0000	2/3 ^{EL}	55	80	0000	2/3 ^{EL}	55	80				
0205	1/3	55	34	0205	1/3	55	34				
0233	1/3	55	42	0233	1/3	55	42				
0240	1/3	55	59	0240	1/3	55	59				
1044	2/3	55	42	1044	2/3	55	42				
1046	1/3	55	34	1046	1/3	55	34				
1047	1/3	55	27	1047	1/3	55	27				
1048	1/3	55	20	1048	1/3	55	20				
1217	1/3	55	27	1217	1/3	55	27				
1218	1/3	55	34	1218	1/3	55	34				
1220	1/3	55	42	1220	1/3	55	42				
1222	1/3	55	50	1222	1/3	55	50				
1227	1/3	55	59	1227	1/3	55	59				
1415	1/3	55	34	1415	1/3	55	34				
1427	1/3	55	42	1427	1/3	55	42				
1430	1/3	55	50	1430	1/3	55	50				
1436	1/3	55	42	1436	1/3	55	42				
1437	1/3	55	34	1437	1/3	55	34				
	1/3	55	49		1/3	55	49				
2015	1/3	55	42	2015	1/3	55	42				
2019	1/3	55	34	2019	1/3	55	34				
2025	1/3	55	42	2025	1/3	55	42				
2026	1/3	55	49	2026	1/3	55	49				
2026	1/3	55	42	2026	1/3	55	42				
2026	1/3	55	34	2026	1/3	55	34				
2049	1/3	55	28	2049	1/3	55	28				
2058	1/3	55	20	2058	1/3	55	20				
2114	1/3	55	13	2114	1/3	55	13				
2128	1/3	55	20	2128	1/3	55	20				



ENGINEER'S BELL BOOK

				SHIP TYPE	HULL NUMBER	SHEET SERIAL	YEAR	MONTH	ZONE	DAY	USS <u>KINKAID</u>	SHAFT NUMBER(S)	CLASS	HANDL
D	A	D	D	9	65	9	1	1	G	13	J	P	S	U
1	2	3	4	5-7	10-11	12	13-14	15	16-17		74	77	78	79

Record of all "BELLS," SIGNALS, and ORDERS received regarding movement of propellers this date.

En route from _____ to _____ Clocks set back or ahead _____ hrs. _____ min., at _____

(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET	(1) TIME	(2) SIGNAL	(3) R.P.M.	(4) COUNTER OR PITCH SET
18 21	24 28	29 - 32	33 - 38	18 - 21	24 - 28	29 - 32	33 - 38	18 21	24 28	29 32	33 38
2129	1/3	55	27		1/3	55	27				
2129	1/3	55	34		1/3	55	34				
2130	1/3	55	42		1/3	55	42				
2131	1/3	55	50		1/3	55	50				
2131	1/3	55	59		1/3	55	59				
2134	FP			2134	FP						
2334	1/3	55	42	2334	1/3	55	42				
2336	1/3	55	34	2336	1/3	55	34				
2337	SECURED	2BGTM		1A&1B	GTMS	ON-LINE					
2342	1/3	55	20	2342	1/3	55	20				
2356	1/3	55	10	2356	1/3	55	10				
2359	STOP	55	7	2359	STOP	55	7				
2359			10				10				
NO FURTHER ENTRIES THIS PAGE											

B-6





AVIGATION TRACK

D-6

PASSAGE FROM PHUKET TO HONG KONG

DATES

LT/JAGG, USNR
 AUTH: 10 USC 936 (a) (1)
 Certified True
 COPY

PAGE 1

POINT	LATITUDE	LONGITUDE	LOCAL TIME	ZULU TIME	COURSE TO	DIST. TO	DIST. TO GO	SUN BEG.	REMARKS
A	7°-47'N	98°24'8"E	110900 G	110200 Z	159	243	21741.7	15.2	
B	4°N	99°51'2"E	120100 G	111800 Z	136.4	94.9	1931.7		
C	2°51'N	100°56'E	120714 G	120014 Z	122.2	159.7	1836.8		
D	1°25.4'N	103°10'E	121744 G	121044 Z	133.5	22.2	1677.1		
E	1°10'N	103°25.5'E	121910 G	121210 Z	118.1	161.0	1654.9		
F	1°02.4'N	103°40'E	122010 G	121310 Z	048.4	111.5	1638.8		
G	1°10'N	103°48.6"E	122055 G	121355 Z	068	12.4	1627.3		
H	1°14.6'N	104°0'E	122144 G	121444 Z	082.5	20.3	1614.9		
I	1°17'N	104°30'E	122304 G	121604 Z	052.2	14.2	1594.6		
J	1°25.8'N	104°31.2"E	130000 G	121700 Z	106.4	21.9	1580.4		
K	1°19.5'N	104°52'E	130126 G	121826 Z	153	89.1	1558.5		
L	0°	105°32'E	130718 G	130018 Z	040	126.7	1469.4		↓

159
54

RECORD GYRO BEARINGS

STR. OF MALACCA

GYRO ERROR 0

PLACE

71040

DATE TIME					DEPTH FEET
1100C	11.2	13.2	8.5		223
30 ↓	16.1	10.6	8.1	7.5	246
1200	14.5	8.9	6.5		233
30	11.3	14	18.3		
1400	30	37.5	44		LAST TRACK.
30	28.8	29	29.5		" "
1500	21.5	23.5	26.2		" "
30	18.1	20.6	18.5	25	
	17.7	20.5	25.3		
35	17.7	18.2	20.8		
	A	B	C	D	
1600	19.4	19.4	24.3	23.5	38 FATH
30	27.3	28.2	40.4	45.3	33 FATH
	PALAU PERAK				
1730	239° 15.8				170 FT
		<i>Handwritten signature</i>			
1800	5°41.5'N 95°52.3'E PULAU PERAK				
1800	278° 16.6				195 FT
30	295.5° 23.4				170 FT

SOUNDING FOR PALAU PERAK - 9/3

BRIDGE TO BRIDGE

VOL. V

OPENED: 28 MAR 69

RECORD

7530-00-222-3525
FEDERAL SUPPLY SERVICE

ENCLOSURE 66

7NOV89

TEXT

965

0344

TO	FRM
PPG 46	DD-965

LAST ENTRY

D-6
 LT. JAGG: USNR
 AUTH: 10 USC 936 (a) (1)

SQR 19
TECH

TA 20022

NAVIGATION
RADAR FIX

0101

RECORD

OPENED: 14 JULY 1989

CLOSED: _____

USS KINKAID DD965

7530-00-222-3525
FEDERAL SUPPLY SERVICE
(GPO)

CP
TB-6
LIT...
AUTH: 10 USG 936 41 03

ENCLOSURE 1

67

11 NOV 89

T	TIME	PT	PT	PT	PT	QUAL	R/R	AID TO NAV	HAZ TO NAV	RMKS
0	1805	2800	2325	2550		FR		SW 5 1100	SW 55 1100	MMC
0	1911	2350	1850	2700	3200					
0	1816	2200	2550	5100		FR		CM # 1900		
0	1020	4300	4300	4550		GD		4300 LAND		
0	1022	5225	5100	5100		EX		SOSP	STIPPING	C 265
0	1024	6150	6050	6000		EX				
0	1020	7250	6700	5450		FR				
0	1028	SECURE NOV				DETAIL				

WFE 19
 023 092

MEMORANDUM

FROM: COMMANDING OFFICER, USS RENTZ (FFG 46)
TO: REAR ADMIRAL B-6

SUBJ: COLLISION AT SEA - USS KINKAID/M/V KOTA PETANI

1. ADMIRAL, AT YOUR REQUEST, I HAVE PREPARED THIS MESSAGE TO APPRAISE YOU OF USS RENTZ ASSISTANCE EFFORTS, FOR BOTH USS KINKAID AND M/V KOTA PETANI ON 12 NOV 89, FOLLOWING THEIR COLLISION AT SEA IN THE MALACCA STRAITS. MESSAGE ALSO PROVIDED TO ASSIST IN ADMIRALTY CLAIM.

2. TIME LINE OF MAJOR EVENTS - RENTZ PERSPECTIVE:

12 NOVEMBER 1989, VICINITY OF MALACCA STRAITS, HOTEL (-7):

- 0518: NOTIFIED OF KINKAID COLLISION, 8NM ASTERN
- 0519: RENTZ MADE NAVY BLUE VOICE RPT FOR KINKAID
- 0554: RETURNED VICINITY OF KINKAID TO LEND ASSIST
- 9621: KINKAID REQD DC EQMT
- 0640: LOWERED RENTS MWB INTO WATER, ENROUTE KINKAID
- 0701: M/V KOTA PETANI REQD ASSIST
- 0704: RECOVERED MWB FROM KINKAID DC EQMT DELIVERY
- 0707: DECISION MADE TO GO ALONGSIDE M/V/KOTA PETANI
- 0716: ALONGSIDE M/V KOTA PETANI, FIGHTING FIRES
- 0740: FIRES OUT ON M/V KOTA PETANI
- 0745: CLEAR FROM M/V KOTA PETANI, ENROUTE KINKAID
- 0815: LOWERED MWB TO PROCEED TO KINKAID
- 0907: RECOVERED MWB WITH FOUR INJURED KINKAID CPO'S
- 1030: INJURED PERS TREATED AND STABLE
- 1113: SITUATION STABLE ON BOTH KINKAID AND M/V
- 1130: ESCORTING KINKAID AND M/V ENR SINGAPORE
- 1430: M/V KOTA PETANI MASTER CONFIRMED NO FURTHER ASSIST REQD FM RENTZ, UW OWN POWER AT 6.6 KTS
- 2113: DETACHED TO PROCEED TO SINGAPORE FOR MEDIVAC

13 NOVEMBER 1989, VICINITY SINGAPORE HARBOR, HOTEL (-7):

- 0549: FLIGHT QTRS TO MEDIVAC FOUR PERS FM KINKAID
- 0617: HELO CLEAR WITH FIRST TWO INJURED PERS
- 0659: RECOVERED HELO, CTF75 EMBARKED
- 0804: ENROUTE RDVU WITH KINKAID
- 0910: RECOVERED HELO, FOL MEDIVAC AND EOD TRANSFER
- 1003: CTF75 DISEMBARKED VIA MWB ENROUTE KINKAID
- 1114: MWB RECOVERED, RENTZ DETACHED

3. SPECIFIC EQUIPMENT PROVIDED TO KINKAID: P250, HOSES, TEN OBA'S, GASOLINE AND TWO SETS OF TORPEDO CHOCKS.

4. FIREFIGHTING EQMT PRE-STAGED IN RENTZ PORT HELO HANGAR WHILE ENROUTE KINKAID AND M/V KOTA PETANI ASSIST: CASES OF OBA CANISTERS, ALL FIVE GAL CONTAINERS OF AFFF, DEWATERING EQMT, PIPE PATCHING ADD SHORING KITS, NFTI, ADDITIONAL WIFCOM UNITS,

ENCLOSURE (1)
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SCOTT AIRPACKS, AND OTTO FUEL CONTAINMENT KITS. NOTE THAT FLIGHT DECK WAS CLEAR FOR EMERGENCY FLIGHT OPS, IF NEEDED.

5. RENTZ ACTIONS IN FIGHTING FIRES ON M/V KOTA PETANI:

- ALL WEAPONS SYSTEMS SAFED
- THREE REPAIR LOCKERS ASSEMBLED
- ZEBRA SET, FIREMAIN ISOLATED, FIVE FIRE PUMPS ON-LINE
- TWO MAIN ENGINES AND THREE DIESELS ON-LINE
- FIREFIGHTERS BRIEFED ON MERCHANT CARGO - PAINT
- AFFF STATIONS PLACED IN RE-CIRC
- SECURED SUPPLY VENTILATION
- FORMED NINE HOSE TEAMS TOPSIDE - THREE FOCICLE, THREE MAIN DECK, AND THREE O-2 LEVEL FORWARD
- RELIEF F/F PERS OUTFITTED IN OBA
- ALL F/F ACTIONS CONTROLLED BY WIFCOM

6. COMMENTS: DECISION MADE TO GO ALONGSIDE M/V KOTA PETANI AS QUICKLY AS POSSIBLE SINCE FIRES ON BOARD WERE OUT OF CONTROL. NO TIME WASTED TO LOWER AUXILIARY PROPULSION UNITS. COMMANDING OFFICER CONNED RENTZ ALONGSIDE. DURING APPROACH, OBSERVED MERCHANT CREWMEN INCAPABLE OF REACHING FIRES IN FORWARD HOLD AND IMPROPERLY DRESSED TO COMBAT MAJOR FIRES. TWO LEAKY HOSES IN USE WERE ALSO INSUFFICIENT TO FIGHT FIRES. ONCE RENTZ FIREFIGHTERS APPLIED ALL NINE HOSES, HEAT FROM EXISTING FIRES CAUSED WATER TO FLASH INTO STEAM IMMEDIATELY. GREAT SHEETS OF HULL PAINT FROM M/V FELL ONTO RENTZ. SEPARATION BETWEEN SHIPS WAS LESS THAN ON FOOT, WITH TWO FENDERS DEPLOYED, ONE OF WHICH BROKE ON IMPACT. M/V HULL OVERLAPPED RENTZ HULL, AND FIRES WERE AT TIMES ABOVE RENTZ MAIN DECK AND FOSICLE FIRE TEAMS. COOLING OF O-2 LEVEL ON M/V, BY RENTZ O-2 LEVEL F/F TEAMS, ALLOWED MERCHANT CREWMEN TO ACCESS ONE HATCH, FOR RENTZ F/F TO APPLY DIRECT ACCESS TO LOWER VOIDS. NO RENTZ SAILORS EMBARKED M/V KOTA PETANI, RATHER ALL F/F'ING DONE FROM OWN SHIP. FIRES CONTAINED AND PUT OUT IN LESS THAN THIRTY MINUTES. ONCE DON, RENTZ CLEARED M/V TO AVOID FURTHER STANCHION DAMAGE, CAUSED BY NEED TO RIDE UP AGAINST MERCHANT BOW TO EFFECTIVELY FIGHT FIRES.

7. DETAILED DAMAGE SUSTAINED BY RENTZ WHILE ALONGSIDE M/V KOTA PETANI FIGHTING FIRES:

- PORT HF FAN ANTENNA SHEARED OFF
- PORT FAN ANTENNA SUPPORTS SHEARED OFF
- TWO PORT BRIDGE WING SUPPORTS BENT AND CREASED
- TWO BOAT DECK SUPPORT STANCHIONS BENT OR SHEARED
- FORWARD MASKER BELT BENT
- ACCOM LADDER UPPER PLATFORM CRACKED
- BOAT DECK COAMING LIP BENT

8. RECOGNITION: EVERY RENTZ SAILOR PARTICIPATED IN SOME WAY ON ASSISTING BOTH USS KINKAID AND M/V KOTA PETANI. THE SUCCESS OF RENTZ RESCUE AND ASSISTANCE WAS A TEAM EFFORT BY THE ENTIRE CREW, MARKED BY PROFESSIONALISM, PROMPT AND CORRECT ACTION. EVERY FACET OF THE ORGANIZATION FUNCTIONED AS DESIGNED. MOST

AMAZING WAS THE QUICKNESS THAT PURSUED, AWAKING WITHOUT NOTICE. EVENTS WERE HANDLED CALMLY, WITHOUT CRISIS AND EFFICIENTLY. FROM FIREFIGHTING, EMERGENCY MEDICAL ATTENTION, COMMUNICATIONS, PREPARATIONS, DECK SEAMANSHIP, AND ALL TYPES OF ASSISTANCE, THE RENTZ CREW DISPLAYED GREAT COURAGE AND BRAVERY. SUPERSTARS TO THE MAN, CREW EFFORT SHOULD NOT BE DIMINISHED. HOWEVER, FOR EXCEPTIONAL NOTEWORTHY INDIVIDUALS, AN APPROPRIATE AWARDS PACKAGE WILL BE PROVIDED TO YOUR STAFF FOR THOSE TRULY DISTINGUISHED PERFORMERS.

9. VERY RESPECTFULLY.

1. ADMIRAL, FOLLOWING REponds TO REF A: (CORRECTED COPY)

A. RENTZ CPA TO BUOY OF - FL(4)Y10S - OCCURRED ABOUT 0445H, RNG 2NM. BUOY LIGHTED AND VISIBLE BUT NOT USED FOR NAVIGATION DUE NOTE ON CHART LIABLE TO DRIFT. LIGHT VISIBLE ABOUT 0430H.

B. RENTZ CPA TO ONE FATHOM BANK LIGHT - FL(4)20S - OCCURRED AT ABOUT 0500H, RNG 4NM. LIGHT VISIBLE SINCE ABOUT 0400. LIGHT USED TO FIX POSITION.

C. RENTZ ALSO USED ANOTHER LIGHT AT POSIT 03-01.5N/100-50.4E - FL10S - VISIBLE SINCE ABOUT 0410H.

2. NO PARTICULAR PROBLEMS ENCOUNTERED TO DISTINGUISH BETWEEN ANY LIGHT. PRIMARY FOCUS FROM 0400 TO 0500 WAS SPECIFICALLY ON SURFACE CONTACT MANAGEMENT. WE WERE SURPRISED TO GET ONE FATHOM BANK LIGHT THOUGH AT NEARLY MAX RANGE OF 23NM.

3. WRT KOTA PENTANI - THEY NEVER INDICATED CARGO ANYTHING BUT PAINT. LUCKY AND GLAD WE MINIMIZE TIME ALONGSIDE.

CERTIFICATE OF DEATH (OVERSEAS) Acte de décès (D'Outre-Mer)			
NAME OF DECEASED (Last, First, Middle) Nom du décédé (Nom et prénom) B-6		GRADE Grade Arme LT O-3	BRANCH OF SERVICE Arme USN
ORGANIZATION Organisation USS KINKAID DD-965 FPO S.F. 96670		NATION (e.g., United States) Pays UNITED STATES	DATE OF BIRTH Date de naissance B-6
RACE Race		MARITAL STATUS État Civil	
<input checked="" type="checkbox"/> CAUCASOID Caucasique	<input checked="" type="checkbox"/> SINGLE Célibataire	DIVORCED Divorcé	RELIGION Culte
<input type="checkbox"/> NEGROID Négroïde	<input type="checkbox"/> MARRIED Marié	<input checked="" type="checkbox"/> CATHOLIC Catholique	
<input type="checkbox"/> OTHER (Specify) Autre (Spécifier)	<input type="checkbox"/> WIDOWED Veuf	<input type="checkbox"/> JEWISH Juif	
NAME OF NEXT OF KIN Nom du plus proche parent B-6		RELATIONSHIP TO DECEASED Parents du décédé avec le(s) auctif B-6	
STREET ADDRESS Domicile à (Rue) B-6		CITY OR TOWN AND STATE (Include ZIP Code) Ville (Code postal compris) B-6	
MEDICAL STATEMENT Déclaration médicale			
CAUSE OF DEATH (Enter only one cause per line) Cause du décès (N'indiquer qu'une cause par ligne)			INTERVAL BETWEEN ONSET AND DEATH Intervalle entre l'attaque et le décès
DISEASE OR CONDITION DIRECTLY LEADING TO DEATH ¹ Maladie ou condition directement responsable de la mort. ¹		NECK AND HEAD TRAUMA SECONDARY TO COLLISION AT SEA	IMMEDIATE
ANTECEDENT CAUSES Symptômes précurseurs de la mort.	MORBID CONDITION, IF ANY, LEADING TO PRIMARY CAUSE Condition morbide, s'il y a lieu, menant à la cause primaire	<p style="text-align: center; font-size: 2em; opacity: 0.5;">CERTIFIED TRUE COPY</p> <p style="text-align: center; font-size: 1.5em; opacity: 0.5;">LT. JAGC, USNR AUTH. 10 USC 936 (a) (1)</p>	
	UNDERLYING CAUSE, IF ANY, GIVING RISE TO PRIMARY CAUSE Raison fondamentale, s'il y a lieu, ayant suscité la cause primaire		
OTHER SIGNIFICANT CONDITIONS ² Autres conditions significatives ²			
MODE OF DEATH Condition de décès	AUTOPSY PERFORMED Autopsie effectuée <input type="checkbox"/> YES Oui <input checked="" type="checkbox"/> NO Non	CIRCUMSTANCES SURROUNDING DEATH DUE TO EXTERNAL CAUSES Circonstances de la mort suscitées par des causes extérieures	
<input type="checkbox"/> NATURAL Mort naturelle	MAJOR FINDINGS OF AUTOPSY Conclusions principales de l'autopsie		
<input type="checkbox"/> ACCIDENT Mort accidentelle			
<input type="checkbox"/> SUICIDE Suicide	NAME OF PATHOLOGIST Nom du pathologiste		
<input type="checkbox"/> HOMICIDE Homicide	SIGNATURE Signature	DATE Date	AVIATION ACCIDENT Accident d'Avion <input type="checkbox"/> YES - Oui <input type="checkbox"/> NO - Non
DATE OF DEATH (Hour, day, month, year) Date de décès (l'heure, le jour, le mois, l'année) 12NOV89		PLACE OF DEATH Lieu de décès USS KINKAID DD-965	
I HAVE VIEWED THE REMAINS OF THE DECEASED AND DEATH OCCURRED AT THE TIME INDICATED AND FROM THE CAUSES AS STATED ABOVE. J'ai examiné les restes mortels du défunt et je conclus que le décès est survenu à l'heure indiquée et à la suite des causes énumérées ci-dessus.			
NAME OF MEDICAL OFFICER Nom du médecin militaire ou du médecin sanitaire		TITLE OR DEGREE Titre ou diplôme HML/SMDR	
GRADE Grade HML	INSTALLATION OR ADDRESS Installation ou adresse USS KINKAID DD-965		
DATE Date 12NOV89	SIGNATURE Signature 3		
¹ State disease, injury or complication which caused death, but not mode of dying such as heart failure, etc. ² State conditions contributing to the death, but not related to the disease or condition causing death. ¹ Préciser la nature de la maladie, de la blessure ou de la complication qui a contribué à la mort, mais non la manière de mourir, telle qu'un arrêt du coeur, etc. ² Préciser la condition qui a contribué à la mort, mais n'ayant aucun rapport avec la maladie ou à la condition qui a provoqué la mort.			

FROM: LCOL ¹³⁶ USS KINGMADE OPERATIONS OFFICER
TO: CTF 95 INVESTIGATIVE BOARD

SUBJ: DAMAGED SYSTEMS AND EQUIPMENT

1. THE FOLLOWING IS A COMBINED LISTING OF THOSE SYSTEMS AND EQUIPMENT WHICH ARE DAMAGED OR INOPERATIVE AS A RESULT OF THE COLLISION:

OPERATIONS DEPARTMENT

AN/SRQ-10A OUTBOARD ANTENNA ARRAY- ONE ELEMENT DESTROYED, ONE DAMAGED BUT REPAIRABLE, UNKNOWN LOSS OF WIRING AND JUNCTION BOXES IN AREA OF COLLISION DAMAGE. AFTER THREE OF ARRAY IS INOPERATIVE.

AFTER KINGPOST- CONDITION UNKNOWN, NO POWER CURRENTLY AVAILABLE TO TEST OPERATE.

UNREP STATION 7 AND ASSOCIATED UNREP GEAR LICKER-DESTROYED.

COMBAT SYSTEMS DEPARTMENT

AN/SQR-10 TACTASS-DATA TRANSMISSION LINES CUT

AN/SLQ-25 NIXIE- REMOTE CONTROL DATA TRANSMISSION LINES WERE CUT. STILL IS OPERATIONAL IN LOCAL CONTROL.

MX 20 SVTT-STARBOARD TORPEDO TUBES DESTROYED WITH ALL ASSOCIATED HANDLING EQUIPMENT.

MX 30 TORPEDO SETTING PANEL-TORPEDO SETTING PANEL WAS LOCATED IN STARBOARD TORPEDO MAGAZINE AND THEREFORE WAS DESTROYED.

TORPEDO STRIKEDOWN-NO POWER TO SYSTEM. POSSIBLE HEAT DAMAGE. STRIKEDOWN HATCH APPEARS TO BE JAMMED.

MT 21 SIWS-PIPE ELBOW FOR SEA WATER COOLING SYSTEM WAS IN MR BROU BEING REPAIRED (IT HAD CORRODED THREADS). ELBOW LOST DURING COLLISION.

MX 09 GMLS-DATA TRANSMISSION LINES BETWEEN LAUNCHER AND THE SDC ARE CUT.

MT 22 MX 48 MOP 1 LWEM-NO HF AIR /OR POWER IS AVAILABLE IN MOUNT.

ENGINEERING DEPARTMENT

THE FOLLOWING EQUIPMENT IS GOO DUE TO ACTUAL DAMAGE INCURRED:

NR 4 HOT WATER HEATER
1 WASHER
1 DRYER
LOAD CENTER 40
DEGAUSSING
FAN ROOM 01-386-1-0
FAN ROOM 1-388-2-0
NR 3 CTG-APPEARS TO BE THROWN OUT OF ALIGNMENT
JPF HOSE REEL ON FLIGHT DECK
FUEL OIL TRANSFER SYSTEM AFT
NR1 AFFF-PART WAS IN MR SHOP FOR REPAIR
NR4 AFFF
NR6 FIRE PUMP
HT SHOP AND ALL ASSOCIATED EQUIPMENT
MR SHOP AND ASSOCIATED EQUIPMENT
FOLLOWING PIPING LOCATED AFT: DRILL WATER, FRESH WATER, SEA WATER
SERVICE, FIRE MAIN, FLYING WATER, IT AIR, HP AIR, FUEL OIL
TRANSFER, BLEED AIR, WASTE DRAINS, SECONDARY DRAINAGE.
AFT STRB PURLINE PID NUMBER STATION 7

THE FOLLOWING SYSTEMS ARE INOP BECAUSE ASSOCIATED SERVICE SYSTEMS ARE
GOO:

LAUNDRY
2 HPAC
2 A/C
JPF SERVICE
LC 31
CA 400 HE CONVERTER
3 CTG
3 WHE
EXHAUSTOR IN 1 STR
FUEL OIL CONTROL

THE FOLLOWING ARE DEGRADED DUE TO DAMAGE INCURRED:

3 GOO (UNKNOWN)
3 SWITCHES
~~3 (CROWN)~~
ALT POWER TO AFTER STEERING (HAVE NORMAL POWER)
~~3 (CROWN)~~

VERY IMPORTANT,
^
.. B-6 .. -

16Nov89

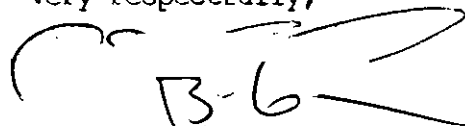
MEMORANDUM

From: Damage Control Assistant
To: Commanding Officer

Subj: Damage Control Equipment Failures

1. **NR4 AFFF STATION:** Started to sprinkle JP-5 Pump Room. Stopped after a few seconds. AFFF was found on deck in JP-5 when the space was opened. Believe that there was a block in the system. Will have to troubleshoot.
2. **DC WIFCOM:** Degraded due to damage to antenna on the DC deck. Also, due to poor coverage topside, scene and the Repair Locker had difficulties talking.
3. **REPAIR 3 DC CKT (5JZ):** Grounded or shorted out when hit occurred. The only comms with Repair 3 were initially the 2JZ and, later, DC Wifcom.
4. **FIRE HOSE:** 4 fire hoses burst. Annual Hydrostatic tests are due in January.
5. **FIREMAIN:** Severed in HT Shop. Restored to forward loops by isolating the aft Zebra valves. P-250's were for Firemain Aft.
6. All other DC gear worked as expected. There was no problem with the Vari nozzles. The Fire Boss (AFFF 1000) was lit off by the DC console operator by mistake while trying to restore the Fire Pumps. The NFTI's were used in the reflash and overhaul stages of the fire to detect hot spots. The problems encountered with OBA's were those noted before in other ships' fires; i.e., lanyards not pulled to light off cannister, cannisters used up quicker than expected due to exertion (as short as 15 min/cannister), bails not pulled all the way to lock position before seal punctured. We could have used more OBA's. Dehydration and heat stress did not play a factor due to short length of fire.
7. In summary, the DC gear worked very well and we only had a few problems that can be attributed mainly to the collision.

Very respectfully,

A handwritten signature in black ink, appearing to be "B-6" with a large flourish extending to the right.

LTJG USN

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ENCLOSURE ()

DATE: 20 NOV 89

FROM: SUPPLY OFFICER
TO: COMMANDING OFFICER
VIA: EXECUTIVE OFFICER

SUBJ: DAMAGE ASSESSMENT OF D BULK STOREROOM

1. DAMAGE ASSESSMENT OF D BULK STOREROOM TOTALS \$1,124,953.06. THIS ESTIMATE WAS MADE FROM A SNAP II LISTING OF ITEMS STORED IN D BULK. THIS ESTIMATE IS AS CLOSE AS POSSIBLE TO THE ACTUAL DOLLAR AMOUNT WITHOUT BEING ABLE TO CONDUCT AN ACTUAL INVENTORY OF THE D BULK STOREROOM.

V/R

B-G

SC, USN
ACTING SUPPLY OFFICER

MASTER FILE COPY

ENTERED
21 APR 89

DEPARTMENT OF THE NAVY
Office of the Chief of Naval Operations
Washington, DC 20350-2000

OPNAVINST 5102.1C
OP-09F
3 March 1989

OPNAV INSTRUCTION 5102.1C

From: Chief of Naval Operations
To: All Ships and Stations

Subj: MISHAP INVESTIGATION AND REPORTING

Ref: (a) OPNAVINST 3750.6P (NOTAL)
(b) OPNAVINST 4790.2D (NOTAL)
(c) DODINST 6055.7 of 16 Dec 81 (NOTAL)
(d) 29 CFR 1960
(e) OPNAVINST 5100.8G
(f) MIL-STD 882B (NOTAL)

Encl: (1) Mishap Investigation and Reporting Procedures

1. **Purpose.** To update procedures for investigating and reporting material (property) damage, personnel injury/death, Navy civilian occupational injuries and illnesses, motor vehicle, explosive, and diving mishaps. Aviation related mishaps remain reportable under references (a) and (b). The scope and content of this revision differ so significantly from the superseded instruction that it would not be practical to identify added, deleted, or changed material in the text. A complete review of this entire instruction is, therefore, recommended upon receipt.

2. **Cancellation.** OPNAVINST 5102.1B, OPNAV 5100/5 (Rev 12-81) and OPNAV 5100/10 (Rev 3-83).

3. **Background.** The Navy documents the expenditure of millions of dollars each year on accidental damage, fatalities, injuries, and occupational illnesses. Most of those mishaps seriously degrade operational readiness and wastefully expend tax dollars. Hazard awareness and mishap prevention are largely dependent on mishap investigations and reports aimed at how and why the mishaps happened. This instruction contains guidance for conducting and reporting

mishap investigations.

4. **Objectives.** To establish priorities for improving equipment design, safety and warning devices, operating and maintenance procedures and training, administrative and engineering controls, and personnel protective devices to prevent or reduce to a minimum the accidental loss of Navy personnel and material. The instructions governing all mishap reports (less aviation, nuclear weapons, and nuclear propulsion) are combined into this directive to decrease the administrative burden in meeting DOD reporting requirements of reference (c). The requirements of this instruction do not relieve commands of reports, such as OPREP-3, required by other directives.

5. **Scope.** The following areas are within this instruction:

a. Accidental injuries, occupational illnesses, and fatalities to:

(1) Navy military personnel; Chapters 3, 6 and 8.

(2) Navy and Military Sealift Command civilian employees during the course of their employment; Chapters 3, 6, 7, 8 and 9.

(3) Certain Marine Corps and non-DOD military personnel; Chapters 3, 6 and 7.

b. Accidental damage to government material (property) or equipment throughout the Navy; Chapters 4, 5 and 6.

c. Explosive mishaps; Chapter 5.

d. Motor vehicle mishaps; Chapter 6.

e. Diving mishaps; Chapter 8.

f. Identification of hazardous conditions that may cause damage, injury, or occupational illness as listed above.

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operational activities and forces afloat, internal reporting procedures are contained in OPNAVINST 3120.32B, Chapter 7.

b. Ensure that all mishaps are reported to the activity safety office(r) immediately so that the safety office(r) can initiate the appropriate action for the investigation.

204. CONDUCTING THE MISHAP INVESTIGATION. Some of the many factors involved in the investigation of mishaps are listed below. These are not all inclusive, but will serve as a basis from which to proceed.

a. Steps should be taken to preserve and/or photograph the material evidence.

b. Individuals providing information about themselves in connection with a mishap investigation shall be advised of the purpose and the routine use of such information. They will be provided the appropriate Privacy Act Statement as suggested in Figures 2-1 or 2-2 per the provisions of SECNAVINST 5211.5C.

c. INDIVIDUALS INTERVIEWED DURING INVESTIGATIONS CONDUCTED UNDER THIS INSTRUCTION SHALL NOT TESTIFY UNDER OATH AND SHALL BE ADVISED THAT THEIR STATEMENTS (ORAL OR WRITTEN) ARE FOR ONE PURPOSE ONLY - THE PREVENTION OF FURTHER MISHAPS. That assurance is necessary to obtain complete and candid information regarding the circumstances surrounding a mishap. Information obtained during any investigation conducted under this instruction shall not be the basis for any administrative, regulatory, disciplinary, or criminal proceeding within the Department of the Navy. This paragraph does not bar appropriate discipline when a management official, superior to the individual, obtains facts surrounding a mishap from a source different than an investigation conducted under this paragraph.

205. MISHAP INVESTIGATION REPORT REQUIREMENTS.

a. A safety investigation of every mishap, major or minor, must be conducted, the extent of the investigation being determined by its severity or significance. The activity shall establish guidelines to determine who, such as the safety office, the supervisor or the leading petty officer, etc. will conduct the investigation. In any command large enough to have a full-time safety officer, that person or qualified members of his/her staff shall be considered to do the investigation. While the supervisor or leading petty officer may assist or, in some cases conduct the investigation, the safety officer will have the major role in reviewing mishap reports for adequacy, thoroughness, and most critical of all, to see that corrective measures are identified and implemented. The situation may arise, particularly in the case of civilian employees, where the supervisor's participation in the safety investigation would inhibit appropriate disciplinary action being taken because of the privileged nature of mishap investigations. In these cases the activity safety office should be tasked to conduct the safety investigation. Regardless of whom actually performs the investigation, the supervisor/leading petty officer shall be informed of the findings. This information will be used only for future mishap prevention efforts. The investigator must complete a written report with firm, factual findings and recommendations for specific corrective action to be taken to prevent recurrence.

MAR 3 1999

(h) Injuries that result from: (1) preexisting musculoskeletal disorders; or (2) minimum stress and strain (simple, natural nonviolent body positions or actions as in dressing, sleeping, coughing, or sneezing). These are injuries unrelated to accident-producing agents or environments normally associated with active participation in daily work or recreation.

(i) Injuries or fatalities to persons in the act of escaping from or eluding military or civilian custody or arrest.

(j) Death caused by natural causes as determined by competent medical authority to be unrelated to the work environment.

(k) Injuries or deaths resulting from off-duty assaults.

302. REPORTING PROCEDURES

a. Responsibility. The commanding officer, officer in charge, or master of ships or shore activities shall require the investigation and reporting of all reportable injuries, fatalities, and occupational illnesses occurring within their command or involving personnel attached to their command. When a person is injured or killed at a location remote from his or her parent command, the naval activity nearest the scene will notify the parent command involved and will investigate and report the mishap using this instruction unless relieved of this responsibility by the parent command or higher authority. The final responsibility for ensuring that the report is submitted rests with the parent command.

b. Submission of Reports

(1) General. Reports are to be unclassified and marked FOR OFFICIAL USE ONLY, unless classified information is included. See SECNAVINST 5720.42D for the proper marking and release of FOR OFFICIAL USE ONLY documents. Classified information shall be included only when essential to determination of cause factors, or otherwise necessary to understand the circumstances of the mishap.

(2) Mishap Reports. The message format of Appendix A is to be used for all reports of personnel injury or death investigations conducted in accordance with this chapter. Since that is the same format as that used to report material (property) damage investigation reports, it may be necessary to omit some sections. A speedletter, NAVGRAM, or letter using the message format, may also be submitted. Regardless of how they are sent, reports must be released to the Naval Safety Center within 20 calendar days.

(3) Priority Message Reports. A priority message report must be made within 24 hours to the Chief of Naval Operations (OP-45) and the Naval Safety Center when any of the following occurs:

(a) Any occupational (on-duty) mishap which is fatal to one or more Navy personnel up to six months after date of occurrence.

(b) Any occupational (on-duty) mishap which results in the inpatient hospitalization of five or more Navy personnel.

MAR 9 1969

(4) Motor Vehicle mishap reporting procedures are contained in Chapter 6 of this instruction.

(5) Property damage as a result of vandalism, riots, civil disorders, or felonious acts, such as arson, sabotage, or terrorist acts.

402. REPORTING PROCEDURES

a. Responsibility. The commanding officer, officer in charge, or master shall require the investigation and reporting of all reportable mishaps occurring within the command.

b. Submission of Reports

(1) General. Reports are to be unclassified and marked FOR OFFICIAL USE ONLY, unless classified information is included. See SECNAVINST 5720.42D for the proper marking and release of FOR OFFICIAL USE ONLY documents.

(2) Mishap Reports. The message format of Appendix A is to be used for all reports of material (property) damage investigations conducted per this chapter. Since this is the same format as that used to report personal injury, death, or occupational illness, it may be necessary to omit some sections. A speedletter, NAVGRAM, or letter using the message format may also be submitted. Regardless of how they are sent, mishap reports must be released to the Naval Safety Center within 20 calendar days for all mishaps.

(3) Priority Message/Reports. When the cost of a material (property) damage mishap is \$1,000,000 or greater, a priority Material Property Damage message report must be submitted within 48 hours. That report may be submitted by telephone. NAVSAFECEN telephone numbers are: AUTOVON 564-7040 or Commercial (804) 444-7040 (working hours); and AUTOVON 564-2929 or Commercial (804) 444-2929 (non-working hours). If other directives (e.g., OPNAVINST 3100.6D (NOTAL), MILPERSMAN, NWP-7 (NOTAL), etc.) require message reports in the case of material damage, NAVSAFECEN shall also be made an information addressee as provided in those directives. That will satisfy the requirement for the initial priority report. The submission of an OPREP-3 or a CASREP does not relieve the experiencing activity from submitting a Material (Property) Damage Report per this instruction.

(4) Additional Information. If additional information becomes available, a follow-up report should be submitted referencing the original report. The Commander, Naval Safety Center may also request additional information when needed.

c. Related Reports - Personnel Injury/Death/Occupational Illness, Report Symbol OPNAV 5102-1 (PID). See Chapter 3 for instructions on reporting personnel injury/death/occupational illness. When a mishap involves both injury or death and reportable material damage, only one consolidated report need be submitted.

PRIORITY

* U N C L A S S I F I E D *

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003
For Investigation
as Enclosure
~~PAGE 01~~

DCS CFUP FAWPRA DMA EOD JEST PSD HOSP NOCF NAVMAG VQ1 MARLNO3MEF
NAS CO AT MAINT OOD SUPP WEPS CASW NAWMU1 C7REPWA NIS NCL NTISA
VRC5G FICP MOMAG FCROPDETA ALLACTS VC5 NAESU FOSIF COMMSUPVCHIEFTCF

CTF73075 EO DEFT CHWESTCOM MARLNO3MAW VP50 DETACT77 MOBILE CMDS>> CVW

HSL 31DETR MALS12DETP VMFA115 MT HOOD ATKR22DETA VAQ135 CVW11DETA

INROUTER> *17* REPRO> *Y* DISTRO> FILE>

PTTUZYUW RIUW(S667)19 327034R-UUUU--RUHHWIA.

7NR UUUUU

P 222144Z NOV 89 7YR

FM COMNAVSURFPAC SAN DIEGO CA

TO RUHHWIA/CTF SEVEN FIVE

BT

UNCLAS PERSONAL FOR RADM *B-6* FROM *B-6* //N00000//

SUBJ: USS KINKAID (DD 965) REPAIR ESTIMATE

1. ADMIRAL'S SHIP MOVEMENT PRIOR TO LCDR *B-6* DEPARTURE PREVENTED
PAYING SHIP SAN DIEGO REPAIR ESTIMATE. THE CLASS "F" ESTIMATED
IS OR MINUS 40 PERCENT) IS 19.000 MANDAYS AND TWO POINT THREE
MILLION DOLLARS IN MATERIAL (DOES NOT INCLUDE DAMAGED SHIP STORES) OR
ABOUT 4.0 MILLION AT A REPRESENTATIVE \$300/MANDAY LABOR RATE.

2. VERY RESPECTFULLY. *B-6*

BT

#7119

NNNN

15

PRIORITY

* U N C L A S S I F I E D *

ENCLOSURE *44*

DS3

B6
During fire, after the collision, Petty Officer *B6* excelled on numerous hose teams, served as accessman to obtain DC gear from Repair 3, and fought numerous reflash fires in the HT Shop.

While evacuating injured crewmembers, Petty Officer Jantzen *B6* as rigger of forecastle Recovery station (a job which requires a lot of training, and he has no experience), used to safely and expediently transfer the injured crewmembers to the USS RENTZ Motor Whale Boat.

AMH2 : *DB*

Hose team member at the scene. Went back into ship with HT2 *DB* to look for survivors in what was left in AQQ Berthing.

CTR2 ⁶ Ensured 0-3 level firefighting efforts were underway before reporting to repair locker as OBA relief. Personally involved in fighting fire until relieved at which time he returned to normal duties in Outboard.

Coordinated fire fighting teams on the 03 Level. Then went to the scene and assisted as a hose team.

HM2

B-6


HM2 : For expeditiously reporting to the Motor Whale Boat after reports of men overboard and participating in their rescue from hazardous waters. Stabilizing injuries until they arrived at the battle dressing station. Once all had arrived his skill was invaluable with treating the injured personnel.

Provided emergency first aid to personnel who had been overboard. Ensured proper transfer from MWB to ship, despite injured condition of personnel.

BM3 126, BM3 126, SM2 126 1, ENFN 126, LTJG 126: Manned and launched Motor Whale Boat, despite lack of power. Evolution was conducted safely and properly despite the fire raging only 50 feet away. All personnel had proper safety equipment. Rescued four personnel who were overboard.

OS2 *7/6* :: Assembled DC equipment as requested by DC Central to provide to the scene. Upon delivery of spare hoses and equipment joined the fire fighting effort. Was on scene at time of explosion.

OS2 *BYU* Commenced preparations for abandon ship procedures. Broke out inventory of classified material and waterproof bags in case emergency destruct was required. Led a team of OS's to assist in DC efforts.

OS2 : Assembled required logs and records after collision and sealed them as required. Then assisted in effort to maintain calm and order in CIC.

OSZ *36* Coordinated communications and maintained a professional watch team in CIC. After the confusion died down it was discovered that he had dislocated his shoulder, but had never indicated that he had been injured.

OS1 *rb* and OS1 - *rb* 1: Coordinated and directed efforts in CIC. Maintained order and minimized confusion. Their cool heads and professional performance ensured CIC functioned properly. They then organized groups of surplus OS's and dispatched them as directed by DC Central to assist as required. Efficiently ensured communications were restored.

SMSR 46 : Obtained and delivered spare OBA canisters for fire parties.
Assisted in removing injured personnel from damage area.

SM2 ⁰⁶: Manned MWB during recovery of overboard personnel. Responded quickly, bringing all required Comm equipment, and assisted in recovery of personnel.

SM2 ~~B-62~~ Search for overboard personnel, and assisted in directing MWB to the location via big-eyes.

SH2

D-6

As a member of Repair 3 (assistant on Scene Leader) SH2 D-6 took charge of one of the two hose teams fighting the Starboard Torpedo Magazine fire from the HM passageway (within skin of the ship). Fought the fire until it was out, despite losing Fire Main pressure and having to back out once.

Acting as #1 Nozzleman for Hanchon's hose team, D-6 helped to rig hose and lead hoseteam to AFT STBD Torpedo Door where he then fought the fire. Through fire and explosion, D-6 remained on scene to fight the fire and help to overhaul immediate area.

HM2

B. G.
HM2 : For expeditiously reporting to the Motor Whale Boat after reports of men overboard and participating in their rescue from hazardous waters. Stabilizing injuries until they arrived at the battle dressing station. Once all had arrived his skill was invaluable with treating the injured personnel.

HMI

136

His efforts ensured that all injured were properly cared for and that expeditious actions were taken to ensure further treatment. In addition, he was able to quickly treat and return to full duty a number of personnel, significantly contributing to the Damage Control effort. His dealings with the deceased, were done in a most expeditious and professional manner.

GSM1 ⁷²⁶ before the collision was asleep in his rack. After the collision he kept his cool while others were scurrying about as Engineering Berthing filled with smoke and lost power. He quickly grabbed EEBD's, passing them, aiding those having a hard time opening them, donning them, and lighting them off. He also directed the evacuation of Engineering Berthing ensuring everyone was out. Then he proceeded to the weatherdeck and aided in the breaking out and rigging of firefighting equipment. It was here he slipped on a varinozzle damaging his tendons. Despite his injuries he continued aiding in getting firefighting equipment established before proceeding to CCS to aid in their efforts.

HTC 7-6: REP III OSL

Coordinated the man power pool on the fantail. Additionally, acquiring and providing F/F equipment investigator teams, OBA relief teams for hose. Coordinated efforts to remove all equipment from Repair Locker Three to the fantail, and additionally all other equipment that was brought to fantail from other repair lockers. Coordinated rescue and assistance to staterooms to ensure all personnel were out. Instrumental in establishing communications via DC Wifcom and the USS RENTZ. Requesting gasoline, P-250's, and OBA's to have spares. Ensured personnel coming out of fire going to OBA changeout station were coherent and eyes were clear and the hose teams were drinking liquids.

DCCM(SW) 15-6

One of the first people on scene, he organized and directed fire fighting efforts from the Seasparrow Deck, getting water on the fire within minutes of the collision. This action possibly reduced the amount of fire damage to the ship.

Organized Repair 3 on the fantail after smoke forced its evacuation, maintaining an effective Damage Control Organization.

Devised a means to get information to DCC when no comms could be established by using a bridge to bridge radio to contact the pilot house and passing the information via that station.

Gave the most detailed brief of Damage to CHENG and DCA in DCC after fires were out.

CTR2 *156*. Ensured 0-3 level firefighting efforts were underway before reporting to repair locker as OBA relief. Personally involved in fighting fire until relieved at which time he returned to normal duties in Outboard.

EMCS ¹⁷⁰. Coordinated efforts in Repair 3. He was vital in the effort to rig casualty power. The ship could not have restored electrical power to vital systems, including steering, without his outstanding performance.

BM3 *740* - For his actions as BMOW. Efforts in helping to re-establish propulsion and steering. Keeping things organized on the bridge.

PNC 136 - For his involvement with stretcher bearers, assisting the injured, assistance to repair lockers, and dealing with the deceased.

AXC
AD2
AT2
AE2
AW2
AZ2
AT3

13-6

HOSE TEAM MEMBERS ON FLIGHT DECK

DC2

TK

Petty Officer took charge of the AFT Hose Teams and nozzle men/team leader maintaining cooling to the inboard bulkhead of Torpedo Magazine and fire fighting to the actual fire area.

During fire and two separate explosions in the magazine, Petty Officer remained on his hose team until fire was out and hot metal cooled.

B-6

EM D-6

To prevent progressive flooding into Combat Systems Berthing, Petty Officer B-6 without any hesitation took immediate steps to locate and secure the drainage isolation cutout valve for AOQ Berthing saving CBS Berthing from flooding.

Instrumental in the evacuation of firefighting equipment from Repair 3 to the fantail in a safe and efficient manner and tended AFFF to hose teams.

ETI B-4

After collision, man overboard was sounded, Petty Officer B-4 as Rig Captain, used inexperienced personnel to rig and make ready the Forecastle Recovery Station.

While evacuating injured shipmates, Petty Officer B-4 excelled in the performance of his duties as Rig Captain on forecastle recovery station by utilizing inexperienced personnel to safety, but expediently transferred the injured crewmembers to the USS RENTZ Motor Whale Boat.

FN D-8

Acting as hose team member for Hanchon's Hose team, ~~Mott~~ helped to rig hose and maneuver down to Aft Stbd Torpedo door. Through fire and explosions, Mott remained on hose to put out fire and help overhaul immediate area.

Strecher Bearers

BM3 B-6, MS3 B-6, Sn B-6, MSSN B-6 All
assigned as stretcher bearers. Have spent many hours training for what happened.
All performed their duties succesfully and with great skill in the treatment and
transport of injured personnel.

MSSA *P-6*

Assisted HM's treat and evacuate personnel casualties. MSSA *P-6* and SN *P-6* were the only stretcher bearers on scene. Other stretcher bearers were used for emergent fire fighting requirements during the critical period after the collision. MSSA *P-6* actions included treating minor injuries and transporting CPO's rescued from AOQ Berthing.

MSC(SW) 130

Coordinated and supervised efforts to ensure juices and water were brought to Fantail to prevent dehydration of fire teams. Additionally, he ordered fruits and, later on, sandwiches. His efforts ensured personnel had energy to proceed. This was done without direction.

Initially ensured OBA's from throughout the ship were provided to the Fantail. Supervised OBA changeout station on the fantail.

LT p.6

Supervised and supported the DCA. Oversaw the DC effort. Oversaw the overall effort to restore propulsion and control damage.

LTJG

B6

Assisted on the bridge when TM B6 went aft to help with torpedoes. Ensured that overboard personnel were recovered, and then assisted in coordinating and directing efforts from the bridge (included restoration of propulsion and steering). Assumed the first watch as OOD when transit was resumed. Conned damaged ship to harbor safely.

LTJG

B-6

Actions in getting Motor Whale Boat manned and in the water quickly were superb. His leadership resulted in the quick recovery and proper care for our injured.

LTJG B-6

Coordinated and drove the DC problem ensuring all proper steps were taken to minimize the spread of damage and ensuring all fires and flooding were out and contained inside two hours.

LT *36*

Controlled the activation of all systems from Flight Deck. Taught entire DET DC procedures. He was the system expert on the flight deck during the entire operation.

LT B-b

Was hose team leader on Flight Deck.

DC3
FC2

B-6

These two men teamed up and attacked the fire in the Starboard Torpedo Magazine from AFT only surfacing long enough to change OBA canisters and get a drink of water. They were manning the nozzle when the torpedo cooked off and exploded. Both maintained their post till extinguishment and during overhaul of fire. Very courageous and gallant performance.

ICFN

36

Volunteered for a two man mission to enter Torpedo Magazine to check for warheads and detonators, entered space by crawling through a crack in the bulkhead with FC2: 36 To get through, they had to remove OBA's and re-don then once entered. Fought numerous Class Alpha and Bravo fires.

Displayed great team work and intestinal fortitude while fighting Class Bravo fires and cooling torpedo tubes immediately after collision.

AW2

rb

Fought fire from flight deck. Crawled through wreckage while fire was on, to look for survivors. Lifesaving expertise essential in getting injured personnel off of ship. Directed transportation of injured and rigged the litters for transportation.

MS3

BC

Acting as Hose Team Member for Hanchon's Hose Team, BC helped to rig hose and maneuver hose to Aft Torpedo door. Through fire and explosions, BC remained on scene to extinguish fire and help overhaul.

QM3 *BC*

On the morning of the 12th on or about one minute before the ship's collision occurred QM3 *BC* using his own judgment did sound the ship's collision alarm and passed over the LMC "All hands brace for shock." As a result of his actions, which resulted in alerting the crew that the ship was in trouble.

This action on his part probably did save some lives of the crew.

LT ...

3-6

Hose Team Leader on flight deck. Crawled into wreckage area to look for suspected survivors while the fire was still on. Was in the wreckage when the torpedo went off.

LCDR

D-6

Directed firefighting from Flight Deck. Insisted HELO DET complete DCPOS and become familiar with all firefighting equipment. This was critical in that flight deck was best vantage point to fight fire. Air Detachment had five hoses out and on the fire immediately.

LCDR

130

Did a superb job in getting operational reports out. Coordinated a myraid of items including putting Motor Whale Boar in the water.

LT ³⁻⁶: When CIC was having difficulty in maintaining continuous communications, he took the initiative to obtain required information from CIC to pass to Fleet Commanders via the TACINTEL Network.

LT 13/6

Quickly restored the Main Propulsion Plant ensuring power was restored and both shafts were available for propulsion in limited time. His efforts ensured we had almost 100% of Engineering ready to go shortly after the collision.

LCDR

B-6

Directed the launching of the Motor Whale Boat to pick up men who had gone overboard. Coordinated the recovery effort of men going over the side. Coordinated search for any additional men overboard with USS RENTZ. Supervised bridge while CO was in DCC monitoring the DC effort. Coordinated getting propulsion and steering control from pilot house. Coordinated getting meals to crew, coordinated re-enforcement of fire party. Coordinated transfer of injured personnel to RENTZ.

LT

B. K.

Actions to get food, water, etc, to Damage Control Teams significantly contributed to the DC effort. He was thinking ahead of the problem, and was even able to serve breakfast about three hours after the collision.

LT

B/C

Directed all firefighting efforts in torpedo magazine and Seasparrow Deck. His knowledge of shipboard systems was critical to success. He directed the cut off of fuel to the AFT Starboard Fuel Riser, greatly reducing the amount of fire.

FC2

First person to reach STBD Torpedo Mag. Attempted to sprinkle magazine, but sprinkler system was inoperative. Went outside to change OBA canister and get more help. Returned to Magazine with Petty Officer [redacted] They had just started to put water on the fire when a weapon cooked off. Despite the possibility of more weapons cooking off, they entered the mag to put out the fires inside.

TMC DC1 TMSN ICFN SN They, in the company of FC2 entered the STBD Torpedo Magazine to start overhauling the fire and to look for any torpedo warheads. They were able to identify numerous hot spots in the magazine and they immediately applied cooling water. They also cut open two MK 32 SVTT to apply cooling water directly onto the torpedoes still inside. These men were inside a magazine with eight torpedo warheads and fuel tanks. Just prior to their entering, at least one weapon had cooked off, and the possibility of another cook-off was very high.

All redactions are D-6.

IC1 736

While most of the crew was running away from the fire toward the forecastle, these four men laid out a fire hose from the Starboard Midship Quarterdeck and advanced toward the fire within 10 minutes of the collision.

HT3

B-6

While most of the crew was running away from the fire toward the forecastle, these four men laid out a fire hose from the Starboard Midship Quarterdeck and advanced toward the fire within 10 minutes of the collision.

GSM3

3-6

While most of the crew was running away from the fire toward the forecastle, these four men laid out a fire hose from the Starboard Midship Quarterdeck and advanced toward the fire within 10 minutes of the collision.

SHSN

B 6

While most of the crew was running away from the fire toward the forecastle, these four men laid out a fire hose from the Starboard Midship Quarterdeck and advanced toward the fire within 10 minutes of the collision.

HT1

B-6

Petty Officer B-6 performed numerous tasks during the collision/conflag.

Rousting Engineering personnel from berthing and set Zebra on hatches port & starboard leading to the now flooded compartments.

Brought hose teams from Repair Five area to Starboard Torpedo Magazine to contain fire.

Isolated Firemain Loop to enable F/F to be maintained.

Rigged Port P-250 to supply AFFF #4 to have bilge sprinkling capabilities to 3 GTG and JP-5 pump room.

Reset tripped power panel in AFFF 1000, (Fireboss) to allow foam to be used from Flight Deck hose reels.

Whenever I (DCCM B-6) needed help on specific task that would be vital to the effort, Petty Officer Christopherson was there to handle it or in some cases reporting previous accomplishment of the situation prior to my ordering same. His foresight and leadership were paramount to the extinguishing of fires and containment of damage.

DC3 *DB*

Petty Officer *SB* arrived at the scene when I (DCQM *DB*) was ordering up the P-250's to be rigged on the fantail. Among the confusion that existed this young man stepped in and brought order to the rigging of pumps. During the entire firefighting effort, Petty Officer *SB* divided his actions between the two pumps (Port & Starboard) on the fantail. Maintaining pressures, switching hoses, changing gas tanks, but never letting the pumps stop. "Superior Performance."