

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

CR-2 of 11 July 1994  
CH-1 of 20 March 1992  
OPNAVINST 3100.7B  
OP-09BH  
14 March 1986

OPNAV INSTRUCTION 3100.7B

From: Chief of Naval Operations  
To: All Ships and Stations (less Marine Corps field addressees not having Navy personnel attached)

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

R) Ref: (a) U.S. Navy Regulations, 1990  
(b) OPNAVINST 3120.32B  
(c) SECNAVINST 5720.42E  
(d) NAVPUB 606

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

1. Purpose. To revise procedures for preparing, maintaining and submitting the ship's deck log. This is a complete revision and should be read in its entirety.

2. Cancellation. OPNAVINST 3100.7A and OPNAV 3100/101.

3. General

a. All U.S. Navy ships in commission shall maintain a ship's deck log as required by references (a) and (b). The ship's deck log is the official daily record of a ship, by watches. The ship's deck log describes every circumstance and occurrence of importance or interest which concerns the crew and the operation and safety of the ship, or which may be of historical value. The ship's deck log shall be a chronological record of those events occurring during the watch that will subsequently meet the needs of the commanding officer and provide the ultimate recipient with a document of historical value.

Accuracy in describing events recorded in the ship's deck log is essential. Entries often constitute important legal evidence in judicial and administrative fact-finding proceedings arising from incidents involving the ship or its personnel.

b. The ship's deck log shall be "Unclassified", except when required by security regulations, i.e., wartime operations, special operations, etc. Information in the ship's deck log is "For Official Use Only." Regulations governing the release of information in the ship's deck log are contained in references (a) and (c).

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

4. Action

a. Commanding officers of all U.S. Navy ships in commission will implement the procedures of this instruction.

b. Immediate Seniors in Command shall incorporate these revised procedures in their review and inspections of ships under their command.

5. Reports and Forms

a. The Ship's Deck Log reporting requirements are assigned Symbol OPNAV 3100-10. This requirement has been approved for 3 years from the date of Change Transmittal 1. (R)

b. The following forms are available at forms and publications supply distribution points and should be procured in accordance with standard requisitioning procedures contained in NAVSUP P-2002D. (R)

**OPNAVINST 3100.7B**  
**14 March 1986**

(1) Ship's Deck Log-Title Page, OPNAV  
3100/98 (Rev. 7-84), S/F 0107-LF-031-0492.

(2) Ship's Deck Log Sheet, OPNAV  
3100/99 (Rev. 7-84), S/N 0107-LF-031-0498.

(3) Duplicate Ship's Deck Log Sheet,  
OPNAV 3100/100 (Rev. 7-84), S/N 0107-  
LF-031-0503.

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Assistant Vice Chief of Naval Operations

**Distribution:**  
**SNDL Parts 1 and 2**

**SECNAV/OPNAV Directives Control Office**  
**R) Washington Navy Yard, Building 200**  
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**Navy Aviation Supply Office**  
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**R) 5801 Tabor Avenue**  
**Philadelphia, PA 19120-5099 (600 copies)**

DETAILED INSTRUCTIONS FOR KEEPING  
SHIP'S DECK LOG

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SECTION 1  
FORMS AND PREPARATION, ASSEMBLY AND DISPOSITION

1-1. All ships shall use the following forms in preparing and maintaining the ship's deck log (note: computer-generated reproductions of these forms are acceptable):

- a. Ship's Deck Log - Title Page, OPNAV 3100/98 (Rev. 7-84)
- b. Ship's Deck Log Sheet, OPNAV 3100/99 (Rev. 7-84).
- c. Duplicate Ship's Deck Log Sheet, OPNAV 3100/100 (Rev. 7-84)

1-2. All ships shall prepare an original and one copy of the deck log. The original log shall be sent monthly to the Navy Historical Center, (DL), Building 57, Washington Navy Yard, Washington, D.C. 20374-0571 (NAVHISTCEN) for permanent retention, and the copy shall be kept on board ship for a period of 12 months, after which time it may be destroyed.

1-3. Make all entries in the ship's deck log with a black ball point pen, with a typewriter, or printed on a letter-quality printer if word-processed by electronic means.

1-4. The Quartermaster of the Watch, or other designated watch personnel, shall write the log of the watch legibly, with each event being recorded at the time it happens or as directed by the Officer of the Deck.

1-5. The Officer of the Deck shall supervise the keeping of the ship's deck log and shall require all operational and navigational data and all other information relative to each event throughout the watch to be entered accurately and chronologically as they occur.

1-6. The deck log sheets shall be used as follows:

- a. A Ship's Deck Log - Title Page, OPNAV 3100/98, shall be completed and attached to each original and duplicate monthly log.

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

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

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d. When a ship is directed by the cognizant commander to provide a duplicate copy of the log, for submission of data for specific Anti-Submarine Warfare (ASW) exercise missions, two duplicate ship's deck log sheets shall be prepared in the following order:

(1) The FIRST duplicate copy shall be provided for ASW systems evaluation use.

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

1-7. Rewriting of the deck log sheets should not be required. When necessary, correct log entries as follows:

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

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

0801  
\*  
0803  
\*0802

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

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

1-8. Only the officer of the deck shall sign the log following the last entry made during the watch. The name of the officer of the deck shall also be stamped or printed beneath the signature. Facsimile signatures are not acceptable.

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1-9. Upon completion of each day's log, file the original log sheet(s) to await submission of the monthly log.

1-10. The navigator shall examine the ship's deck log daily and shall take such corrective action, as may be necessary, and within authority, to ensure that it is properly kept. When each month's log is complete, the navigator shall certify as to the correctness of its contents in the space provided on the Ship's Deck Log-Title Page. Daily signature of the navigator is not required.

1-11. The commanding officer shall approve the log at the end of each month, when relieved of command, or when the ship is decommissioned. The commanding officer will signify approval by signing the Ship's Deck Log-Title Page, both the original and duplicate logs, in the space provided. When a change of command occurs during the month, the log title page for that month shall bear the signature of each commanding officer and show the date of the change of command. The log shall not be ended for submission when a change of command occurs during the month but shall be submitted in its entirety at the end of the month.

1-12. Each month's log shall be assembled beginning with the title page, followed by the deck log sheets assembled unnumbered and in chronological order. Secure the log pages for the month with rubber bands only. Do not use staples or other types of permanent binding, since they hinder the preparation of logs for microfiching.

1-13. ON THE FIRST DAY OF EACH MONTH, or within 10 days thereafter, forward the original deck log for the previous month directly to NAVHISTCEN (DL) or, if required, via the administrative commander. (NOTE: Those ships that are on extended patrol or conducting special operations and unable to submit logs as required shall forward their monthly deck log(s) to NAVHISTCEN (DL) within 10 days after reaching port.) Some deck logs are lost, or arrive in mutilated condition, through flimsy packing. Logs must be securely wrapped to withstand rough handling.

(R)

(A)

1-14. The duplicate deck log provides a temporary record for shipboard use and for the reconstruction of events should the original log become lost, mutilated or destroyed. Retain it on board for a period of 12 months, after which time it may be destroyed.

(R)

1-15. When duplicate log sheets are required for ASW data use, disposition instructions for those sheets will be provided by the cognizant Commander.

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R) 1-16. Forward unclassified logs to NAVHISTCEN (DL) by first-class mail. Forward classified logs in the manner prescribed in OPNAVINST 5510.1H. The log title page must bear the classification and declassification or review for downgrading or declassification marking prescribed in OPNAVINST 5510.1H.

R) 1-17. The requirements for preserving the deck log and other pertinent records for use in claims against the United States for damage caused by a Navy ship, and for affirmative claims by the United States for damage to Navy property caused by a vessel or floating object are outlined in the Manual of the Judge Advocate General (JAG) (JAGINST 5800.7B). When the original log or any part of it is forwarded to JAG for use in litigation, or is withheld for any other legal proceedings, NAVHISTCEN (DL) shall be notified. When the original log or part of it is no longer needed for the legal proceedings, it shall be forwarded to NAVHISTCEN (DL).

SECTION 2  
REQUIRED SHIP'S DECK LOG ENTRIES

2-1. The remarks in the ship's deck log shall cover in detail all required deck log entries as specified here. Sample entries should be used as a guide for recording the remarks of a watch. Entries which would not serve any useful purpose or add to the historical value of the log, such as reveille, meals for the crew, pay day, etc., are not required.

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

2-3. Ships may be exempt from recording entries daily by watches only under the following circumstances:

a. Special operations, as referred to here, are those operations conducted by certain designated ships, the nature of which Chief of Naval Operations (CNO) has specifically directed, through the fleet or type commander, not be entered in the deck log. While conducting special operations, these ships shall continue the preparation and submission of a monthly log but shall record non-operational data in the log on an occurring basis rather than daily by watches. So, while a ship is engaged



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in special operations the entries for the entire month or any portion of it will be made on the least number of logs sheets necessary. Operational data omitted from these logs shall be recorded in other required reports. In those cases where no existing report serves this role, the Fleet Commanders in Chief will set up procedures to require the recording of operational data omitted from the deck log. Appropriate entries shall be made in the deck log showing that CNO has directed limiting log entries to non-operational data while conducting special operations. The start and finish of special operations shall also be entered in the log. When a period of special operations extends from one month into the next, regardless of how few log entries there are for that entire period, the ship's logs shall continue to be prepared and submitted on a monthly basis.

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

2-4. Fill in the top section of each log page as follows:

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

FF	1058	CVN	069	SSBN	726
3-4	5-7	3-4	5-7	3-4	5-7

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

c. In the spaces provided, enter the ship's position, latitude and longitude at the hours of 0800, 1200 and 2000 each day during underway periods. Indicate the type of fix by entering that number from the legend found to the right of the blocks which corresponds to the method by which the latitude (L)

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R) and longitude (2) were computed. The fact that data to be entered in these blocks may be classified should not result in its exclusion from the log. Under such circumstances, the log shall be given the proper security classification as stated in OPNAVINST 5510.1H.

R) d. In box 78, enter the appropriate code for highest security classification of data entered on this page: TS=TOP SECRET; S=SECRET; C=CONFIDENTIAL; U=UNCLASSIFIED. Attention is directed to the limits on exercising original classification authority as set forth in Appendix B of OPNAVINST 5510.1H.

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

2-5. Make entries in the columns of the log as follows:

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

b. ORDER: Enter the standard abbreviation (maximum of 7 characters) for any orders requiring course, speed, or depth changes; e.g., RFR, AA2, etc. Orders consisting of more than 7 characters are to be recorded in EVENTS OF THE DAY column. Though not specifically forbidden, the elimination of slashes "/" should allow the recording of all but the most unusual helm, engine and depth orders in columns 18-21.

c. COURSE, SPEED, DEPTH: Enter changes resulting from the order entered in columns 23-29, (e.g., after rudder order and steady-on, enter the resulting course).

NOTES:

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

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

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

d. RECORD OF ALL EVENTS OF THE DAY: Make other required entries here. The remarks for each event shall start on the

line entry of time of occurrence and be continued on succeeding lines, when necessary. Ships other than submarines will start recording events of the day in column 37.

2-6. Specific Navigational/Operational Entries That Are Required

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

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

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

d. Bearings

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

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

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

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

f. Collisions/Groundings. The time of collision or grounding of the ship with all accompanying circumstances.

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

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

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i. Meteorological Phenomena. All unusual meteorological phenomena, extraordinary refractions, waterspouts, meteors, auroras, halos, fata morganas (mirage), iceblinks, corposantos (St. Elmo's fire), etc. and all earth satellites.

j. Movement Orders. A summary of the orders under which the ship moves, quoting the authority for the orders, etc. In general, this entry should show the character of the duty on which the ship is engaged and the reasons for her movements so that it may be of historical value in future years.

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

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

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

n. Soundings. Any sounding which is considered important - especially if it does not agree with charted depth or if no depth is marked on the chart in the vicinity. See reference (e) (available from the Defense Mapping Agency) for specific instructions on requirements for submitting sounding data to the Defense Mapping Agency for the purpose of updating navigation charts. It is important that Navy ships submit this data as they operate in many areas of the world where data is sparse.

o. Speed Changes. All speed changes. Where speed changes are ordered as a function of knots, reflect the ordered speed in knots in the speed column of the deck log. During evolutions requiring speed changes between knots and requiring use of shaft RPM orders, or in the case of controllable reversible pitch

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(CRP) propulsion systems, pitch percentage, such orders will be reflected in the deck log.

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

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

## 2-7. Specific Personnel Entries That Are Required

a. Accidents/Injuries. Every injury, accident, or casualty, however slight, among the officers, crew, passengers, visitors, longshoremen, harborworkers, or ship repair workers on board. The large number of claims for pensions or other compensation submitted by persons alleging injury make this information very important to the Government, both to protect it from false claims and to furnish a record for bona fide claims. Record all details in each instance.

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

c. Arrests/Suspensions. All arrests, suspensions from duty and restorations to duty with dates and times of occurrence and surrounding circumstances.

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

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

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

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

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

i. Receipts and Transfers. The name, grade, and social security number of all personnel who may join or be transferred from the ship, other than those received or lost by reason of permanent change of station.

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

SECTION 3  
SAMPLE SHIP'S DECK LOG ENTRIES

3-1. Introduction

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

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

3-2. Abbreviations. Limit abbreviations in the deck log to those generally accepted throughout the Navy by reason of long and continued usage and those used in Naval Warfare Publications (NWP). Do not use obscure or purely communication-type abbreviations. The following is a partial listing of the more commonly used abbreviations and order abbreviations:

a. Commonly Used Abbreviations

UA	-----	Unauthorized absence
CPA	-----	Closest point of approach
OCE	-----	Officer conducting the exercise
OOD	-----	Officer of the Deck
CDO	-----	Command Duty Officer
JOOD	-----	Junior Officer of the Deck
CO	-----	Commanding Officer
XO	-----	Executive Officer
OTC	-----	Officer in Tactical Command
ISE	-----	Individual Ship Exercise
IAW	-----	In Accordance With

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COMEX ----- Commence Exercise  
 FINEX ----- Finish Exercise  
 Commands ----- COMCARGRU 16, CINCPACFLT, COMSUBLANT, etc.  
 5" ----- Five inches  
 5' ----- Five feet, Five minutes  
 5° ----- Five degrees  
 Stbd ----- Starboard  
 yd(s) ----- Yard(s)  
 kt(s) ----- Knots(s)  
 fm(s) ----- Fathom(s)  
 ft ----- Foot, Feet  
 m ----- Meters  
 outbd ----- Outboard  
 c/c----- Changed course  
 c/s----- Changed speed  
 c/d----- Changed depth

## b. Order Abbreviations

<u>Abbreviation</u>	<u>Stated Order</u>
RFR (LFR) -----	Right (Left) full rudder.
LFR (RFR) -----	Shift your (the) rudder. (Enter the resultant rudder)
L5R -----	Left five degrees rudder.
R10R -----	Right ten degrees rudder.
R10R 090 -----	Right ten degrees rudder, steady course 090.
RAMID -----	Rudder amidships.
MEET HR -----	Meet her.
R050 -----	Come right to course 050.
L050 -----	Come left to course 050.
SAYG -----	Steady as you go.
S080 -----	Steady course 080.
ASTOP (PSTOP) (SSTOP)	All (port, stbd) stop
AA1 (PA1) (SA1) -----	All (port, stbd) ahead one third.
AA2 (PA2) (SA2) -----	All (port, stbd) ahead two thirds.
AAS -----	All ahead standard.
AAF -----	All ahead full.
AAFLK -----	All ahead flank.
AB1 (SB1) -----	All (stbd) back one third.
AB2 (PB2) -----	All (port) back two thirds.
ABF -----	All back full.
ABE -----	All back emergency.
T5 -----	Turns for 5 knots.
5L -----	5 knots by log.
145T (145RPM) -----	145 turns (RPM)
MD300 -----	Make your depth 300 feet.
120RPM -----	120 revolutions per minute.
I10P -----	Indicate 10% pitch (DD-963, DDG-993)

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and CG-47 class ships)  
11'6" ----- Indicate 1 foot 6 inches (MSO Ships)  
120PSI ----- Indicate 20 lbs. per square inch  
(LST ships)

NOTE: The abbreviations c/c (changed course), c/s (changed speed) and c/d (changed depth) are not helm and engine "orders" and are not to be used in the "order" column of the Ship's Deck Log. The intent of the "order" column is to provide as accurate a record as practical of the actual orders issued.

### 3-3. Air Operations

#### a. Carrier

1000 Flight quarters.

1005 Commenced launching aircraft for (carrier qualification) (refresher operations) (group tactics), etc.

1025 Completed launching aircraft, having launched 40 aircraft.

1030 Commenced recovering aircraft.

1035 Commenced maneuvering while recovering (launching) aircraft (while conducting task group (force) flight operations).

1055 Completed recovering aircraft, having recovered 40 aircraft.

1143 F-14, BUNO 123456 of VF-75, pilot LCDR Ben B. BOOMS, USN, 000-00-0000, (R10, LTJG I. M. Scared, USN, 661-122-3344) crashed into the sea off the port bow at Latitude 30° 50' N, Longitude 150° 20' W, and sank in 500 fathoms of water.

1144 USS KNOX (FF 1052) and helicopter commenced search for pilot (crew).

1200 Pilot recovered by helicopter and delivered on board USS RANGER (CV 61). Injuries to pilot (crew): (description) (Search concluded. Results negative. Pilot LCDR Ben B. Booms, USN, 000-00-0000, presumed dead.)

1215 Secured from Flight Quarters.

1300 F/A-18, BUNO 167890 of VA-56, pilot ENS John P. Jones, USNR, 000-00-0000, crashed into barricade. Pilot



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sustained mild abrasion to left forearm and contusions to both legs. Damage to aircraft: (major) (minor) (strike).

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

1330 CDR X.Y. Zee, USN, Commanding Officer, VA-26, landed aboard with 16 aircraft from NAS, Norfolk, Va., for TAD.

b. Entries Common to All Ships

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

2110 On station.

2115 Commenced flight operations

2210 F-14 aircraft crashed into the sea off starboard bow. Maneuvering to recover air crew.

2214 Recovered air crew: Pilot LTJG Max M. Maxwell, USN, 000-00-0000, VF-142, radar officer, ENS J.P. Jones, USN, 111-11-1111. Injuries to pilot: (description), injuries to rio (description).

c. Entries Applicable to Ships Carrying Helicopters

1435 Flight Quarters.

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

1505 Recovered helicopter on main deck aft.

1510 Secured from Flight Quarters.

d. Loading Aircraft

0800 Commenced hoisting aircraft of VF-21 aboard.

1000 Completed hoisting 12 aircraft of VF-21 aboard.

NOTE: If entire air wing/group aircraft are hoisted aboard at a time (i.e., during a period of a day) log as "aircraft of VF-21, VA-26, and VAH-20."

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3-4. Ammunition

1400 Commenced loading (transferring) ammunition.

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

NOTE: For entries regarding expenditure of ammunition, see "Gunnery" under "Drills and Exercises" following in paragraph 5-7f.

3-5. Daily Initial Watch Entries

a. In Port

00-04

0000 Moored starboard side to USS TRUETT (FF 1095) with standard mooring lines in a nest of three frigates. USS MOINESTER (FF 1097) moored outboard of TRUETT to starboard. TRUETT moored fore and aft to buoys B-5 and B-6, Norfolk, Va. Ships present: \_\_\_\_\_, SOPA \_\_\_\_\_.

00-04

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

00-08

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

00-24

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

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NOTE: On succeeding watches the first entry is "Moored as before," "Anchored as before," or "Dry-docked as before."

b. Underway

00-04

0000 Steaming in company with Task Group 58.1, composed of COMCARGRU 1, COMCRUDESGRU 3 and COMDESRON 5, plus USS RAMSEY (FFG 2) and USS FRANCIS HAMMOND (FF 1067), enroute from Pearl Harbor, Hawaii, to Guam, M.I. (Operating at sea off the coast of California), as stated in CTG 58.1 serial 061. This ship in station \_\_\_\_\_ in sector screen \_\_\_\_\_. Formation course \_\_\_\_\_, speed \_\_\_\_\_ knots. Formation axis \_\_\_\_\_. SOPA is CTG 58.1 in USS TRUXTUN (CGN 35). OTC is COMCARGRU 1 in USS CONSTELLATION (CV 64). TRUXTUN is guide, bearing \_\_\_\_\_, distance \_\_\_\_\_ yards. Condition of readiness TWO and material condition \_\_\_\_\_ set. Ship darkened (except for running lights).

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

3-6. Damage

1155 USS BOULDER (LST 1190) in coming alongside to port, carried away 39 feet of the ship's port lifeline forward, with stanchions, and indented the side to a depth of 4 inches over a space 10 feet long and 4 feet high in the vicinity of frames 46-51. No personnel casualties.

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

3-7. Drills and Exercises

a. Abandon Ship

1005 Held abandon ship drill.

1045 Secured from abandon ship drill.

b. Collision

1350 Held collision drill.

1354 Material condition \_\_\_\_\_ set.

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1410 Secured from collision drill. Set material condition \_\_\_\_\_.

c. Fire and Rescue

1100 Held fire drill.

1110 Secured from fire drill.

1300 Called away the rescue and assistance detail.

1305 Rescue and assistance detail embarked in starboard boat and clear of ship.

1330 Rescue and assistance detail returned aboard. Further assistance not required.

d. General

0900 Exercised at General Quarters.

1000 Secured from General Quarters.

e. Gunnery

1245 Went to General Quarters. Set material condition \_\_\_\_\_.

1300 Commenced \_\_\_\_\_ exercise.

1304 (Commenced firing). (Fired one \_\_\_\_\_ missile) to starboard (port).

1308 Ceased firing.

1320 Set material condition \_\_\_\_\_.

1325 Secured from General Quarters. Ammunition expended: 89 rounds 5"/54 cal. high explosive projectiles with 89 rounds full service smokeless (flashless) powder cartridges with no casualties.

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

f. Nuclear Biological and Chemical (NBC) Attack

1440 Set material condition \_\_\_\_\_ and NBC condition \_\_\_\_\_.

1450 Set NBC condition \_\_\_\_\_.

1500 (Simulated) nuclear (underwater) (air) burst, bearing \_\_\_\_\_ distance \_\_\_\_\_ yards. Maneuvering to avoid base surge and fallout.

1530 Rejoined formation and took station \_\_\_\_\_ in formation.

### 3-8. Formation

#### a. General

0700 Maneuvering to take station \_\_\_\_\_ in formation \_\_\_\_\_, axis \_\_\_\_\_. Guide is USS HALSEY (CG 23) in station \_\_\_\_\_.

0800 Rotated formation axis to \_\_\_\_\_.

0900 Formation changed from 49 to 52. New Formation Guide is USS GRIDLEY (CG 21) in station \_\_\_\_\_.

#### b. Officer in Tactical Command (OTC)

0900 COMCARGRU 16 (TG 70.4) embarked in USS RANGER (CV 61) assumed OTC.

1000 Commanding Officer, USS GRIDLEY (CG 21) was designated OTC.

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

#### c. Rendezvous

0800 USS KNOX (FF 1052) made rendezvous with this ship (the formation) and took designated station (took station in the screen) (took plane guard station).

2200 Made rendezvous with TG 70.2 and took designated station number \_\_\_\_\_ in formation 4R, with guide in USS IOWA (BB 61) bearing 095, distance 2400 yards, formation axis \_\_\_\_\_. OTC is COMCRUDESGRU 3 in USS LONG BEACH (CGN 9).

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d. Tactical Exercises

1000 Commenced tactical exercises. Steering various courses at various speeds (in area HOTEL) conforming to maneuvers signaled by COMDESRON 12 (on signals from COMDESRON 12).

e. Zigzagging

1300 Commenced zigzagging following Plan #\_\_\_\_\_, base course \_\_\_\_\_.

1500 Ceased zigzagging and set course \_\_\_\_\_.

3-9. Fueling

a. At Sea

1345 Stationed the replenishment detail. Commenced preparations for refueling from USS CAMDEN (AOE 2).

1426 Maneuvering to take station astern USS CAMDEN (AOE 2).

1438 On station.

1440 Captain on the bridge.

1442 Commenced approach.

1453 On station alongside port side of CAMDEN.

1456 First line over.

1510 Received first fuel hose.

1515 Commenced receiving fuel.

1559 Fueling completed.

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

1610 Clear of CAMDEN.

1611 Captain off the bridge.

1612 Secured the replenishment detail.

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## b. In Port

1000 Commenced fueling from (USS SAVANNAH (AOR 4)) draft forward \_\_\_\_\_, aft \_\_\_\_\_.

## 3-10. Honors, Ceremonies, Official Visits

## a. Calls

1000 The Commanding Officer left the ship to make an official call on COMCRUDESGRU 4.

1605 RADM George Dewey, USN, COMCRUDESGRU 4, came aboard to return the official call of the Commanding Officer.

## b. Manning the Rail

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

## c. Personal Flags

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

1300 The Honorable John Lehman, Secretary of the Navy, came aboard; broke the flag of the Secretary of the Navy.

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

1530 COMPHIBRON 2 shifted his pennant from USS SAIPAN (LHA 2) to USS MOUNT WHITNEY (LCC 20).

## d. Visits

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

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

## 3-11. Incidents at Sea

0845 Sighted AGI YURI ANDROPOV in position 32° 06' N. 077° 45' W. Range 10000 yds. Stationed AGI surveillance party.

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0915 Signalled intent to hold course (conduct port to port passage, etc.) using INCSEA Special Signal table.

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

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

1015 Secured AGI surveillance party.

### 3-12. Inspections

#### a. Administrative, Personnel, Readiness

0930 RADM S. Decatur, USN, COMTRAPAC, accompanied by members of his staff and inspecting party from USS MIDWAY (CV 41) came on board and commenced surprise (administrative) (personnel) (readiness) inspection. Broke flag of COMTRAPAC.

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

1110 COMTRAPAC broke his flag in USS MIDWAY (CV 41).

#### b. Lower Deck

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

1400 Secured from inspection.

#### c. Personnel

0900 Mustered the crew at quarters for Commanding Officer's personnel inspection.

1010 Secured from inspection.

### 3-13. Navigational Entries

#### a. Anchoring

1600 Anchored in Area South HOTEL, Berth 44, Hampton Roads, VA., in 4 fathoms of water, mud bottom, with 30 fathoms



of chain to the port anchor on the following bearings: Fort Wool, 040, Middle Ground Light 217, Sewell's Point 072. Ships present: \_\_\_\_\_, SOPA \_\_\_\_\_.

NOTE: For "Ships Present" entries, see "Ships Present" following in paragraph 3-17.

b. Contacts

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

1430 Sighted surface contact (SKUNK G) bearing 260 range 8000 yards, maintaining course 090, speed 10 knots.

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

1636 Contact identified as USS HOEL (DDG 13) by USS RAMSEY (FFG 2).

1715 Obtained sonar contact bearing 172, range 2,500 yards.

1717 Contact evaluated as possible submarine. Commenced attack (tracking) (investigating).

1720 Lost contact.

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

1724 Sonar reported hearing breaking up noises.

1725 Contact lost

NOTES: (1) Under certain circumstances, contact entries are not made in the log because of their classification or their entry in war diary or action report.

c. Depth

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

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

NOTE: See reference (e) for instructions on submitting sounding data to the Defense Mapping Agency to correct navigation charts.

d. Drydocking

1420 Commercial Tug SEAGOOSE came alongside to port. Pilot C.U. Fine came aboard.

1426 U. S. Navy Tug YTB-68 came alongside port bow, U. S. Navy Tug YTB-63 came alongside port quarter.

1431 First line to dock starboard bow.

1435 First line to dock port bow.

1440 Bow passed over sill of dock.

1442 Cast off all tugs.

1450 Caisson in place.

1455 Commenced pumping water out of drydock.

1540 Resting on keel blocks.

1545 Pilot left the ship.

1550 Commenced receiving electrical power, fresh and flushing water from the dock.

1630 Inspection completed of all hull openings.

e. Entering Harbor

0551 Passed Ambrose Lightship abeam to port, distance 1,000 yards.

0554 Stationed special sea detail. OOD (conning) (at the conn), Captain and Navigator on the bridge.

0600 Commenced maneuvering while conforming to Gedney Channel.

0650 Passed lighted buoy No. 12 abeam to starboard.

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0705 U. S. Navy Tug No. 216 came alongside port quarter. Pilot B. A. Watcher came aboard.

0706 Maneuvering to go alongside the pier.

0715 Moored port side to Berth 3A, U. S. Naval Ammunition Depot, Earle, NJ., with standard mooring lines. Ships present: various units of U. S. Atlantic Fleet, SOPA is COMDESRON 2 in USS LAWRENCE (DDG 4).

0720 Pilot left the ship.

f. Getting Underway

0600 Commenced preparations for getting underway. Set material condition \_\_\_\_\_.

0730 Stationed the special sea detail.

0745 Pilot B. A. Watch came on board.

0750 Completed all preparations for getting underway. Draft: forward \_\_\_\_\_, aft \_\_\_\_\_.

0755 CO on the bridge.

0800 Underway for Norfolk, VA. (for sea), as a unit of Task Group 70.2 in compliance with COMCARGRU 4 serial 063 (CTG 70.2 Op Order 1-85). Maneuvering to clear the anchorage. OOD has the conn, Navigator on the bridge.

0810 Standing out of Boston Harbor.

0830 Pilot departed ship. Set readiness condition THREE, anchor detail on deck. (Secured the special sea detail, set the regular steaming watch.)

0845 Entered international waters.

g. Mooring

1006 Moored port side to Standard Oil Dock, Berth 76, Los Angeles Inner Harbor, Calif., with standard mooring lines.

1015 Commenced receiving miscellaneous services from the pier.

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h. Overhaul/Conversion/Inactivation

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

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

i. Sea/Weather

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

1212 Visibility increased to 5 miles. Ceased sounding fog signals.

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

j. Sighting Aids to Navigation

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

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

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

k. Time Zone Change

0001 Advanced clocks 1 hour to conform to +3P Time Zone.

l. Undocking

0850 Inspection completed of all hull openings.

0900 Flooding commenced in drydock.

0918 All services disconnected from ship.

0920 Inspection completed of all spaces for watertight integrity.

0925 Ship clear of keel blocks.

0930 Handling lines secure on ship.

0935 Pilot C. U. Fine came aboard.

0950 Commenced moving ship clear of dock.

0958 Stern passed over sill.

1005 U. S. Navy Tug YTB-63 came alongside port bow,  
U. S. Navy Tug YTB-68 came alongside port quarter.

1009 Bow passed over sill.

3-14. Personnel

a. Absentees

0800 Mustered the crew (at quarters) (at foul weather parade) (on stations) (at quarters for Captain's inspection). Absentees: (None) (No new absentees) (SA John Q. Nedops, USN, 000-00-0000, absent without authority from muster) (FN Roscoe Badagg, USN, 000-00-0000, UA since 0700 this date).

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

0900 A systematic search of the entire ship for SA John Q. NEDOPS, USN, 000-00-0000, who missed 0800 muster disclosed that (he was not on board) (he was found to be sleeping in BOSN's Locker Comp. A-301-A).

1000 NAVSTA Charleston 051600Z Jan 85 reports that BTFN Arch Culpert, USN, 000-00-0000, UA since 0800, 15 Dec 1984, returned to naval custody and was being held at that station pending disposition of charges.

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

2200 PN3 Guy, USNR, 000-00-0000, (returned aboard) (was delivered on board by the Armed Services Police) having been UA since 0800 this date.

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2300 SH3 "C" A. Haze, USN, 000-00-0000, UA since 0700 this date, was delivered on board under guard from NAVSTA, Norfolk, VA, accused of drunk and disorderly conduct at that station. By order of the commanding officer, he was restricted to the limits of the ship pending disposition of charges.

b. Court of Inquiry

1000 The Court of Inquiry, CAPT A. B. Sea, USN, Senior Member, appointed by COMNAVSURFPAC ltr serial 2634 of 5 Jan 1985 met in the case of the late BM3 Andrew J. Spirit, USN, 000-00-0000.

1030 The Court of Inquiry in the case of the late BM3 Andrew J. Spirit, USN, 000-00-0000, adjourned to meet ashore at the scene of the death.

c. Courts-Martial (Special)

1000 The Special Court-Martial, CDR Jonathan Q. Doe, USN, Senior Member, appointed by CO, USS FORRESTAL (CV 59) convening order 1-85 of 5 Jan 1985, met in the case of SA Ralph O. Wearie, USN, 000-00-0000.

1200 The Special Court-Martial which met in the case of SA Ralph O. Wearie, USN, 000-00-0000, recessed to meet again at 1300 this date.

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

d. Courts-Martial (Summary)

0900 The Summary Court-martial, LT Stephanie Justice, USN, opened in the case of SA Ralph O. Wearie, USN, 000-00-0000.

1100 The Summary Court-martial in the case of SA Ralph O. Wearie, USN, 000-00-0000, adjourned to await the action of the convening authority.

e. Deaths

0416 GM1 William P. Sea, USN, 000-00-0000, died on board as a result of \_\_\_\_\_.

f. Deserters

0800 PN3 Guy Roamer, USNR, 000-00-0000, was this date declared a deserter from this ship, having been UA since 0800 1 Dec 1984, a period of 30 days.

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## g. Injuries

1035 During drill on the 5" loading machine, SN Jennifer B. Jonah, USN, 000-00-0000, suffered a compound fracture of the right foot when a drill shell fell on her foot. Treatment administered by the Medical Officer. Disposition: placed on the sick list.

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

## h. Leave

1100 COMDESRON 3 hauled down his pennant and departed on 5 days leave.

1110 The Commanding Officer departed on 5 days leave.

0700 The Commanding Officer returned from 5 days leave.

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

## i. Passengers

1000 Mr. Delbert Z. Brown, Civilian Technician, embarked for transportation to Guam, MI. Authority: CNO 051120Z Jan 85.

NOTE: Log all passengers in and out.

## j. Patients

1306 Transferred LT Lawrence A. Levy, USN, 000-00-0000, to U. S. Naval Hospital, Yokosuka, Japan, for treatment. Diagnosis: \_\_\_\_\_.

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

## k. Personal Effects

1300 Personal effects of the late GMI William P. Sea, USN, 000-00-0000, were inventoried and forwarded to \_\_\_\_\_.

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1. Shore Patrol

1305 Pursuant to orders of the commanding officer, RM1 Cynthia A. Force, USN, 000-00-0000, in charge of 17 personnel, left the ship to report to Senior Shore Patrol Officer, Norfolk, VA, for TAD.

0200 The Shore Patrol detail with RM1 Cynthia A. Force, USN, 000-00-0000, in charge, returned to the ship having completed TAD.

m. Temporary Additional Duty

1400 Pursuant to COMNAVAIRPAC ltr ser 104 of 5 Jan 85, ENS Willy A. Brite, USN, 000-00-0000, left the ship for TAD with NAS, Barber's Point, Hawaii.

1700 ENS Willy A. Brite, USN, 000-00-0000, having completed TAD with NAS, Barber's Point, Hawaii, returned aboard and resumed his regular duties.

3-15. Ship Movements

1100 USS CONNOLE (FF 1056) got underway and stood out of the harbor.

1130 USS SPRUANCE (DD 963) stood into the harbor and anchored (in Berth D-3) (moored alongside Pier 4).

1300 USS CHARLES F. ADAMS (DDG 2) got underway from alongside this ship and anchored in Berth D-8.

1600 USS SEMMES (DDG 18) stood in and moored alongside (to port) (outboard) of USS SIERRA (AD 18).

3-16. Ship's Operational Control

0705 Changed operational control to CINCUSNAVEUR, deactivated TG 85.3 and activated TG 65.4, composed of DESRON 6 and DESRON 34 enroute to Mediterranean area from Norfolk, VA.

1045 Detached by COMDESRON 20 from TG 65.4 to proceed independently to San Remo, Italy.

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



**20 MAR 1992**3-17. Ships Present

Ships present: Various units of the U. S. (Atlantic/Pacific) Fleet. SOPA is COMCARGRU 3 in USS ENTERPRISE (CVN 65).

Ships present: TASK GROUP 63.1 less DESRON 8 plus USS VIRGINIA (CGN 38), HMS BRAZEN, HMS APOLLO and HMS YORK. SOPA is COMCRUDESGRU 8 (CTG 63.1) in VIRGINIA (CGN 38).

NOTES: (1) When in U. S. ports, do not log the names of individual ships present.

(2) When in foreign ports, log names of all U. S. and foreign ships present.

3-18. Special Operations

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

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

1840 Ceased Special Operations following CINCLANT Patrol Order \_\_\_\_\_. Commenced operating following COMSUBRON \_\_\_\_\_ Transit Order \_\_\_\_\_.

NOTES: (1) Upon ending Special Operations, record deck log entries daily by watches which adhere consistently to the regular schedule. (For further guidance, refer to Sample Entries for Ships Conducting Special Operations.)

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

3-19. State of the Sea and Motions of the Ship

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

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

(1) Sea States

Cross sea  
Discolored water  
Heavy sea  
Heavy swell from the \_\_\_\_\_  
Heavy ground-swell  
Heavy rolling sea  
Light ground-swell  
Light following sea  
Light swell from the \_\_\_\_\_  
Luminous or phosphorescent sea  
Rough sea  
Short chopping sea  
Smooth sea  
Tide-rips

(2) Motions of the Ship

Pitching deeply and heavily  
Pitching moderately  
Pitching badly  
Pitching easily  
Rolling easily  
Rolling deeply  
Rolling heavily  
Rolling quickly  
Laboring greatly

Section 4

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SAMPLE ENTRIES

OPNAV 3100/89 (Rev. 7-84)  
B/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

SEE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>UNDERWOOD</u>	CLASS MARK
D	A	D	D	5	0	1	9	05	
1	2	3	4	12	13	14	15	16	17

AT PASSAGE FROM NORFOLK, VA.

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	22 - 29	30 - 32	33 - 36	37 - 40	41

00-04

2342 Assumed the watch. Moved outside to USS ROYAL (DD 183) at Pier 3, South St. Naval Station, NORFOLK, VIRGINIA with standard mooring lines doubled and springlay out fore and aft. Receiving miscellaneous services from the pier. Cold Iron and security watches are posted. Material condition YAKE is out throughout the ship. Ships present include various units of the U.S. ATLANTIC FLEET. SOPA in COMSECONDFLT RADM R. A. SMITH embarked in USS REMINGTON (AD 14).

2345 Security watch reports all conditions normal.

0159 Security watch reports all conditions normal.

0305 Security watch reports all conditions normal.

0345 Properly relieved by LTJG W. J. TIGER.

W.C. Mendoza  
W. C. MENDOZA, QMCS, USN

04-08

0345 Assumed the watch. Moved as before.

0558 Security watch reports all conditions normal.

0506 Security watch reports all conditions normal.

0617 Observed sunset sunrise. Secured anchor lights.

0725 Properly relieved by LT N. A. TROUT.

W.J. Tiger  
W. J. TIGER, LTJG, USN

08-12

0725 Assumed the watch. Moved as before.

0800 Mustered the crew at quarters. Absentees: None

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

IF CLASSIFIED STAMP SECURITY MARKING HERE

SAMPLE ENTRIES

OPNAVINST 3100.7B  
1 4 MAR 1986

SAMPLE ENTRIES

OPNAV 3100/99 (Rev. 7-84)  
S/N 0107-LF-031-0498

## 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	USE <u>UNDERWOOD</u>		
D A D D G N I 1 7 0	1 7 0	5	0	1	9	0	5	E
						AT / PASSENGER FROM <u>NORFOLK, VA.</u>	TO	CLASS HANDL

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	22 - 29	30 - 32	33 - 36	37 - 40	41
					08-12 (CONT'D)
0830					Captain arrived on board. Commenced preparations for getting underway.
0930					Properly relieved by LT E.D. SEADRAGON. N.A. Trout N.A. TROUT, LT, USN
					08-12 (CONT'D)
0930					Assumed the watch. Aboard as before.
0931					Detained the special sea detail.
0935					Watch shifted to the bridge.
0950					Captain and Navigator are on the bridge.
0952					Steering shifted to the bridge.
0955					Commenced all preparations for getting underway.
0957					US NAVY TUG YTB 805 came alongside starboard quarter. Pilot J. Q. ADAMS came aboard.
0959					Slipped all lines. Pilot has the conn. YTB 805 in a double headline tie-up.
1000					Tide in all lines.
1001	SB 1/3				Underway in accordance with CTF 23 OPSKED 1-85
	REF				enroute VACAPES OPAREA to conduct ISE.
1002	AB 1/3				sounded one prolonged blast on ship's whistle
1003	RAMID				Maneuvering at to clear the ship.
1004	ASTOP				Captain took the conn. Pilot left the ship.
1004	AA 1/3				YTB 805 Cast off
	WISRO05				
1007	AA 2/3	005	5		
1009	L004	004	10		
1015					Broad. NAVAL BASE BREAKWATER LIGHT beam to starboard 150 yds.
1017					Resumed the conn. Detained the special sea detail.

REPORT SYMBOL  
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

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SAMPLE ENTRIES

SAMPLE ENTRIES

OPNAV 3100/99 (Rev. 7-84)  
SN 0107-LF-021-0498

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>UNDERWOOD</u>	CLASS MARK
D	A	D	D	5	0	1	Q	0	
L		BY		L		BY		AT/PASSAGE FROM <u>NORFOLK, VA</u>	
λ		BY		λ		BY		TO <u>VACAPES OPAREA</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
10-21	23-29	30-32	33-36	37-48	01
1036					08-12 (CONT'D.) Properly relieved of the deck by LTJG N.A. TROUT. E.D. Seadrakon E.D. SEADRAGON, LT, USN
1036					Assumed the deck. LT SEADRAGON attained the conn.
1037	AAS				
1039		15			Assumed the conn.
1150					Properly relieved by LT R.C. FLOUNDER N.A. Trout N.A. TROUT, LT, USN
1150					12-16 Resumed the watch. Underway as before.
NOTE: The sample entries following demonstrate the proper use of some acceptable order abbreviations with the resultant courses and speeds:					
1250	RAMID				12-16 (CONT'D.) Commenced maneuvering for helicopter training.
	AB1				"All back one third"
1251	AB2				"All back two thirds"
1252	ASTOP				"All stop"
1253	PA2				"Port ahead two thirds"
	SB2				"Starboard back two thirds"
1254	SSTOP				"Starboard stop"
	SA1				"Starboard ahead one third"
	SSTOP				"Starboard stop"
1255	RFR				"Right full rudder"
	SA1				"Starboard ahead one third"
	SSTOP				"Starboard stop"
1256	RAMID				"Rudder amidships"
	AA2				"All ahead two thirds"

REPORT SYMBOL  
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW/DECLASSIFICATION DATE HERE

IF CLASSIFIED STAMP  
SECURITY MARKING HERE

SAMPLE ENTRIES

SAMPLE ENTRIES

OPNAV 3100/99 (Rev. 7-84)  
S/N 9107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP  
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SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS _____	CLASS HANDL
D	A							AT/PASSAGE FROM _____	
1	2	3	4	5	6	7	8	TO _____	9

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
1256	AA1				"All ahead one third"
	S157				"Steady (course) one five seven"
1257		157	5		<i>Secured helmsman training.</i>
1258	R160	160			"Come right to course one six zero" (Steadied on course)
1302	R10R 170				"Right ten degrees rudder, steady course one seven zero"
1303	AA2	170			"All ahead two thirds" (Steadied on course)
	145T				"One four five turns (RPM)"
1305			11		(Steadied on speed)
1310	12L				"Twelve knots by log"
	R173	173			"Come right to course 173" (Steadied on course)
1312			12		(Steadied on speed)
1315	R5R				"Right five degrees rudder"
	MEET HR				"Meet her"
	S180	180			"Steady on course 180" or "Steady as you go"
1325	AAS T14				"All ahead standard, turns for 14 knots"
1327			14		(Steadied on speed)
1328	L20R 025				"Left 20 degrees rudder, steady course 025"
1330		025			(Steadied on course)
	NOTE:	The rapid orders issued during helmsman training did not allow course and speed results; however, from the 1257 entry to the 1330 entry, it would be possible to plot a DR track from the information contained in the "order", "course", and "speed" columns.			

REPORT SYMBOL  
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SAMPLE ENTRIES

14 MAR 1985

SAMPLE ENTRIES

OPNAV 3100/89 (Rev. 7-84)  
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

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USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>NEVER SINK</u>	CLASS C	HARDL 78 79
D	A	S	S	5	0	1	Z	AT/PASSAGE FROM <u>HOLY LOCH SCOTLAND</u>		
1	2	3	4	12	13	14	15	E		
972		501205								

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					08-12 (CONT'D)
0950					Captain is on the bridge. Navigator is in the Control Room.
0955					Completed all preparations for getting underway. Answering bells on the main engines. Draft <del>held</del> 2 ft. 3 in. aft. 30 ft. lein.
0957					U.S. Navy Tug YTB575 came alongside starboard quarter. Pilot came aboard.
0959					YTB575 is in a single headline tie-up. Pilot is J. Q. ADAMS. Singled all lines.
1000					COB has the deck and the conn on the bridge.
1001	AB1				Pilot off all lines. Underway in accordance with COMSUBRON 14 SUBNOTE 2713422 DEC 84 enroute Special Operations.
1002	RAMD				Maneuvering to clear the tender.
1004	L10R				Assumed the conn.
	ASTOP				
	AA1				
1005	R10R 090				Pilot left the ship. YTB575 cast off.
1007		090			
1011	R10R 123				Navigator recommends cor 123.
	AA2				
1013		123	8		Shifted to chart 36115.
1020					Passed HUNTERS QUAY PIER ahead to starboard 660 yds
1030	R15R 180				Navigator recommends cor 180
1032		180			
1100					Commenced Special Operations in accordance with CINCLANTFLT PATROL ORDER 001-85. Commenced limited deck log entries as directed by Chief of Naval

REPORT SYMBOL  
OPNAV 3100-10

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(SAMPLE ENTRIES FOR SHIPS CONDUCTING SPECIAL OPERATIONS)

14 MAR 1986

SAMPLE ENTRIES

OPNAV 3100/99 (Rev. 7-84)  
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP  
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SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS <u>NEVECSINK</u>	CLASS MARK
1	2	3-4	5-7	12	13-14	15	16-17	AT/PASSAGE FROM <u>HOLY LOCK</u>	
DASSIN 972				501205				E	TO <u>SPECIAL OPERATIONS</u>
18 76									

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

08-12 (CONT'D)

Operations

MA Sealy  
M.A. SEALY, LT, USN

SAMPLE

NO FURTHER ENTRIES THIS PAGE

REPORT SYMBOL  
OPNAV 3100-10

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(SAMPLE ENTRIES FOR SHIPS CONDUCTING SPECIAL OPERATIONS)



SAMPLE ENTRIES

OPNAVINST 3100.7B  
14 MAR 1986

OPNAV 3100/99 (Rev. 7-84)  
B/N 0107-LP-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP  
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SHIP TYPE <b>DASS</b>		HULL NUMBER <b>1972</b>		YEAR <b>50</b>	MONTH <b>12</b>	ZONE <b>24</b>	DAY <b>31</b>	USE <u>NEVER SINK</u>	CLASS <b>C</b>	HANDL <b>78</b>
AT/PASSAGE FROM <u>SPECIAL OPS</u>		TO		E						

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	22-29	30-32	33-36	37-40	41

15 JAN  
1038 While walking through a watertight door in the engine room, ETI (SS) IGOR M. SLIM, USA, 123-45-6789, suffered an undetermined fracture of the right patella, injury not due to his own misconduct. Treatment administered by ship's cooper, HMC (SS) HERMAN T. SMITH, consisted of a protection plaster splint and aspiration of the knee. Disposition: bed rest with no weight bearing.  
L. L. NUAN, LT, USN

31 JAN  
1900 090 14 300 18-24 (CONT'D)  
Ceased Special Operations. Commenced operations in accordance with COMSOPREP 14 SUBNOTE 260401Z JAN 85 enroute HOLY LOCH, SCOTLAND.

2007 AAI  
2009 102 000  
2012 000 4  
2015 AA2  
R102 090  
Hold no sonar contacts.

2018 AAI 090 8  
2020 MD120 4  
2022 120  
2025 AA3 MD60  
2027 AAI 4 60 Properly relieved by LT M.M. BEASLEY  
J.J. Moynihan  
J. J. MOYNIHAN, LCDR, USN  
2027 Assumed the watch underway aboard ship.

REPORT SYMBOL  
OPNAV 3100-10

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(SAMPLE ENTRIES FOR SHIPS CONDUCTING SPECIAL OPERATIONS)

14 MAR 1966

SAMPLE ENTRIES

OPNAV 3100/99 (Rev. 7-84)  
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## SHIP'S DECK LOG SHEET

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SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY	USS <u>NEVER SINK</u>	CLASS	MANDL
D A S S I N	972	50	12	3	1	E	C	E
						AT/PASSAGE FROM <u>SPECIAL OPS</u>		

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	22-28	29-32	33-36	37-40	41
					18-24 (CONT'D)
*2030	AA				Prepare to surface.
*2028					Hold no visual contacts.
2035	SURFACE		8		Blow main ballast.
2036				30	Secured the blow.
2037					Commenced L.P. blow on all MBTs.
2050					Secured L.P. blow on all MBTs.
					"END OF SAMPLE ENTRIES"

NO  
SAMPLE  
ENTRIES

REPORT SYMBOL  
OPNAV 3100-10

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(SAMPLE ENTRIES FOR SHIPS CONDUCTING SPECIAL OPERATIONS)