Bob Frankovich

NAVPERS
(Rev. 4-44)

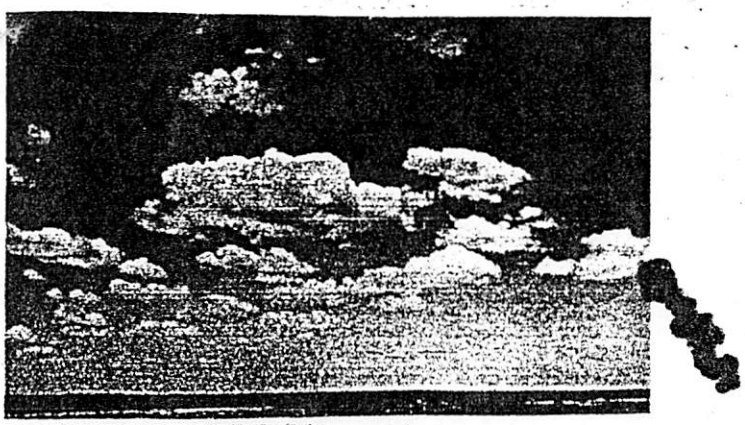
CONFIDENTIAL

DECK LOG BOOK

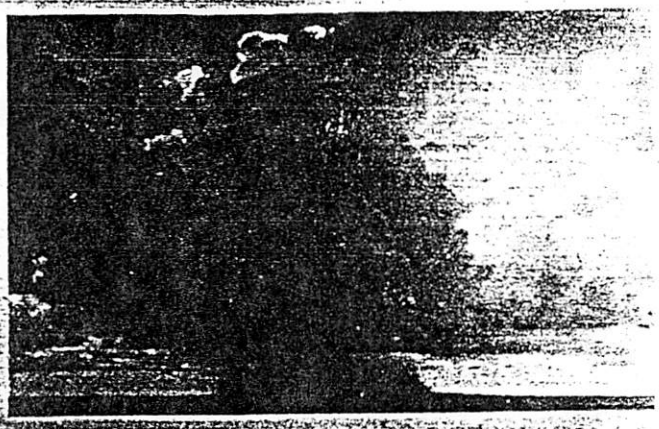
U. S. S. P-496

Month of April, 1945

PICTURES OF CLOUD FORMS DESCRIBED IN "DIRECTIONS FOR KEEPING THE SHIP'S LOG"



CUMULUS (Cu)



CUMULONIMBUS (Cb)



STRATOCUMULUS (Sc)

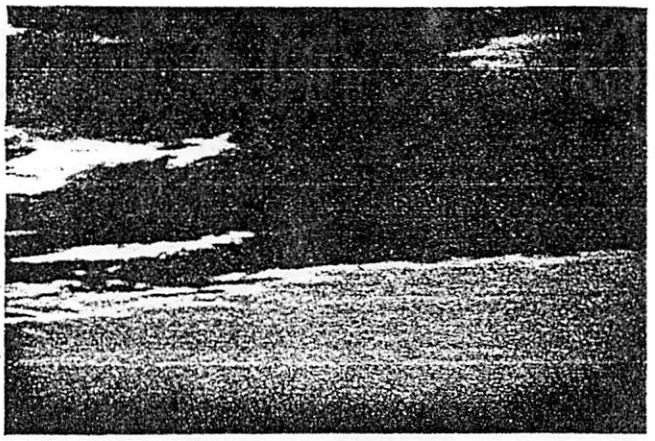


STRATUS (St)—Same cloud with rain or snow Nimbostratus (Ns)

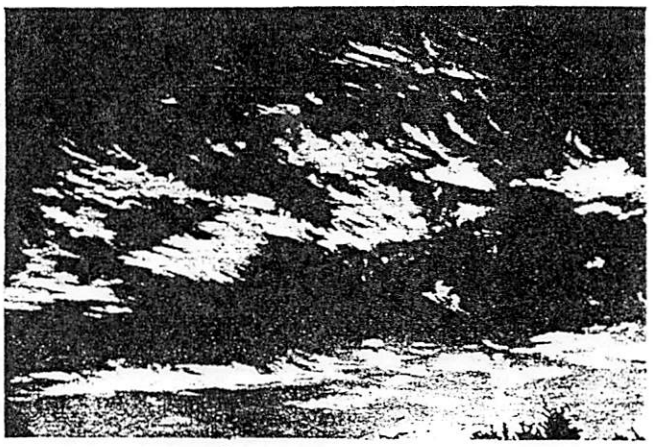




ALTOSTRATUS (As)



ALTOSTRATUS (As)



CIRRUS (Cl)



CIRROCUMULUS (Cc)



EXTRACTS FROM THE UNITED STATES NAVY REGULATIONS, 1920, RELATIVE TO THE LOG

24. All punishments inflicted by the commander, or by his order, except reprimands, shall be fully entered upon the ship's log.

217. Entries in the log regarding punishments shall include the name, rank, or rating of the offender, the date and nature of the offense, and the kind and degree of punishment. The date of every suspension, arrest, confinement, and restoration to duty shall also be entered upon the log book. (Art. 24.)

824. (2) He [the officer about to be relieved] shall sign the log books, * * * and all other papers requiring his approval, up to the date of his relief.

830. * * * All general orders issued by the Secretary of the Navy or the commander in chief which may in any degree affect the crew shall be read to the officers and crew by an officer, under the direction of the commanding officer, at the first quarters after their receipt and the fact entered in the log book. * * *

841. (1) In case of the loss of the ship, her commanding officer shall remain by her with officers and crew as long as necessary and save as much Government property as possible. Every reasonable effort shall be made to save the log book, muster roll, accounts of officers and crew, and other valuable papers.

861. (2) The names of all passengers and the dates of arrival on board and departure shall be entered in the log book and reported to the Bureau of Naval Personnel.

880. (1) The commanding officer of a ship shall, immediately before leaving and as soon as practicable after entering port, tequire the navigating officer to ascertain the draft of the ship, forward and aft, and enter it in the log book.

884. (1) The commanding officer shall select a safe place to anchor. After anchoring he shall have such bearings and angles taken and entered in the log book as will enable the exact position of the ship to be located on the chart.

(2) He shall, if the ship is anchored at a place not surveyed, and if practicable, have the depth of water and character of the bottom examined for at least three cables' length around the ship. The result shall be entered in the log book.

908. (1) The commanding officer shall cause to be entered in the log book the name and rank or rating of any person who may die on board, with a statement as to the exact time and cause of death.

997. (4) The engineer officer shall furnish to the navigating officer daily the data concerning the engineer department required by the ship's log book.

1019. (4) All courses and bearings that are entered in the log book, as well as bearings for computation, shall be marked to show whether they are true, magnetic, or by the standard compass, and in the last case the ship's head "per standard compass" must be stated, and the deviation on that heading given.

1022. (1) The navigating officer shall have charge of the preparation and care of the ship's log. It shall be his duty, subject to orders from the commanding officer, to see that the watch officers receive instructions relative to the correct manner of keeping the log as may be necessary to insure the proper preparation of same.

(2) When the ship is commissioned he shall begin the log book by entering and signing the remarks describing that part of the ceremony which takes place previous to the setting of the watch.

(3) He shall carefully examine the deck log book, see that it is prepared in accordance with the Navy Regulations and the instructions issued from time to time, and call attention of the watch officers to any inaccuracies or omissions in their entries. He shall then have it accurately copied in the smooth form and placed before the watch officers daily for signature.

The rough deck log and the quartermaster's notebook shall be retained as a permanent record on board for a period of 2 years except in obedience to a demand from a naval court or board or from the Navy Department or on decommissioning. At the end of the 2-year period, or on decommissioning, the rough deck log and the quartermaster's notebook shall be forwarded to the Bureau of Naval Personnel for disposition. (See Art. 1317 (1).)

(4) He shall enter each day in the log the ship's position, the error of the gyro compass in use, the magnetic variation, the deviation of the standard magnetic compass, the amounts of fuel and water expended during the day and the quantity of each remaining on hand at midnight closing the day, and such other data as may be required.

(5) He shall immediately before leaving and as soon as possible after entering port, cause the draft of the ship, forward and aft, to be carefully taken and entered in the log.

(6) The smooth log shall be regarded as the ship's official log. It is to be a correct, certified copy of the deck log book; it shall be typewritten when practicable, and shall be prepared in duplicate. The original of the smooth log shall be forwarded to the Bureau of Naval Personnel at the end of each calendar month by registered mail. The carbon copies shall be retained on board and shall be turned in to the commandant of the navy yard, when the vessel is placed out of commission. The foregoing sentences of this paragraph refer particularly to cases where the loose-leaf type of log is used. In special cases where a vessel has been authorized by the Chief of the Bureau of Naval Personnel to use some other type of log the foregoing principles shall govern only as far as is applicable to the particular type of log used.

(9) A signal and its meaning shall never be entered together in the ship's log or other record.

(10) When a ship is docked on a foreign station or elsewhere than at a United States navy yard, a copy of the hull board's report shall be entered in the log.

(11) The results of periodical examination of steering gear and a brief statement of steps taken to remedy defects shall be entered in the log.

(12) A copy of a report of action or other report which may be of historical interest shall be entered in the log. [Note: See Alnav 176-43 for modification.]

(13) The meeting and adjourning or recessing of courts-martial sitting on board vessels of the Navy shall be entered in the ship's log. The name and rank of the president or senior member shall be entered.

(14) The name of any person whose signature appears in the log shall likewise be typewritten or stamped.

1030. Once a month the navigating officer shall test the submarine signal-receiving apparatus and shall enter the results of the test in the ship's log. * * *

1031. (6) (c) Ship's log books and records in which times are given must include a statement of the "zone description" of the time being kept.

1078. (1) In addition to the entries in the log required by Navy Regulations, the established forms, and by special instructions the officer of the deck shall see that every circumstance of importance or interest occurring during his watch is noted in the deck log book. (See Art. 1022.) Upon being relieved he shall sign his name at the conclusion of his remarks. (See Art. 1371.)

(2) He shall exercise particular care that the meteorological observations are carefully taken and entered in the deck log, in accordance with instructions, and that the signs of approaching bad weather are noted and recorded.

(3) He shall enter the following particulars in the deck log:

(a) The name and rank, or rating, and service number, of all persons who may join or be detached from the ship; all enlistments, transfers, discharges, deaths, and desertions; the names of all persons made prisoners by an enemy, and of all absent without leave; the names of all passengers, with times of coming aboard and leaving; courses steered and distances sailed; the time when any particular evolution, exercise, or any other service was performed; the nature and extent of all punishments inflicted, with the name of the offender and his offense; when at sea, the sighting of land, lighthouses, lightships, and of all dangers to navigation.

(b) Any accident to the ship, including all cases of grounding, and the loss or injury of boats, spars, sails, rigging, and stores, with all the attendant circumstances and the extent of the injury.

(c) Full particulars of any and every injury, accident, or casualty, however slight, among the officers, crew, or passengers on board.

(d) All alterations made in the daily allowance of provisions of fresh water per man with the authority and reasons therefor.

(e) A mention of the employment of any hired vessel, with a statement of her tonnage, the name of her master or owner, the number of her crew, for what purpose she is employed, and the authority therefor.

(f) Every occasion upon which fires in the furnaces are lighted, hauled, or allowed to die out, with the hour of each change. If the engines are in operation, the all shaft average revolutions per minute for each hour, and the corresponding distance run in nautical miles and tenths.

(g) The reading of all draft marks before leaving and after entering a port. The draft shall also be entered before and after fueling, and if fuel is taken from a collier, the corresponding drafts of the fuel ship.

(h) The dates of commencement and completion of each inventory of equipage taken under the requirements of articles 1222(a) and 1393 (8).

(i) Daily report by ordnance gunner of temperature of magazine. Weekly report of tests of flooding systems and inspection of ammunition spaces. (Art. 1333.)

(j) The state of the weather and the sea will be entered in the columns of the log, but will not be duplicated in the watch officer's remarks unless circumstances render it necessary to a proper interpretation of the columns. Watch officers will carefully supervise the entries in the columns, for which they are responsible.

(k) Punishments inflicted. (See Art. 1079.)

(l) Weekly examination of shell rooms containing loaded shell, test of flood cocks, with appropriate remarks as to conditions.

(m) Bearings and angles taken after anchoring.

(n) Whenever provisions are delivered on board by a contractor, the exact quantity of each article delivered, the contractor's name, and the name of the officer making the inspection.

(o) All cases of confinement and release of prisoners.

(p) Time taken to hold collision drill.

(q) Summary of orders upon getting under way and duty performed, when directed by commanding officer. (See Art. 1317 (2).)

(r) Amount of water carried in double bottoms not specially fitted for carrying reserve feed water.

(s) Result of soundings taken in accordance with article 884 (2).

1079. Entries in the log regarding punishments shall include the name, rank, or rating, and service number of the offender, the date and nature of the offense, and the kind and degree of punishment. The date of every suspension, arrest, confinement, and restoration to duty shall also be entered upon the log book.

1214. (2) Whenever provisions are delivered on board by a contractor, an entry shall be made on the ship's log showing the contractor's name, the exact quantity of each article delivered, and the name of the officer making the inspection prescribed in the preceding paragraph.

1277. (6) The master-at-arms shall keep a record of punishments involving confinement, and shall report to the officer of the deck, for entry in the log book, all cases of confinement and release of prisoners.

1304. Exercises at collision drill and at closing water-tight doors and hatches shall be held without warning at other than routine times, and the officers and crew shall be required to observe the signal with the utmost dispatch, and the commanding officer shall determine by careful inspection that all water-tight doors and hatches have been properly closed and secured, and that on vessels supplied with regular collision mats, the mat is ready to be put into place, gear rove and mat stretched. There shall be entered on the log book the time required fully to perform the foregoing requirements. Where doors are not closed properly or gaskets are found in bad condition, special reports from those responsible shall be required.

1317. (1) The commanding officer shall examine the deck log, communication files (except aboard flagships), and engine-room log daily, the electric log, and all expenditure books as occasion may require, and shall approve them on the last day of every month, when they are filled out, and upon the day of relinquishing command. He shall have corrected any inaccuracies or omissions he may observe. After they have been examined by the commanding officer no change or addition shall be made without his permission or direction. The commanding officer shall require all entries in the rough deck log, the engineering log, the engineer's bell book, and the quartermaster's notebook to be made correctly and in a legible manner. Entries in the rough deck log, the engineering log, the engineer's bell book, and the quartermaster's notebook shall not be erased. Such entries as are found to be in error shall be corrected by drawing a single line through them so that the original entry in every case will remain legible. The correct entry shall, if practicable, be inserted immediately following the entry struck out, otherwise it should be entered elsewhere in the log for that watch so that the whole will be neat and legible.

(2) Upon getting underway, the commanding officer shall cause to be entered in the log a brief summary of the orders under which the ship moves, quoting the authority for the orders, and, if written, the number and date thereof; or, if not acting under specific orders, a statement of the reasons for the move. In general, the ship's log should show the character of the duty on which the ship is engaged and the reasons for her movements, in order that it may be of historical value in future years. The commanding officer should, therefore, cause to be entered in the log, from time to time, such brief statements of duty performed and of the conditions surrounding it as may be practicable and advisable. If the orders referred to above are confidential in their nature, the abstract of their contents shall be omitted from the log, the entry then consisting simply of a note of the office of origin, number, and date thereof, by which it will be possible to find the original orders in the files of the issuing office.

(3) Any change or addition to the deck log must be made by the officer in whose watch the event under consideration occurred. An officer of the watch shall not decline to make a change in or addition to his log, when his attention is called to an inaccuracy or omission by the commanding officer or navigating officer, unless he believes the proposed change or addition to be incorrect; in which event he shall, if required, explain in writing to the commanding officer his reasons for this opinion. The commanding officer may then make any remarks concerning this particular inaccuracy or omission that he may deem proper, entering them at the bottom of the page over his own signature.

(5) The carpenter shall take the draft of the ship when entering and just before leaving port, and report it to the navigating officer and to the officer of the deck for entry in the log.

1333. (1) The gunner assigned to ordnance duty shall inspect the magazines daily, and the fact that such inspection was made shall be noted in the ship's log. This inspection shall be made personally by the gunner (if there be one on board) unless he is incapacitated for duty.

(2) * * * The temperature shall be taken daily and the fact noted in the ship's log book, using the term "normal" for normal conditions and entering the maximum temperature found in any magazine and the minimum temperature found. When abnormal conditions are found, the actual temperatures will be recorded. * * *

(4) The ordnance gunner shall inspect the ammunition stowage spaces and test all of the flood cocks once a week, reporting the result to the executive and gunnery officers and furnishing to the officer of the deck a memorandum report of such test for entry in the ship's log.

1361. (1) Whenever the ship is docked, the engineer officer of the ship shall examine all outboard valves (including the mufflers of submarines) in any way connected with the engineer department, also the propellers and shaft tubes, and the result shall be entered in the engineering and ship's logs. The first lieutenant shall examine all other outboard valves, and also the rudder and other underwater fittings, and enter their condition in the ship's log.

1364. (1) Under ordinary conditions all compartments of the double bottom, except those specially fitted for carrying reserve feed water and fuel oil, shall be kept dry; they may, however, be utilized for carrying fresh water for steaming purposes whenever, in the opinion of the commanding officer, it may be necessary, and the amount of water so carried shall be entered in the ship's log, and before sailing a special report of same shall be made to the Bureau of Ships.

1367. (11) The result of the periodical examination of the steering gear and a brief statement of the steps taken to remedy any defects that may be found therein shall be entered in the ship's log.

1393. (8) Inventories of all equipage in use shall be taken at least once a year, by the respective heads of departments and shall be transmitted to the ship's supply officer. * * * The dates of commencement and completion of each inventory shall be entered in the ship's log.

1692. (6) The commanding officer shall cause the proper entries of the facts, of which he shall be the judge, to be made in the log and on the supply officer's pay rolls. On desertion no entry of any kind will be made on a continuous-service certificate. It will be forwarded incomplete with the service record to the Bureau of Naval Personnel.

2040. When a vessel is placed out of commission, the publications, files, records, blueprints, etc., on board will be disposed of as follows:

(c) Ship's copies of smooth logs, * * * will be carefully boxed to prevent deterioration, suitably marked with name of ship's department, and turned over to the custody of the supply officer ashore, to be retained for the ship in the event of recommissioning, or otherwise disposed of, as ordered by the Chief of Naval Operations. * * * A letter of transmittal, giving itemized list of the contents, shall accompany each box; copies of the letters and list of the contents shall be placed in each box and also furnished the Chief of Naval Operations (Art. 997 (2), 1022 (3)).

ALNAV 176-43 PROVIDED AS FOLLOWS:

"The Deck Log shall be maintained and submitted as prescribed in U. S. Navy Regulations, 1920 with following exceptions:

(a) Classify confidential.

(b) Do not enter or attach copy of report of action but refer to action report submitted separately.

(c) Papers or lists may be pasted in rough log if desired, instead of copying.

(d) Classify quartermaster's notebook 'Confidential'."

DIRECTIONS FOR KEEPING THE SHIP'S LOG

The Log Book is to be kept by CIVIL TIME.

The several blanks in the heading of each opening of the Log Book are to be correctly filled—

(1) By the *name* and *identification number* of the vessel.

(2) By the position of the vessel, as "At Navy Yard, Boston, Mass.;" or, "At Hampton Roads, Va.;" or, "En route, Boston, Mass., to Hampton Roads, Va.;" or, "At Sea, English Channel;" or, "En route, New York, N. Y., to Key West, Fla.," etc.; then the day of the week, day of the month, and the year, and zone description of the time being kept.

(3) By the rank and full name of the officer commanding the vessel.

(4) In the first blank column is to be entered the "all shaft" average R. P. M. for each hour and in the second and third columns the corresponding distance in *nautical miles* and tenths for each hour as obtained from the latest approved speed—R. P. M. table. The reading of the log will be noted in the fourth and fifth columns every hour, and when the course is changed.

(5) In the sixth blank column are to be entered the actual courses by compass made good during the respective hours while at sea, or the ship's head while in port. State whether compass used was gyro or standard magnetic.

(6) In the seventh blank column, headed "Wind (True)," "Direction Moving From (in degrees)," is to be entered the true direction from which the wind blows during the respective hours, both at sea and in port, or at anchor.

(7) In the eighth blank column, headed "Wind (True)," "Force (Knots)," is to be entered the estimated force or strength of the wind for the respective hours, according to the table, both at sea and in port. Check with anemometer where one is available.

(8) In the ninth blank column, headed "Barometer (corrected)," "Height in Inches," is to be entered the reading of the barometer, in inches and hundredths, corrected for height above water line and for temperature, for the respective hours at all times.

(9) In the tenth blank column, headed "Barometer (corrected)," "Reading attached thermometer," is to be entered the temperature, in degrees, of the air adjacent to the barometer, by recording the reading of the thermometer attached to the barometer.

(10) In the eleventh, twelfth, and thirteenth blank columns; headed "Temperature," "Air, Dry Bulb," "Air, Wet Bulb," "Water Main Injection," are to be entered hourly, as indicated, the temperature of the air as shown by an exposed thermometer, the temperature of the air taken by an exposed wet-bulb thermometer, and the temperature of the water at injection.

(11) In the fourteenth blank column, headed "Weather," by "Symbols," are to be entered the distinctive characteristics of the weather for the respective hours at all times, in conformity with the table of state of weather numerals.

(12) In the fifteenth, sixteenth, and seventeenth columns, headed "Clouds," "Form," "Low," "Middle," and "High" are to be entered the distinctive characteristics of the clouds for the respective hours at all times, in conformity with the abbreviations employed to represent the nomenclature of the several cloud forms, as set forth in the table.

(13) In the eighteenth blank column, headed "Clouds," "Ceiling," is to be entered the height in *hundreds of feet* of the base of the *lowest* cloud; thus, the figure 75 would represent a ceiling of 7,500 feet, and the figure 06 would represent a ceiling of 600 feet. Cloudiness at an altitude of over 10,000 feet is not considered to be a ceiling; therefore, 99 is the highest figure which will appear in this column.

(14) In the nineteenth blank column, headed "Clouds," "Moving From," is to be entered the true direction, in degrees, from which the clouds are moving.

(15) In the twentieth blank column, headed "Clouds," "Total Amount of Sky Covered," is to be entered the proportion of cloudy sky in parts from 1 to 10; thus 0 will represent "entirely clear," while 3 will represent "3/10 of the sky is obscured."

(16) In the twenty-first blank column, headed "Visibility," is to be entered the numeral indicating the degree of visibility in accordance with the visibility table.

(17) In the twenty-second column headed "Sea Temp. Surf." is to be entered hourly, when practicable, the temperature of the sea water at the surface (bucket temperature). Immerse a thermometer in a bucket of freshly drawn sea water, withdraw the thermometer, after about 3 minutes and read immediately. This temperature is desired for open sea and unfrequented bays and anchorages.

(18) In the twenty-third, twenty-fourth, twenty-fifth, and twenty-sixth columns headed "Sea" or "Swell" respectively enter hourly, when at sea or at exposed anchorages, the conditions of the sea and swell in accordance with tables. North shall be indicated as "32." Use zeros in the respective columns to indicate no sea or no swell.

(19) The blanks in the lines below 24 hours are to be carefully and correctly filled, as far as applicable, daily, either by numbers or by the word "none," or "no observation."

The record of astronomical observations for latitude, longitude, and variation of the compass should indicate the heavenly bodies observed, by their proper abbreviations, S., M., St., both at sea and in port, and the time and ship's heading (p. c.), when observations for compass error and variations are taken, should be recorded.

(20) On the pages on the right-hand side of each opening, headed "Remarks," is to be entered daily, in the regular order of time, in plain language, every official transaction (which has not been entered in the proper column at the left side) that takes place on board the vessel, and in view of the vessel, as prescribed by the U. S. Navy Regulations.

The record of the weather, etc., "as per column," under these remarks is not to be allowed, but in addition to the records made by the proper symbols in the respective columns, headed "State of the Weather," "Clouds," and "State of the Sea," the general character and appearance of the weather, the kinds of clouds, and the directions from which they move, and the state of the sea during each watch, will be recorded in the general miscellaneous remarks in popular and professional language, as is indicated in the synopsis of words and phrases appended.

The remarks are to be written for each watch, and not for 24 hours, either in port or at sea. When additional remarks sheets are used they should be inserted between the columnar sheet and remarks sheet for the day.

(21) Any other data called for by the established blank log forms shall be entered.

(22) *Logs are often found deficient in information relating to injuries, accidents, and casualties happening among officers and crews. The large number of claims for pensions submitted by persons who have served in the Navy, alleging injury received while in the Naval Service, renders this information of great importance to the Government, both to protect it from false claims and to furnish a record for honest claimants; therefore entries shall be made in the log of any and every injury, accident, or casualty, however slight, among the officers, crew, or passengers on board, giving the particulars of such injury, accident, or casualty.*

(23) The Smooth Log shall be regarded as the ship's official log book. It is to be a correct certified copy of the Deck Log Book.

FORCE OF WIND	VELOCITY	
BEAUFORT'S SCALE	Velocity Knots	Terms used in U. S. Weather Bureau Forecasts
0.—CALM. Sea like a mirror	Less than 1	Calm
1.—LIGHT AIR. Ripples—no foam crests	1-3	Light
2.—LIGHT BREEZE. Small wavelets, crests have a glassy appearance and do not break	4-6	Do.
3.—GENTLE BREEZE. Large wavelets, crests begin to break. Scattered whitecaps	7-10	Gentle
4.—MODERATE BREEZE. Small waves becoming longer. Frequent whitecaps	11-16	Moderate
5.—FRESH BREEZE. Moderate waves, taking a more pronounced long form; many whitecaps, some spray	17-21	Fresh
6.—STRONG BREEZE. Large waves begin to form; extensive whitecaps everywhere, some spray	22-27	Strong
7.—MODERATE GALE. Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind	28-33	Do.
8.—FRESH GALE. Moderately high waves of greater length; edges of crests break into spindrift. The foam is blown in well-marked streaks along the direction of the wind	34-40	Do.
9.—STRONG GALE. High waves. Dense streaks of foam along the direction of the wind. Spray may affect visibility. Sea begins to roll	41-47	Gale
10.—WHOLE GALE. Very high waves. The surface of the sea takes on a white appearance. The rolling of the sea becomes heavy and shock-like. Visibility is affected	48-55	Do.
11.—STORM. Exceptionally high waves. Small and medium sized ships are lost to view for long periods	56-63	Whole Gale
12.—HURRICANE. The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected	64-71	Hurricane
13.—HURRICANE	72-80	Do.
14.—HURRICANE	81-89	Do.
15.—HURRICANE	90-99	Do.
16.—HURRICANE	100-109	Do.
17.—HURRICANE	110-118	Do.

STATE OF WEATHER

(Numerals to be used in recording the weather—international designations)

0.—Cloudless, clear sky to 1/10 of sky obscured.
1.—Partly cloudy, from 1/10 to 5/10 of sky obscured.
2.—Cloudy, from 5/10 to 9/10 of sky obscured.
3.—Overcast, over 9/10 of sky obscured.
4.—Haze (visibility over 1,100 yards).
7.—Distant lightning.
13.—Ugly, threatening sky.
14.—Squally weather.
16.—Waterspout seen.
19.—Signs of tropical storm (hurricane).
40.—Fog.
49.—Fog in patches.
50.—Drizzle.
60.—Rain.
69.—Rain and snow, mixed.
70.—Snow.
81.—Showers of rain.
83.—Showers of snow.
88.—Showers of hail, or rain and hail.
90.—Thunderstorm.
97.—Thunderstorm, heavy.

VISIBILITY

(Numerals to be used in recording visibility in thousands of yards. Range finder readings of known landmarks should be used as scale.)

Scale	*Objects not visible at*	*Description*
0	50 yards	Dense fog.
1	200 yards	Thick fog.
2	400 yards	Fog.
3	1,000 yards	Moderate fog.
4	1 nautical mile	Thin fog or mist.
5	2 nautical miles	Visibility poor.
6	5 nautical miles	Visibility moderate.
7	10 nautical miles	Visibility good.
8	30 nautical miles	Visibility very good.
9	Over 30	Visibility excellent.

SEA CONDITIONS
U. S. HYDROGRAPHIC OFFICE SCALE

Code Fig.	*Approx. Height of Sea*	*Seaman's Description*
0	0	CALM—Sea like mirror.
1	Less than 1 foot	SMOOTH—Small wavelets or ripples with the appearance of scales but without crests.
2	1-3 feet	SLIGHT—The waves or small rollers are short and more pronounced, when capping the foam is not white but more of a glassy appearance.
3	3-5 feet	MODERATE—The waves or large rollers become longer and begin to show whitecaps occasionally. The sea produces short rustling sounds.
4	5-8 feet	ROUGH—Medium waves that take a more pronounced long form with extensive whitecapping and white foam crests. The noise of the sea is like a dull murmur.
5	8-12 feet	VERY ROUGH—The medium waves become larger and begin to heap up, the whitecapping is continuous, and the seas break occasionally; the foam from the capping and breaking waves begins to be blown along in the direction of the wind. The breaking and capping seas produce a perpetual murmur.
6	12-20 feet	HIGH—Heavy, whitecapped waves that show a visible increase in height and are breaking extensively. The foam is blown in dense streaks along in the direction of the wind. The sea begins to roll and the noise of the breaking seas is like a dull roar, audible at greater distance.
7	20-40 feet	VERY HIGH—High, heavy waves developed with long overhanging crests that are breaking continuously, with a perpetual roaring noise. The whole surface of the sea takes on a white appearance from the great amount of foam being blown along with the wind. The rolling of the sea becomes heavy and shock-like.
8	40 feet and over	MOUNTAINOUS—The heavy waves become so high that ships within close distances drop so low in the wave troughs that for a time they are lost from view. The rolling of the sea becomes tumultuous. The wind beats the breaking edge of the seas into a froth, and the whole sea is covered with dense streaks of foam being carried along with the wind. Owing to the violence of the wind the air is so filled with foam and spray that relatively close objects are no longer visible.
9		NOTE—Qualifying condition applicable to the previous conditions, e. g., (5-9). A very rough, confused sea.

The direction from which the sea moves to be recorded in numerical points from 1, N x E, to 32 N.

SWELL CONDITIONS

Code Figure	Approximate Height in Feet	Description		Approximate Length in Feet
0	0	No swell		0
1	1–6	Low swell	Short or average	0–600
2			Long	Above 600
3	6–12	Moderate	Short	0–300
4			Average	300–600
5			Long	Above 600
6	Greater than 12	High	Short	0–300
7			Average	300–600
8			Long	Above 600
9	----------	Confused		----------

The direction from which the swell moves to be recorded in numerical points from 1, NXE, to 32, N.

CLOUD FORMS

(Description and abbreviations to be followed in recording clouds)

LOW CLOUDS

1. CUMULUS (Cu), WOOL-PACK CLOUDS.—*Dense clouds with vertical development; the upper surface is dome shaped and exhibits rounded protuberances, while the base is nearly horizontal.* When the cloud is opposite the sun the surfaces normal to the observer are brighter than the edges of the protuberances. When the light comes from the side, the clouds exhibit strong contrasts of light and shade; against the sun, on the other hand, they look dark with a bright edge. The mean lower level of cumulus clouds is 1,600 feet. The mean upper level varies greatly with the season. In the trade wind regions, the tops of the cumulus clouds generally indicate the depth of the trade wind.

2. CUMULONIMBUS (Cb), THE THUNDERHEAD.—*Heavy masses of cloud rising in the form of mountains, turrets, or anvils, generally surmounted by a sheet or screen of fibrous appearance (false Cirrus) and having at its base a mass of cloud similar to nimbus.* From the base local showers of rain or snow (occasionally of hail or soft hail) usually fall. Sometimes the upper edges assume the compact form of cumulus, and form massive peaks round which delicate "false Cirrus" floats. At other times the edges themselves separate into a fringe of filaments similar to Cirrus clouds. This last form is particularly common in spring showers. The front of thunder clouds of wide extent frequently presents the form of a large arc spread over a portion of a uniformly brighter sky. The mean lower level of cumulonimbus clouds is 1,600 feet. The mean upper level is variable, depending upon the latitude and season. The tops of these clouds have been observed at 40,000 feet; 20,000 feet is a reasonable average.

3. STRATOCUMULUS (Sc).—*Large globular masses or rolls of dark clouds often covering the whole sky.* The smallest of the regularly arranged elements are fairly large; they are soft and gray, with darker parts. These elements are arranged in groups, in lines, or in waves, alined in one or in two directions. Very often the rolls are so close that their edges join. When they cover the whole sky they have a wavy appearance. The mean lower level of stratocumulus clouds is close to the surface. The mean upper level is 6,500 feet.

4. STRATUS (St).—*A uniform layer of cloud resembling a fog but not resting on the ground.* When this sheet is broken up into irregular shreds in a wind, or by the summits of mountains, it may be distinguished by the name *Fractostratus* (Fs). The mean lower level of stratus clouds is close to the ground. The mean upper level is 6,500 feet.

5. NIMBOSTRATUS (Ns), RAIN CLOUDS.—*A low, amorphous, and rainy layer, of a dark gray color, usually nearly uniform; feebly illuminated seemingly from inside.* When it gives precipitation it is in the form of continuous rain or snow. But precipitation alone is not a sufficient criterion to distinguish the cloud which should be called nimbostratus even when no rain or snow falls from it. There is often precipitation which does not reach the ground; in this case the base of the cloud is usually diffuse and looks wet on account of the general trailing precipitation (virga) so that it is not possible to determine the limit of its lower surface. The mean lower level of nimbostratus is close to the ground. The mean upper level is 6,500 feet.

MIDDLE CLOUDS

1. ALTOCUMULUS (Ac).—*Largish globular masses, white or grayish, partially shaded, arranged in groups or lines and often so closely packed that their edges appear confused.* The thin and translucent edges of the elements often show irisations (a corona-like phenomenon) which are rather characteristic of this class of cloud. The mean lower level of altocumulus is 6,500 feet. The mean upper level is 20,000 feet.

2. ALTOSTRATUS (As), GROUND GLASS CLOUDS.—*Striated or fibrous veil, more or less gray or bluish in color.* This cloud is like thick cirrostratus but without halo phenomena; the sun or moon shows vaguely, with a faint gleam, as though through ground glass. Sometimes the sheet is thin, with forms intermediate with cirrostratus. Sometimes it is very thick and dark, sometimes even completely hiding the sun or moon. In this case differences of thickness may cause relatively light patches between very dark parts; but the surface never shows real relief, and the striated or fibrous structure is always seen in places in the body of the cloud. Rain or snow may fall from altostratus, but when the rain is heavy the cloud layer will have grown thicker and lower, becoming nimbostratus; but heavy snow may fall from a layer that is definitely altostratus. The mean lower level of altostratus is 6,500 feet. The mean upper level is 20,000 feet.

HIGH CLOUDS

(Mean lower level of all types, 20,000 feet)

1. CIRRUS (Ci).—*Detached clouds of delicate and fibrous appearance, without shading, generally white in color, often of a silky appearance.* Cirrus appears in the most varied forms such as isolated tufts, lines drawn across a blue sky, branching feather-like plumes, curved lines ending in tufts, etc.; they are often arranged in bands which cross the sky like meridian lines, and which, owing to the effect of perspective, converge to a point on the horizon, or to two opposite points (cirrostratus and cirrocumulus often take part in the formation of these bands). Cirrus clouds are always composed of ice crystals, and their transparent character depends upon the degree of separation of the crystals. As a rule when these clouds cross the sun's disk they hardly diminish its brightness. But when they are exceptionally thick they may veil its light and obliterate its contour. This would also be the case with patches of altostratus, but cirrus is distinguished by the dazzling and silky whiteness of its edges.

2. CIRROCUMULUS (Cc).—*A cirriform layer or patch composed of small white flakes or of very small globular masses, usually without shadows, which are arranged in groups or lines, or more often in ripples resembling those of the sand on the seashore.*

3. CIRROSTRATUS (Cs).—*A thin whitish veil which does not blur the outlines of the sun or moon, but usually gives rise to halos.* Sometimes it it quite diffuse and merely gives the sky a milky look; sometimes it more or less distinctly shows a fibrous structure with disordered filaments. A sheet of cirrostratus which is very extensive, though in places it may be interrupted by rifts, nearly always ends by covering the whole sky. The border of the sheet may be straight edged and clearcut but more often it is ragged or cut up. During the day, when the sun is sufficiently high above the horizon, the sheet is never thick enough to prevent shadows of objects on the ground.

NOTE.—The attention of mariners is especially called to the value of observations of cirrus as this form of cloud is often closely connected with barometric depressions. If the cirrus occurs in radiating bands crossing the sky, the point of convergence of these bands should be noted; if in the form of a cloud bank, or sheet, upon the horizon, the center, or point of greatest density of this bank, at this point will sometimes serve to indicate in a general manner the direction of the center of any cyclonic disturbance.

SYNOPSIS

Showing the entries that are to be made in the log book

1. The data called for in the columns and tables, duplicating in the remarks only where necessary for proper interpretation of the columns. All courses and bearings shall be marked to show whether they are true, magnetic, or by the standard compass, and in the last case the ship's head "per standard compass" must be stated and the deviation on that heading given. Signs of approaching bad weather shall be noted and recorded.
2. All peculiar or extraordinary appearances of the sea, atmosphere, or heavens, preceding or following sudden changes of wind, heavy squalls of wind, or of heavy gales.
3. All unusual appearance of the sea, tide rips, discolored water, extraordinary luminousness of the sea, strange birds, fishes, icebergs, driftwood, seaweed, etc.
4. All unusual meteorological phenomena, extraordinary refractions, waterspouts, meteors, shooting stars, auroras, halos, fata morganas, iceblinks, corposantos, etc.
5. All sudden changes in temperature of the air or water, and sudden rising or depression of the barometer.
6. The behavior of the vessel under different circumstances of weather and sea, such as pitching, rolling, weatherly qualities, etc.
7. The sighting of vessels, land, lighthouses, lightships, and of all dangers to navigation, with time, bearings and distances.
8. The bearing and distance of the object taken for a departure.
9. Any soundings, the record of which is important, with character of the bottom.
10. After anchoring, record bearings and angles such as to enable the exact position of the ship to be located on the chart.
11. 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 distance required for working ship.
12. When at anchor, the commencement of flood and ebb, the time of slack water, and the time the vessel swings to her anchor upon a change of tide.
13. When at anchor in heavy weather, the strain upon the cables, etc.
14. 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, in order that it may be of historical value in future years.
15. In fleet or squadron at sea, the formation and distance of the force at the end of each watch, and the time of any change in same during the watch.
16. In convoying, the position of the convoy, at the end of each watch.
17. 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 under way, discharging pilot, securing anchors, securing battery, preparing ship for sea, making any changes in the disposition of engines or boilers, and the like).
18. Major speed changes, such as "one-third," "standard," new "standard speeds," etc., and the times thereof.
19. Time taken to hold collision drill.
20. All occurrences of importance and interest, including official visits, salutes fired, and flags displayed, meetings of courts-martial on board, etc.
21. The publication of general orders issued by the Department, or the commander in chief.
22. All alterations in rations or allowance of fresh water per man, with reasons, etc.
23. Full particulars of every injury, etc., however slight, among the officers, crew, or passengers on board.
24. All accidents resulting in loss of any kind. The loss or serious injury of any boats, spars, rigging, and STORES OF ANY KIND, with the attendant circumstances.
25. After an action, a full, detailed account of every occurrence and remarkable incident, all damage to hull, rigging, and machinery, all killed and wounded, etc.
26. All prisoners by an enemy.
27. The grounding of the ship, with all the attendant circumstances.
28. The name, rank, or rating and service number of all persons who may join or be transferred or discharged from the vessel.
29. All persons absent without leave or over leave, and the date and hour of their reporting return on board.
30. All desertions.
31. A full account of all public punishments.
32. All cases of the confinement and release of prisoners.
33. All deaths on board, with a statement as to exact time and cause of death.
34. The names of all passengers, with the time of coming on board or of leaving.
35. Periodical inspections and tests, such as daily inspections of magazines and weekly tests of floodcocks, periodical examination of the steering gear, monthly test of submarine signaling apparatus, examinations made when ship is docked.
36. The beginning and completion of an inventory of equipage or supplies.
37. The quantity of water and fuel on hand, reported in the columns, will be as of midnight closing the day.
38. The quantity of water carried in double bottoms other than those specially fitted for carrying reserve fresh water.
39. The exact quantity of each article of provisions delivered on board by a contractor, with contractor's name and name of officer making the inspection.
40. A full account of all hired vessels, embracing dimensions, description, tonnage, crew, name of master or owner, rate of charter, duty to perform, etc.
41. A copy of the hull board's report in cases where the ship is docked elsewhere than at a United States navy yard.

NOTE.—A signal and its meaning shall never be entered together in the ship's log or other record.

MODES OF EXPRESSION

To be employed, as a general rule, in recording the ordinary characteristics of atmosphere, the appearance of the heavens, the force of the winds, the state of the weather, and the condition of the sea, on the remarks page of the log.

WEATHER—ATMOSPHERE

Clear and calm weather.
Clear weather.
Clear and cold weather.
Clear and pleasant weather.
Clear and warm weather.
Clear and hot weather.
Clear and bright moonlight.
Clear and bright starlight.
Cloudy weather.
Cloudy and dark or gloomy weather.
Cloudy and dark night.
Cloudy, with a few stars.
Cloudy, with moon obscured.
Cloudy, with sun obscured.
Cloudy, with the sun occasionally visible.
Cloudy near the horizon to the ——
Cloudy to windward.
Cloudy to leeward.
Thick weather.
Rain cloud to the ——
Storm cloud to the ——
Squall clouds rising to the ——
Heavy thunder.
Thunder-cloud rising to the ——
Trade-wind clouds to the ——
Lightning to the ——
Vivid lightning to the ——
Thunder and lightning.
Cloudy to the ——
Cloudy to seaward.
Cloudy over the land.
Cold freezing weather.
Cold rainy weather.
Cold snowy weather.
Damp weather.
Halo around the moon.
Hazy weather.
Hot weather.
Heavy dews.
Light dews.
Passing clouds from the ——
Passing scud to the ——
Pleasant weather.
Stormy weather.
Sultry weather.
Squally weather.
Squally appearances.
Frequent showers of rain.
Light rain.
Light drizzling rain.
Light showers of rain.
Light steady rain.
Rain squall.
Rain and wind.
Snowy weather.
Light snow.
Moderate snow.
Heavy snow.
Starlight night.
Moonlight night.
Rain (continuous).
Rain and hail.
Rain and sleet.
Rainy weather.
Dense fog.
Light fog.
Fog and rain.
Hailstorm.
Hail and rain.

WINDS

Calm.
Fresh breeze.
Fresh winds.
Gales.
Gentle winds.
Gusty.
Heavy squall.
Hurricane.
Light airs.
Light baffling wind.
Light steady breeze.
Light variable breeze.
Light squall.
Marked wind shift.
Moderate breezes.
Moderate gales.
Moderate winds.
Squally weather.
Steady breeze.
Strong gale.
Strong gusts.
Strong winds.
Tornado.
Variable winds.
Wind backing to ——
Wind currents.
Wind veering to ——
Whole gale.

STATE OF THE SEA

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

MOTIONS OF THE VESSEL

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

EXTRACTS FROM THE BUREAU OF NAVAL PERSONNEL MANUAL RELATIVE TO THE LOG

B-1001. **Regulations concerning the log.**—Attention is invited to the following articles in the United States Navy Regulations, 1920, which should be carefully followed by all persons having to do with the writing of the log or the preparation of same for transmittal to the Bureau:

Article 24.
217.
824 (2).
830.
841 (1).
861 (2).
880 (1).
894.
908 (1).
997 (4).
1019 (4).
1022.
1030.
1031 (6c).
Article 1078.
1079.
1214 (2).
1277 (6).
1304.
1317 (1) (2) (3) (5).
1333 (1) (2) (4).
1361 (1).
1364 (1).
1367 (11).
1393 (8).
1692 (6).
2040 (e).

B-1002. **Ships Required to Keep Logs.**—(1) Logs shall be kept and submitted by vessels as listed below. (For definition of status see art. 635, U. S. Navy Regulations, 1920.)

(a) In full commission.
(b) In reduced commission.
(c) In commission in reserve.
(d) Vessels for training Naval Reserves, out of commission in service (when actively employed).

Vessels in any of the foregoing status shall keep full logs as required by regulations and this manual. Vessels attached to fleet shall forward same direct to the Bureau of Naval Personnel. Vessels attached to naval districts shall forward them to the commandant of the district for further forwarding to the Bureau of Naval Personnel.

(2) Vessels in commission in ordinary, and vessels for training Naval Reserves, out of commission in service (not actively employed), to which any personnel is attached shall keep logs on the regular form, but they need not be kept by watches, and the tables covering weather conditions need not be filled in. The intention is that the log as submitted shall contain necessary data as to personnel, injuries to personnel, damage to vessels, etc., which it is desirable to record even though the vessel be not in cruising status.

(3) Station craft to which the personnel is permanently attached and carried in that manner on the Bureau's records shall submit a log to the commandant of the station for further forwarding to the Bureau of Naval Personnel. Station craft whose personnel is carried as attached to the station and not to the vessel shall keep such log as the commandant of the station shall direct.

B-1003. **Forms to be Used.**—Forms to be used in preparing logs are as follows:

(1) Naval vessels:

NavPers 130, Deck Log Book (rough log).
NavPers 137, title page.
NavPers 136, list of officers.
NavPers 134, data and remarks.
NavPers 135, additional sheets.

(2) Vessels of patrol type, operating directly under a District Commandant (including all vessels of the various "Y" classifications) and other vessels specially authorized by the Bureau:

NavPers 132.

B-1004. **Instructions for Preparing the Log.**—(1) Detailed instructions for writing the log and standard abbreviations to be used are given in NavPers 130 (deck log book).

(2) Sheets comprising the navigational data and remarks should be typewritten if practicable; otherwise neatly and legibly written with pen and ink.

(3) In writing the log it is intended and desired that the remarks and navigational data for each day shall face each other, so that the completed record for the day is visible without the turning of the leaf. To accomplish this, the navigational data for 1 day must be written on the reverse of the sheet bearing the remarks of the previous day. When additional Remarks Sheets (NavPers 135) are used they should be inserted between the Columnar Sheet and the Remarks Sheet for the day.

(4) Papers, lists, etc., may be pasted in the rough deck log, or copied on the remarks sheet itself. When inserting copy of the Hull report in the log, the copy should be made on additional sheets, signed by members of the board and inserted in the log.

(5) The log shall be written by watches, and the remarks for the watch shall be signed by the watch officer. The following designation of watches shall be used, starting from midnight:

0 to 4.
4 to 8.
8 to 12.
12 to 16.
16 to 18.
18 to 20.
20 to 24.
(Or 16 to 20 if one officer stands both watches.)

(6) The pages of the log shall be numbered consecutively, beginning a new series of numbers on January 1 of each year, but in the case of a vessel newly commissioned the numbering shall necessarily commence with the date of commissioning. Blank pages should be numbered as well as other pages. The intention is that the page numbering shall run consecutively and uninterruptedly throughout the volume.

(7) The log for each month shall be complete in itself and shall not lap over into another month, i. e., navigational data for the first day of one month shall not be written on the reverse side of the sheet bearing the remarks for the last day of the preceding month.

B-1005. **Submission of Log to Bureau.**—On the first day of each month the smooth log shall be forwarded to the Bureau of Naval Personnel by registered mail, mailing it flat, between binder boards, and in envelopes provided by the Bureau for that purpose.

B-1006. **Changes in Log.**—If at any time it becomes necessary to request the Bureau to make a change in a log which has been submitted to the Bureau, the original typed change properly prepared should be forwarded to the Bureau with the request. The correction will then be inserted in the smooth log.

B-1007. **Rough Deck Log and Quartermaster's Notebook.**—The rough deck log and the quartermaster's notebook shall be retained as a permanent record on board for a period of two years, except in obedience to a demand from a naval court or board, or from the Navy Department, or on decommissioning; at the end of the two-year period, or on decommissioning, the rough deck log and the quartermaster's notebook shall be forwarded to the Bureau of Naval Personnel for disposition.

LOG OF THE UNITED STATES SHIP USARB P-496
(Name) (Identification number)

(DELETE ONE) AT / PASSAGE FROM _____ TO _____ Tuesday (Day) 10 (Date) Abril (Month), 1945

ZONE DESCRIPTION _____ _____, _____ U. S. N. COMMANDING.

HOUR	"ALL SHAFT" AVERAGE REVOLUTIONS	BY REVS. NAUTICAL MILES	BY REVS. TENTHS	BY LOG NAUTICAL MILES	BY LOG TENTHS	COURSE (P. C.) GYRO / MAG (Indicate which)	WIND (TRUE) DIRECTION MOVING FROM (In degrees)	WIND (TRUE) FORCE (Knots)	BAROMETER (CORRECTED) HEIGHT IN INCHES	BAROMETER (CORRECTED) READING AT THER.	TEMPERATURE AIR, DRY BULB	TEMPERATURE AIR, WET BULB	TEMPERATURE WATER MAIN INJECTION	WEATHER BY SYMBOLS	CLOUDS FORM LOW	CLOUDS FORM MIDDLE	CLOUDS FORM HIGH	CLOUDS CEILING	CLOUDS MOVING FROM (In degrees true)	CLOUDS TOTAL AMOUNT OF SKY COVERED (In tenths)	VISIBILITY
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A.M. 1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
P.M. 13																					
14																					
15																					
16																					
17																					
18																					
19																					
20																					
21																					
22																					
23																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0600		
1200		
2000		

CURRENT

TIME FROM (HOUR) (DATE)

TO

SET

DRIFT

GYRO COMPASS IN USE

ERROR

STANDARD MAGNETIC COMPASS

COMPASS NO.

S. H.

ERROR

VARIATION

DEVIATION

FUEL

RECEIVED

EXPENDED

ON HAND

WATER

DISTILLED

RECEIVED

EXPENDED

ON HAND

DRAFT BEFORE LEAVING PORT

FORWARD

AFT

DRAFT AFTER ENTERING PORT

FORWARD

AFT

MAGAZINE TEMPERATURES

MAXIMUM

MINIMUM

GENERAL DRILLS AND EXERCISES

MORNING	AFTERNOON

SUBMERGED RUN DATA—SUBMARINES

	1	2	3	4	5
RUN NO. (SERIAL)					
TIME TO SUBMERGE					
GREATEST DEPTH					

	SEA TEMP. SURF.	SEA FROM (In Points)	SEA AMOUNT 0-9	SWELL FROM (In Points)	SWELL AMOUNT 0-9		SEA TEMP. SURF.	SEA FROM (In Points)	SEA AMOUNT 0-9	SWELL FROM (In Points)	SWELL AMOUNT 0-9
	22	23	24	25	26		22	23	24	25	26
A.M. 1						P.M. 13					
2						14					
3						15					
4						16					
5						17					
6						18					
7						19					
8						20					
9						21					
10						22					
11						23					
12						24					

HYDROGRAPHIC AND METEOROLOGICAL REMARKS

CONFIDENTIAL PAGE

UNITED STATES SHIP Tuesday (Day) 10 (Date) April (Month), 1945

REMARKS

0830 Took command of USARB P-496, aboard British freighter SAMETTRICK and placed the following officers and men aboard: executive officer, W.O.J.G. Wilson P. Bristol; Chief engineer, W.O.J.G. Reginald V. Marien; 1st asst. engineer, W.O.J.G. Ramon A. Bannister; 2nd asst. engineer, T/Sgt. Lasse G.A. Grundstrom; boatswain, T/Sgt. Henry P. Doran; surgical technician, S/Sgt. Clement F. Wellins; radio operator, Sgt. Milton B. Drucker; oiler, Sgt. Swen H. Rosendahl; oiler, Sgt. Wilmer J. Cook; cook, Sgt. Victor C. Petelsul; deck hand, Cpl. Albert E. Murray; deck hand, Cpl. Neal A. Veliant.

Unloaded supplies, extra gear, ammo, etc. from dispensary and part of forecastle and placed on freighter deck. Fitting lighterina ashore. Cleaned and drained midships bilges, scrubbed and wire-brushed port side of bottom. Pumped drained and cleaned midships section, loaded and covered flush with coal. Etc. Crew messed ashore. Security watch Doran, Drucker and Wellins.

L. Ulam Hoss
1st Lt. A.C.

APPROVED: EXAMINED:

U. S. N. COMMANDING. U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month) _____, 19__

REMARKS

Wednesday, 11 April, 1945.

Continued unloading gear. Scraped, wire-brushed and painted bottom with copper paint. Crew mussed aboard. Security watch, Crooks, Rosendahl and Valiant.

J. Alan Cross, 1st Lt. AC

Thursday, 12 April, 1945.

Prepared cradle and blocks for off-loading boat. Repainted bottom with one coat of copper and one coat of anti-foul paint. Prepared spare engine parts and gear for off-loading from Sametrick. Regular std. and port watches assigned.

J. Alan Cross, 1st Lt. AC

Friday, April 13, 1945.

Removed securing cables and prepared ship for off-loading. Took aboard hoists from barge crane. Boat pulled off and cleared of Sametricke at 1435. Tied up to Sametricke and took aboard stores of paint, guns, etc. Towed to RAF mooring by tug ELEANORA at 1545. Took aboard 10 gal. of gasoline and started port generator. Std. watch on duty as security watch.

J. Alan Cross, 1st Lt. AC

Saturday, 14 April, 1945.

Remained at RAF mooring. Took aboard water from RAF supply. Removed supplies stowed in forecastle, cleaned bunks and lockers. Started cleaning galley, lockers and stowed food. Prepared strongback rods for removing cradle. Port watch on duty. Took aboard 55 gal. of regular gasoline.

J. Alan Cross, 1st Lt. AC

Sunday, 15 April, 1945.

0600-0800. Breakfast and ship's work.
0800 Handlined boat to barge crane to remove cradle. Attached concrete weights to bow and stern of cradle. On dropping weights, cradle broke in middle and stern section jammed. Two barge anchors and quantity of chain attached to middle section; boat floated free, leaving cradle to port. Removed strongbacks. Handlined to RAF mooring; took aboard 100 gal. of water. Std. watch on duty.

J. Alan Cross, 1st Lt. AC

APPROVED: EXAMINED:

U. S. N. COMMANDING. U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Monday, 16 April, 1945.

Cleaned midship section below. Started sanding and cleaning 50 cal mg. barbettes. Continued sorting and stowing gear. Took aboard food and 250 gals of water. Port watch on duty.

J. Alan Cross, 1st Lt. AC.

Tuesday, 17 April, 1945.

Regular ship's work. Removed armament from crates and sent detail ashore to clean machine guns and 20 mm. cannon. Heat exchanger clogged on ~~port~~ generator; repairs completed and power on at 12:30. Stuck valve on stbd generator; repairs underway. Radio wire antennas strung and receivers tested. Cleaning and painting on 50 cal. mg. barbettes continued. Sgt. Wellin reprimanded and restricted for one week for leaving watch post for 10 minutes while aboard Freighter Samuttrick; extenuating circumstances considered as punishment. Stbd watch on duty.

J. Alan Cross, 1st Lt. AC.

Wednesday, 18 April, 1945.

Completed cleaning guns and preparing barbettes. Repairs on stbd. generator stopped awaiting parts. Port generator shut off for 2½ hours because of clogged water line. Took aboard supplies lightered from Freighter Samuttrick. Took aboard 400 gals water. Distributed three weeks' PK rations to men. Port watch on duty. Sgt. Rosendahl cut hand with trench knife; first aid rendered.

J. Alan Cross, 1st Lt. AC.

Thursday, 19 April, 1945.

Armament brought aboard. 50 cal. field guns cannot be mounted on aircraft mounts without adapters; adapters ordred from Ratmalana. Stbd generator inoperative. Port generator shut off at 0830 to clear water lines of harbor debris; resumed operations at 1100. Took aboard 125 gals. fresh water. General cleaning. Stbd watch on duty.

J. Alan Cross, 1st Lt. AC.

APPROVED: EXAMINED:

UNITED STATES SHIP _____ (Day) (Date) (Month), 19__

REMARKS

Friday, 20 April, 1945.

Pumped after bilges with handy-billy. Transported gunno to Ratmalana to fit adapters. Installed forepeak shelves and stern oil storage racks. Barbettes repainted. Deck canvas repairs made. Waterproofed wheelhouse window openings. Port watch on duty.

J. Alan Cross, 1st Lt. AC

Saturday, 21 April, 1945.

General cleaning. Both generators off because of lack of gasoline at 1025; resumed operation on port generator at 1120. Painted wheelhouse. Departed for harbor gasoline dock under RAF launch tow at 1421; arrived 1443. Took aboard 1600 gal. 100 octane gasoline. Departed gas dock 1834 under own power. Arrived RAF dock 1847. Albis camp inoperative on ship's circuit. Engine room gauge panel inoperative. Engine room and bridge stbd. engine tachometers inoperative, calibrated. Stbd. wheelhouse blower found to have been installed improperly, causing electric shorts. Stbd. watch on duty.

J. Alan Cross, 1st Lt. AC

Sunday, 22 April, 1945.

General ship's work in morning. Meeting of all personnel at 1300 for discussion of boats schedule. Liberty for enlisted personnel. Port watch on duty.

J. Alan Cross, 1st Lt. AC.

Monday, 23 April, 1945.

Routine ship's work. Painted deck fittings, rails, and boats, insignias. Re-riveted port after water tanks. Constructed shelving for fresh water and suction hose storage. Found short in engine room instrument panel. Determined that malfunctioning of gauges was caused by reversed polarity on bank of four batteries. Mr. Bristol, executive officer, ill with recurrent malaria; treated with atabrine; highest temperature 103°, maintained about 6 hours. Stbd watch on duty.

J. Alan Cross, 1st Lt. AC.

Tuesday, 24 April, 1945.

General ship's work. Took aboard 300 gal. water, 150 gal. low octane gasoline, and food. Repaired fuel gauge panel on aft panel. Drained main engine oil, refilled tanks and reserve tanks. Changed oil in both generators; on 10KW cleaned spark plugs and heat exchanger; on 5KW stopped leaks in water pump. Made and installed two fire hose racks, two brackets for (over)

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U. S. N. COMMANDING. U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month) _____, 19____

REMARKS

Tues., 24 April (cont.)

counter port plugs. Vented stbd. aft water tank into well deck. Repaired stbd. aft flush strip. Filled cracks in plexiglass windshield. Shock-mounted wheelhouse clock. Completed deck storage box for emergency pumps. Painted ammo cans and storage lockers decks. Mr. Bristol improving with highest temperature 100°; treatment continued. Port watch on duty.

J. Alan Cross, 1st Lt. AC.

Wednesday, 25 April, 1945.

Routine ship's work. Tested and tested running lights. Installed pipe braces on cockpit hood. Installed outlet control valve on discharge line, 10 KW generator. Reversed polarity on 10 KW generator and adjusted. Mounted 56 cal. machine guns. Cleaned and painted 20 mm. ammo lockers. Installed hoods for counter forts. Scrubbed decks preparatory to painting. Mr. Bristol improving, with temperature 99° to 100°. Stbd. watch on duty.

J. Alan Cross, 1st Lt. AC.

Thursday, 26 April, 1945.

Painted main deck and decks in forecastle and mid-ship officers quarters, cockpit, and part of engine room. Cleaned hull with turpentine. Storage cabinet for ship's gear built in dispensary. Murray and Grundstrom, ashore for dental work. Mr. Bristol topside; temperature normal. Port watch on duty.

J. Alan Cross, 1st Lt. AC.

Friday, 27 April, 1945.

Hull painted camouflage blue. Work started on installation of blinker light. Painted deck of master cabin. Painted 5 KW generator and started painting lines in engine room. Mr. Bristol to full duty. Stbd. watch on duty.

J. Alan Cross, 1st Lt. AC.

Saturday, 28 April 1945

Tied up at RAF dock at 0736 for water and supplies. Took aboard 300 gal. water. Installed new stbd. bow chock. Cut & fitted bridge matting. Painted pilot house deck. Took aboard 36 cal, 45 cal, 50 cal and 20 mm. ammo. Took aboard four 12V batteries to replace ones with reversed polarity. Port watch on duty.

J. Alan Cross, 1st Lt. AC.

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U. S. N. COMMANDING. U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Sunday, 29 April 1945

Regular ship's cleaning. Loaded .50 cal. ammo cans and stowed balance of ammo. Installed 12 V batteries and tested circuits. Instrument panel inoperative; removed and traced all lines; corrected improper wiring. Tested engines. Stbd. watch on duty.

J. Alan Cross, 1st Lt. AC.

Monday, 30 April, 1945

Regular ship's work. Took aboard 200 gal. fresh water.
0906 Departed for Colombo harbor inner range to swing ship and compensate compass. Lt. E.C. O'Neff-Wilson RNVR aboard.
0922 Arrived range, tied to buoy, started swinging ship.
1008 Completed swinging; departed for RAF mooring.
1014 Dropped Lt. Wilson at RAF dolle; departed harbor on test runs.
1019 Took aboard captain and officers from Samuttrika.
1023 Cleared nets. Took course of 280°, returned on 100°. Short high swell. Checked boat performance at 1400 to 1900 RPM. Engines performance good.
1058 Returned to Samuttrika; unloaded passengers.
1102 Arrived RAF mooring.
1435 Dep. for RN low octane gas docks.
1507 Arr. RN gas dock. Took aboard 150 gal. 72 octane gasoline.
1703 Dep. RN dock.
1720 Arr. RAF mooring.
Flushed engine room bilge. Continued painting. Sgt. Wellins treated w/o Bantinster for head injury caused by 1/16" brass rod insertion; T/Sgt. Doran for nose cut by metal oar; Sgt. Pitchnik for deeply infected finger (lanced and drained); and Cpl. Murray for split toe; two serious injury indicated. Took aboard food stores. Port watch on duty.

J. Alan Cross, 1st Lt. AC.

Tuesday, 1 May, 1945

Boat's work. Installed forward canvas awning. Increased size of .50 cal. gun covers to include portion of barbette. Continued cabinet work in dispensary. Worked on rebuilding generator voltage regulator. Sgt. Pitchnik in bed with maximum temperature of 100.6; other patients progressing well. Stbd. watch on duty.

J. Alan Cross, 1st Lt. AC.

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UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month) _____, 19__

REMARKS

Wednesday 2 May 1945.

Boat cleaning. Cleared through NSO to leave harbor for gunnery practices.

0904 Dep. RAF mooring. Sped 6.
0910 Took departure from Colombo W. harbor entrance light. Wind W 3. Swell 3-25. Course 255°T. Sped 17.
0928 Fire drill for all hands.
0935 Arr. ranges, dropped target, and started alternate port and stbd. rudder.
1103 Dep. on return run to base C 074°, S 17.
1124 Passed harbor entrance light.
1129 Tied up at RAF mooring.

Gmne cleaned and repairs made. Canvas work continued. All hands paid to 30 April. Sgt. Pitchuk remained in bunks; temperature lowering. Port watch on duty.

J. Alan Crosa, 1st Lt. AC.

Thursday, 3 May 1945.

Regular boats work. Installed aft awning. Took aboard lines, "C" rations and other supplies. Sgt. Pitchuk's temperature normal. Stbd watch on duty.

J. Alan Crosa, 1st Lt. AC

Friday, 4 May, 1945.

Regular boats work.
0855 Dep. for harbor entrance gas docks.
0915 Arr. gas docks. Took aboard 2600 gal. 100 octane gas.
1054 Dep. gas docks.
1112 Tied up at RAF dock.

Completed gmn covers. Installed foot rail on 20 mm. barbette. Took aboard provisions and 300 gal. water. Sgt. Pitchuk to duty. Port watch on duty.

J. Alan Crosa, 1st Lt. AC.

Saturday, 5 May, 1945.

Regular boat work. General preparations for ship's Liberty for enlisted men in afternoon. Stbd. watch on duty.

J. Alan Crosa, 1st Lt AC

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U. S. N. COMMANDING. U. S. N. NAVIGATOR

PAGE _____ **CONFIDENTIAL**

LOG OF THE UNITED STATES SHIP _____ (Name) P-496 (Identification number)

(DELETE ONE) AT / PASSAGE FROM Colombo TO Trincomalee Sunday (Day) 6 (Date) May (Month) 1945

ZONE DESCRIPTION _____ U. S. N. COMMANDING.

HOUR	"ALL SHAFT" AVERAGE REVOLUTIONS	BY REVS. NAUTICAL MILES	BY REVS. TENTHS	BY LOG NAUTICAL MILES	BY LOG TENTHS	COURSE (P. C.) GYRO / MAG (Indicate which)	WIND (TRUE) DIRECTION MOVING FROM (In degrees)	WIND (TRUE) FORCE (Knots)	BAROMETER (CORRECTED) HEIGHT IN INCHES	BAROMETER (CORRECTED) READING AT. THER.	TEMPERATURE AIR, DRY BULB	TEMPERATURE AIR, WET BULB	TEMPERATURE WATER MAIN INJECTION	WEATHER BY SYMBOLS	CLOUDS FORM LOW	CLOUDS FORM MIDDLE	CLOUDS FORM HIGH	CLOUDS CEILING	CLOUDS MOVING FROM (In degrees true)	CLOUDS TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A.M. 1						168	SW	7						97				0			
2						168	SW	7						97							
3						168	SW	6						97							
4						139	SW	5						2				1800			
5						139	SW	5													
6						119	S	5						1				5000			
7						070	SE	5													
8						070			29.80												
9						070															
10						070															
11																					
12						051			29.80												
P.M. 13						023															
14						003															
15																					
16						340															
17						338															
18																					
19						Moored															
20																					
21																					
22																					
23																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800	5°55.5' N	80°54' E
1200	6°36.2' N	81°49.6' E
2000		

CURRENT

TIME FROM (HOUR) (DATE)

TO

SET

DRIFT

GYRO COMPASS IN USE

ERROR

STANDARD MAGNETIC COMPASS

COMPASS No.

S. H.

ERROR

VARIATION

DEVIATION

FUEL

RECEIVED

EXPENDED

ON HAND

WATER

DISTILLED

RECEIVED

EXPENDED

ON HAND

DRAFT BEFORE LEAVING PORT

FORWARD

AFT

DRAFT AFTER ENTERING PORT

FORWARD

AFT

MAGAZINE TEMPERATURES

MAXIMUM

MINIMUM

GENERAL DRILLS AND EXERCISES

MORNING	AFTERNOON

SUBMERGED RUN DATA—SUBMARINES

	1	2	3	4	5
RUN No. (SERIAL)					
TIME TO SUBMERGE					
GREATEST DEPTH					

	SEA TEMP. SURF.	SEA FROM (In Points)	SEA AMOUNT 0-9	SWELL FROM (In Points)	SWELL AMOUNT 0-9		SEA TEMP. SURF.	SEA FROM (In Points)	SEA AMOUNT 0-9	SWELL FROM (In Points)	SWELL AMOUNT 0-9
	22	23	24	25	26		22	23	24	25	26
A.M. 1						P.M. 13					
2						14					
3						15					
4						16					
5						17					
6						18					
7						19					
8						20					
9						21					
10						22					
11						23					
12						24					

HYDROGRAPHIC AND METEOROLOGICAL REMARKS

CONFIDENTIAL PAGE

UNITED STATES SHIP _____ Sunday 6 May 1945
(Day) (Date) (Month)

REMARKS

0015 Dep. RAF mooring, Colombo.
0020 Colombo harbor entrance.
0501 Off Galle.
0642 Dondra Head.
0706 Turned 180° to check on P-497.
0720 Resumed course.
1019 Great Basses Reef.
1102 Freighter going south 2 mi. on stbd. beam.
1121 Little Basses Reef.
1315 Komariya.
1409 Nintavur.
1532 Batticaloa Roads. Reduced speed to 16 knots to cool V-drives.
1630 Resumed speed of 19 knots.
1642 Two 85-foot and one 63-foot boats going S. 3 mi. to the east.
1716 Freighter heading south 4 mi. on stbd. beam.
1818 Challenged at Trincomalee harbor entrance.
1835 Moored at Clappenburg Bay.
S/Sgt Nellins, surgical technician, taken ashore under care of Lt. Womble, USA MD, for observation at British hospital, Trincomalee. Temporary diagnosis, schizophrenia and paranoia.

APPROVED: EXAMINED:

J. Alan Crocca U.S.A. COMMANDING. _____ U.S.N. NAVIGATOR.

PAGE _____ **CONFIDENTIAL**

LOG OF THE UNITED STATES SHIP _____ (Name) P-496 (Identification number)

(DELETE ONE) AT / PASSAGE FROM Finschhafen TO Madras Wed. (Day) 9 (Date) May (Month) 1945

ZONE DESCRIPTION _____ U. S. N. COMMANDING.

HOUR	"ALL SHAFT" AVERAGE REVOLUTIONS	BY REVS. NAUTICAL MILES	BY REVS. TENTHS	BY LOG NAUTICAL MILES	BY LOG TENTHS	COURSE (P. C.) GYRO / MAG (Indicate which)	WIND (TRUE) DIRECTION MOVING FROM (In degrees)	WIND (TRUE) FORCE (Knots)	BAROMETER (CORRECTED) HEIGHT IN INCHES	BAROMETER (CORRECTED) READING AT. THER.	TEMPERATURE AIR, DRY BULB	TEMPERATURE AIR, WET BULB	TEMPERATURE WATER MAIN INJECTION	WEATHER BY SYMBOLS	CLOUDS FORM LOW	CLOUDS FORM MIDDLE	CLOUDS FORM HIGH	CLOUDS CEILING	CLOUDS MOVING FROM (In degrees true)	CLOUDS TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A.M. 1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
P.M. 13																					
14																					
15																					
16																					
17																					
18						133	WSW	8	29.65					1							
19																					
20						346															
21																					
22																					
23																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

CURRENT

TIME FROM (HOUR) (DATE)

TO

SET

DRIFT

GYRO COMPASS IN USE

ERROR

STANDARD MAGNETIC COMPASS

COMPASS NO.

S. H.

ERROR

VARIATION

DEVIATION

FUEL

RECEIVED

EXPENDED

ON HAND

WATER

DISTILLED

RECEIVED

EXPENDED

ON HAND

DRAFT BEFORE LEAVING PORT

FORWARD

AFT

DRAFT AFTER ENTERING PORT

FORWARD

AFT

MAGAZINE TEMPERATURES

MAXIMUM

MINIMUM

GENERAL DRILLS AND EXERCISES

MORNING	AFTERNOON

SUBMERGED RUN DATA—SUBMARINES

	1	2	3	4	5
RUN NO. (SERIAL)					
TIME TO SUBMERGE					
GREATEST DEPTH					

	SEA TEMP. SURF.	SEA FROM (In Points)	SEA AMOUNT 0-9	SWELL FROM (In Points)	SWELL AMOUNT 0-9		SEA TEMP. SURF.	SEA FROM (In Points)	SEA AMOUNT 0-9	SWELL FROM (In Points)	SWELL AMOUNT 0-9
	22	23	24	25	26		22	23	24	25	26
A.M. 1						P.M. 13					
2						14					
3						15					
4						16					
5						17					
6						18					
7						19					
8						20					
9						21					
10						22					
11						23					
12						24					

HYDROGRAPHIC AND METEOROLOGICAL REMARKS

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Mondays, 8 May, 1945.

0830 Dep. Clappenburg Bay for Shell gas dock.
0851 Docked at gas dock. Took aboard 2200 gal. 100 octane gasoline, 94 gal. 74 octane gasoline, 200 gal. fresh water.
1135 Dep. gas dock
1154 Arr. Clappenburg Jetty.
Painted battle stripe decks & bow. Received report of Sgt. Williams being sent to U.S. hospital at Kandy. Rust forward and Stbd. wheelhouse windows in white lead. Stbd. watch on duty.

J. Alan Cross, 1st Lt. AC

Tuesday, 8 May, 1945.

Regular boats work. Repaired oil leak in main fuel line of port engine. Took aboard mine gear from base camp. Repaired broken scupper rail. Port watch on duty.

J. Alan Cross, 1st Lt. AC

Wednesday, 9 May, 1945.

Repaired rub rails. Took aboard dinghy, outboard, provisions, and other supplies. Received sailing orders from Trincomalee XDO.
1320 Dep. Clappenburg Bay for water dock.
1339 Docked at water dock. Took aboard 250 gal.
1408 Dep. water dock.
1433 Moored in Dead Man's Cove.
1754 Dep. Dead Man's Cove for Madras. Port watch.
1808 Dep. Foul Point. C033 S18.
1936 Dep. lat. 8°53'N, long. 81°28'E. C344 S18
2000 Stbd. watch.

J. Alan Cross, 1st Lt. AC

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NAVIGATOR

CONFIDENTIAL PAGE

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Thursday, 10 May 1945.

0000 Port watch. C 34H S 18.
0400 Stbd watch. C 34H S 18.
0800 Port watch. C 34H S 18
0854 Lat. 13° 53' N; 80° 40' W. C 285 S 18.
0954 sighted Madras.
1012 Arr. Madras harbor. Docked at ML docks.
Port watch Liberty to 1700; stbd. to 2200.

J. Alan Cross, 1st Lt. AC.

Friday, 11 May, 1945.

Tied up at Madras ML docks. Took aboard 1860 gal. 100 octane gasoline; 55 gal. main engine oil; 300 gal water. Three men off duty with fever, Sgt. Drucker with high temperature of 102°, Cpl. Murray with 101.4°, Cpl. Valiant with 101.4. Administered ABC and atabrine every six hours. Received sailing orders from XDO.
1857 Dep. Madras ML dock.
1915 Dep. Madras breakwater. C 034° S 17.5 Port watch.
2200 Stbd. watch. C 034° S 17.5 Wind SSW 10. Heavy SSW swell.

J. Alan Cross, 1st Lt. AC.

Saturday, 12 May, 1945.

0200 Port watch. C 034° S 17.5 Wind S 12. SW swell.
0600 Stbd. watch C + S unchanged. Bar. 29.78
1000 Port watch. " " " "
1340 Sighted Dolphins Nose.
1400 Stbd. watch. Entering Vizagapatam harbor. Bar. 29.69
1423 Docked at ML docks.
1449 Dep. for water jetty.
1458 Docked at water jetty.
~~RS~~ 1740 Moved to gasoline jetty. Took aboard 2400 gal. 100 octane ins. main tanks, 400 gal. in drums. Remained overnight.
Sgt. Drucker and Cples. Murray and Valiant off duty, continuing treatment, temperatures slightly above normal.

J. Alan Cross, 1st Lt. AC.

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U. S. N. COMMANDING. U. S. N. NAVIGATOR

CONFIDENTIAL PAGE

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Sunday, 13 May, 1945.

Regular ship's work. Received current FOXO, MERSIG and Identa and Sailing orders for Akyab.
1310 Moved to water jetty and took aboard 300 gal.
1412 Dep. for ML base. Arr. 1421. Took aboard 118 gal. 67 octane gasoline
1528 Dep. dock for Akyab. Port watch.
1535 Dep. Visakapatam Harbor. C075 S 14.5 1400 RPM Bar. 29.63 Wind SSW 10. Sea moderate. Cloudy.
2000 Stbd. watch. C+S sunch.
2400 Port watch. C+S sunch. Cpls. Murray and Valiant on one-quarter duty. Sgt. Drucker to duty.

J. Alan Crosa, 1st Lt. A.C.

Monday, 14 May, 1945.

0400 Stbd. watch. At sea to Akyab. C075 S 14.5 Sea moderate.
0800 Port watch. S+C sunch. Bar. 29.67 Wind SSE 10.
1200 Stbd. watch. C+S sunch.
1233 Meridian altitude Lat 19°04.7' N.
1600 Port watch. C+S sunch.
2000 Stbd. watch C+S sunch. Increasing cloudiness. Wind SE 15.
2400 Port watch C+S sunch. Cloudy.

J. Alan Crosa, 1st Lt. AC.

Tuesday, 15 May, 1945.

0340 Reduced RPM to 1000. S 10. Wind increasing and during to east. Heavy squalls ahead.
0400 Stbd. watch. C 075 S 10. Moderate gale with gusty winds. Bar. 29.66
0525 Sighted Oyster Island Light C 082 S 15.
0608 Abeam Oyster Island Light C 122. S 19.
0720 Abeam Savage Island; entering Harbor.
0740 Anchored off Jallia Creek, Akyab. Bar. 29.64
Sgt. Drucker, Cpls. Murray and Valiant ashore for examinations by A.C. doctor. Stbd. watch.

J. Alan Crosa, 1st Lt. A.C.

APPROVED: EXAMINED:

U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19____

REMARKS

Wednesday, 16 May, 1945.

Reveille 0700. Regular boat duties.
0830 Dep. mooring.
0838 Tied along side water barge; took aboard 350 gals.
0902 Dep. for victualing ship Batavia.
0921 Alongside Batavia. Wind SE 18, increasing.
1010 Heavy thunderstorm. Cast off from Batavia and anchored.
1315 On signal, took provisions aboard.
1335 Dep. for gas dock. On arrival found P-497 fueling; not enough water for two, so returned to mooring for night.
Ofcs. Murray and Valiant to duty Port Everglade.

J. Alan Cross, 1st Lt. A.C.

Thursday, 17 May, 1945.

Reveille 0600. Regular duties.
0930 Dep. mooring.
0941 Docked at gas dock. Took aboard 2830 gal. 100 octane gas and 115 gal. 80 octane gas. Lt. James, RNVR passenger.
1150 Dep. gas dock. Contacted P-497 and stood out of harbor.
1210 Abeam Savage Island Light. C 180° S 20. Bar 29.68
1220 C 157° S 23.
1308 C 124° S 23.
1321 Passed close by small freighter headed WNW.
1348 Overtook freighter heading toward Kyank Pyu.
1433 C 118° S 20.
1442 Break in port V-drive oil lines. Dead slow into harbor.
1500 Kyank Pyu signal tower abeam.
1508 Moored off Coastal Forces buoy. Mr. Bristol and Mr. Maisey ashore for supplies. Capt. Chamales on board for arrangements to transport personnel and equipment.

APPROVED: EXAMINED:

_____ U. S. N. COMMANDING. _____ U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Friday, 18 May, 1945.

Reveille 0700. Regular boat duties. Prepared dispensary to carry passengers to Rangoon. Cleared deck space for equipment.
1552 Dep mooring for loading dock.
1604 Arr dock. Took aboard personal baggages, equipment, mail and 13 passengers, 9 Burmese and 4 enlisted OSS representatives.
1750 Dep. for mooring.
1801 Arr mooring. Signalled tower ETD 0300, ETA Rangoon 1000 twentieth. Port watch.

J. Alan Cross, 1st Lt. DC

Saturday, 19 May, 1945.

0319 Dep. Kyauk Pyu mooring. Harbor rum 58. Partly cloudy. Wind SW 10. Bar 29.58, falling. Stbd. watch.
0330 S 10.
0335 C 279° S 14
0455 C 178° S 14 Cloudy. Wind SSW 12.
0700 Port watch.
0715 C 166° S 14.
1100 Stbd watch. Increasing clouds. Threatening skys.
1500 Port watch. Overcast. Wind increasing.
1510 Passed convoy of 3 freighters and 1 destroyer heading north.
1800 Stbd watch. Overcast. Very rough sea. Wind SSW 20, heavier in gusts.
2215 C 168° S 14 Port watch.
2230 Strong gale.

J. Alan Cross, 1st Lt. DC.

APPROVED: EXAMINED:

_____ U. S. N. COMMANDING. _____ U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Sunday, 20 May, 1945.

0200 Stbd. watch. Gale abating. Wind SSW 25. Overcast.
0235 C 071° S15. Alguada Ruf.
0435 C 053° S15. Krishna.
0600 Port watch.
0635 Sighted freighter on stbd. bow heading NE.
0650 Freighter dead ahead, heading NE.
0710 C 005° S15. China Bakir.
0830 Power runs up Rangoon River.
1025 Docked at main jetty, Rangoon. Ashore for instructions from O.S.S. Det. 101.
1445 Debarked personnel, baggage and equipment brought from Kyauk Pyu.
1520 Dep. for petrol ship.
1543 Arr. petrol ship. Took aboard _____ gal. 100 octane gasoline.
1650 Dep. petrol ship.
1718 Moored alongside HMS ML 904 in main channel to remain overnight. British watch.

J. Alan Cross, 1st Lt. AC.

Monday, 21 May, 1945.

0700 Reveille. General boat work. Drying out quarters and clothes soaked from leaks en route from Kyauk Pyu.
2 officers and 3 EM ashore on liberty.
1318 Alongside victualling ship Chiangte. Took aboard stores.
1520 Dep. Chiangte.
1542 Arr. naval supply ship. Took aboard 500 gal. fresh water.
1725 Dep. supply ship.
1745 Alongside tiller Cromwell for low octane gasoline but was informed it did not have it.
1820 Moored alongside ML 204 for night. British watch.

J. Alan Cross, 1st Lt. AC.

Tuesday, 22 May, 1945.

0700 Reveille. General boat work. 100-hour check on main engines. Check on V-drive units and oil tanks; solenoids and hydraulic clutch controls; operation of outboard; operation of fuel transfer pump. Altered binnacle light. Started deck caulking.
1200 Bar. 29.64. Wind variable. Drizzle.
Lt.-Cmdr. Lee and Lt. McDevitt aboard to explain plans for missions.
List of volunteers for shore missions made up. One officer and 2 EM ashore on liberty. Port watch.

J. Alan Cross, 1st Lt. AC.

APPROVED: EXAMINED:

U. S. N. COMMANDING. U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Wednesday, 23 May, 194

0700 Reveille. Cleaned all armament. Continued work on waterproofing forward section of boat. Removed wiring from mast, repaired shorts, replaced and waterproofed. Cleaned, painted, and checked operation of jeep pump. Batteries checked.
1200 Bar. 29.65 rising. Intermittent rain.
1550 Disp. for gas jetty.
1612 Arr. gas jetty; took aboard 145 gal. 67 octane gasoline.
1735 Disp. jetty.
1802 Moored with ML's for the night. Took aboard clothing and armament received on requisition. Fwd. watch.

J. Alan Crosa, 1st Lt. AC

Thursday, 24 May, 1945.

0700 Reveille. Painted canvas covers for outboard and gas transfer pumps. Continued waterproofing topside.
1105 T/Sgt. Grundstrom caught right hand in fan of 10 KW generator; two fingers and part of third sheared off and hand lacerated. Man taken to dispensary and tourniquet applied.
1110 Boat alongside HMS Barracuda. Doctor called aboard, administered morphine, and requested Sgt. Grundstrom's removal to Barracuda.
1120 Sgt. Grundstrom removed to HMS Barracuda sick bay. Ligatures put on severed arteries and finger stumps sewed.
1200 Bar. 29.72. Overcast. Light rain.
1205 Ran to water ship Empire Drury; took aboard 300 gals.
1240 Returned to mooring.
1535 Disp. to meet Catalina landing at middle anchorage. S 16.
1557 Contacted Catalina; no OSS personnel aboard. Returned to mooring.
1621 Moored. Sgt. Rosendahl sent to HMS Barracuda to accompany T/Sgt. Grundstrom to American dispensary at Det. 101 Hq.
Cpl. Murray returned from dispensary after having infected area under right arm treated; partial duty.
Brew guns and other armament taken aboard. Port watch.

J. Alan Crosa, 1st Lt. AC

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U. S. N. COMMANDING. U. S. N. NAVIGATOR

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REMARKS

Friday, 25 May, 1945.

0700 Reveille. Continued waterproofing. Repaired water pump.
1200 Bar. 29.78 steady. Wind NE light. Partly cloudy.
1350 Dep. mooring to contact Catalinas. No O&S personnel aboard either of two Catalinas but picked up 3 RAF officers from HMS Manilas and transported to HMS Nith.
1435 Tied up to HMS Barracuda. Took aboard 303 ammo. Consulted with Cmdr. Ashby regarding water in channels and mouth of river.
1520 Returned to ML mooring.
1603 Belt on main generator broke. Stbd. generator under repairs and inoperative.
1615 Tied up to Barracuda for replacement belt; none available.
1637 Dep. Barracuda for Pazundaung Creek mooring.
1658 Moored at Pazundaung. Completed grinding valves and other repairs on stbd. generator. Operative at 1945. Stbd. watch.

J. Alan Cross, 1st Lt. AC

Saturday, 26 May, 1945.

0700 Reveille. General cleaning. Discontinued waterproofing when we ran out of white lead and caulking. Started dis-assembling port generator preparatory to overhaul.
0905 Dep. for jetty to pick up passengers.
1016 Arr. Jetty. No passengers. Bought fresh produce.
1055 Dep. for water ship Empire Druky.
1110 Alongside E. Druky; water not fit for drinking.
1116 Alongside Barpeta for NAAFI supplies.
1233 Dep. for ML mooring.
1249 Moored with ML's.
1330 Out of water.
1340 Stbd. generator overheating; stopped for checking.
1652 Dep. for water boat Sulphur Bluff.
1714 Alongside Sulphur Bluff; took aboard 500 gal. fresh water.
1746 Dep. for mooring.
1808 Moored at Pazundaung. W/o Maisey ashore overnight to catch Calcutta plane on morning of 27 May. Worked on stbd. generator; operative at 1945 but shut down again because of overheating. Port watch.

J. Alan Cross, 1st Lt. AC

APPROVED: EXAMINED:

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REMARKS

Sunday, 27 May, 1945.

0700 Reveille. Daily cleaning. Work on stbd. generator, cleaning
lazer and checking electrical system.
1200 Bar. 29.74 Cloudy. Threatening skys.
Shore liberty for one-half crew. Stbd. watch.

J. Alan Crosa, 1st Lt. A.C.

Monday, 28 May, 1945.

0700 Reveille. Scrubbed bulkheads and decks in forecastle, midships
section, radio room, officers quarters and galley. Pumped bilges.
Aired out bilges, lockers, closets, bedding. Re-stowed ammo
lockers.
1200 Bar. 29.69. Partly cloudy. Wind light.
Took aboard supplies and equipment from 101 boats. Continued
overhaul of port generator. Port watch.

J. Alan Crosa, 1st Lt. A.C.

Tuesday, 29 May, 1945.

0700 Reveille. General cleaning.
0947 Dep. mooring.
1029 Alongside Changte. Took aboard victuals and NAAFI supplies.
1130 Dep. Changty.
1136 Alongside Sulphur Bluff. Took aboard 400 gal. fresh water.
1210 Dep. Sulphur Bluff.
1228 Picked W/O Bannister up from petrol dock; low water.
1230 Bar. 29.64. Partly cloudy. River smooth.
1243 Alongside Barracuda. Took aboard guns and engine parts.
1427 Dep. Barracuda.
1436 Tied up at petrol docks. Took aboard 105 gal. 67 octane gasoline.
1500 Dep. Petrol docks.
1518 Moored at Pazundaung.
Stbd. watch.

J. Alan Crosa, 1st Lt. A.C.

Wednesday, 30 May, 1945.

0700 Reveille. Cleaned all armament and checked operations.
1200 Bar. 29.74 Cloudy. Wind variable; light.
1505 Stbd. generator overheated and stopped. On disassembly, gears of
water pumps were found to be broken. Water pumps taken to Barracuda
to get new gears cut; work promised 31 May. Batteries used for
refrigeration only. Port watch.

J. Alan Crosa, 1st Lt. A.C.

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REMARKS

Thursday, 31 May 1945.

0700 Reveille. General cleaning. One officer and two EM ashore on liberty.
1200 Bar. 29.74 Squalls, with heavy rain.
1500 Sgt. Drucker, while in Burma Ivory Works examining curios with Sgt. Doran and Lt. Cross, shot in back by I.O.R. soldier who was examining .45 cal. pistol. Bullet entered left side of back about one inch below belt, passed through body, and emerged from front of lower abdominal region. Sgt. Drucker was removed in OSS command car to 15th Casualty Clearing Station where his condition was pronounced grave. Operation could not be attempted until his condition improved. Four fresh blood transfusions were given and by 1730 it was decided to operate. The operation, performed by Maj. Crawford, RAMC, consisted of a left lower paramedian incision and the repair of a perforation in the sigmoid colon. The incision was closed with a drain. The I.O.R. soldier, Ran Chand, of the 54th Infantry, 26th Div. Work Shop, IEME, was placed in close custody by his unit after interrogation by OSS Det. 101. Stbd. generator under repair.
2230. Stbd. watch.

J. Alan Cross, 1st Lt. AC.

Friday, 1 June 1945

0700 Reveille. Routine ship's work. W/O Maisey returned to duty after trip to Calcutta for supplies. New gears for water pump in stbd. generator cut on HMS Barracuda and installed.
1030 Lt. Cross and T/Sgt. Doran to OSS Hq. for statements in British inquiry into injury of Sgt. Drucker. Statements also given by the accused, Capt. Lyon of the Burma Rifles; and four Burmans present in the store. Sgt. Drucker's condition pronounced "fair" at hospital.
1200 Bar. 29.72. Partly cloudy.
1330 Stbd. generator operating.
1630 Sgt. Drucker's condition unchanged.
2230 Port watch.

J. Alan Cross, 1st Lt. AC

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REMARKS

Saturday, 2 June 1945.

0700 Reveille. Port side of hull painted; iron and steel on deck painted with red lead. Armature, armature shaft, and exhaust manifold taken to Barracuda for repair.
1100 Sgt. Druckers condition reported "improving."
1200 Bar. 29.71 Cloudy. Threatening sky.
1310 Topside work discontinued on account of showers.
1600 Sgt. Druckers condition unchanged.
2230 Stbd. watch.

J. Alan Cross, 1st Lt. A.C.

Sunday, 3 June 1945.

0730 Reveille. Repaired port engine solenoid and bridge throttle. Began assembly of port generator pending receipt of parts being repaired.
1045 Departed mooring.
1105 alongside water ship HEYSER; took aboard 4 Egals.
1125 Dep. HEYSER.
1134 Alongside BARRACUDA; checked progress of repairs.
1147 Dep. BARRACUDA.
1216 Moored at Pazmndaung.
1400 Sgt. Drucker reported "still dangerously ill." Condition appears today not so good as on previous day.
1730 PX Rations from Det. 10 brought aboard and distributed.
2230 Port watch.

J. Alan Cross, 1st Lt. A.C.

Monday, 4 June, 1945

0700 Reveille. General cleaning. Painted stbd. side of hull. Galley oven switch inoperative; disassembled, but repair awaits replacement part.
1200 Bar. 29.69. Overcast. Threatening sky.
1530 Sgt. Drucker reported unchanged.
1730 Ch. B/M Nicolaisen and Cpl. Babst, U.S.C.G. aboard as temporary supernumerary replacements.
2230 Stbd. watch.

J. Alan Cross, 1st Lt. AC

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REMARKS

Tuesday, 5 June 1945.

0700 Reveille. Cleaned small arms and ammunition.
1130 Ran to Pazundaung float to attempt straining water from high octane fuel; attempt unsuccessful.
1200 Bar. 29.58 Cloudy. Threatening.
1330 Heavy rain.
1400 Hospital reports removal of 1½ pints of fluid from peritoneum of Sgt. Drucker on morning of 5 June; Condition still critical.
1510 Dep. mooring.
1543 Arr. BARRACUDA; took aboard repaired generator parts.
1621 Dep. BARRACUDA.
1634 Arr. petrol dock; took aboard 180 gal. 73 octane fuel.
1703 Dep. petrol dock.
1727 Moored at Pazundaung.
2230 Port watch.

J. Alan Cross, 1st Lt. AC

Wednesday, 6 June 1945.

0700 Reveille. Prepared excess gear brought from Colombo for offloading.
0905 W/o Marcy ashore to prepare warehouse for gear.
1103 Dep. mooring.
1129 Alongside Empire Hull; made arrangements to offload gasoline.
1135 Dep. E. Hull
1151 Alongside VSIS CHANGTE; took aboard victuals and NAAFI supplies.
1255 Dep. CHANGTE.
1308 Alongside BARRACUDA; balance of parts not available.
1317 Dep. BARRACUDA.
1335 Moored at Pazundaung.
1350 W/o Marcy alongside with "duck" to offload gear. He brought word of Sgt. Drucker's death at 0115 and of plans for funeral at 1700. Gear offloaded, then crew prepared to go ashore for funeral.
1605 Crew ashore; Babet and Nicolaisen aboard as security watch.
1800 Funeral cortege departed for Rawlinson Barracks Chapel.
1850 Funeral service at chapel, located at grid coordinates 5023-5325 map HIND 1036 Rangoon, sheet 1, 3rd edition. Services conducted by Lt. Cross, assisted by Sgt. Schulman. Military funeral with guard of honor, bugler; pallbearers Murray, Pitchell, Dorian, Rosendahl, Cook, Valiant.
2230 Stbd. watch.

J. Alan Cross, 1st Lt. AC

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REMARKS

Thursday, 7 June 1945.

0700 Reveille. Lt. Crosa ashore for reports on Sgt. Drucker's death.
0910 Dep. mooring.
0935 Alongside BARRACUDA; took aboard distilled water & engine parts.
0942 Dep. BARRACUDA.
0946 Alongside SULPHUR BLUFF; took aboard 500 gal. fresh water.
1020 Dep. SULPHUR BLUFF.
1025 Alongside BARRACUDA.
1050 Dep. BARRACUDA. Ran down river to find supply ship BONIFACE; returned up river above BARRACUDA.
1235 Alongside BONIFACE; took aboard paint & other supplies.
1445 Dep. BONIFACE.
1516 Moored at Pazundaung.
2230 Port watch.

J. Alan Crosa, 1st Lt. AC.

Friday, 8 June 1945.

0700 Reveille. Lt. Crosa ashore with Sgt. Drucker's personal effects. Report of death and report of interment completed; Letter of condolence sent; letters sent to blood donors and guard of honor; copies made of statements taken for British Board of Inquiry.
0955 Dep. mooring.
1013 Alongside petrol ship EMPIRE HULL; pumped gasoline from all but forward inboard tanks to get rid of water.
1423 Dep. EMPIRE HULL.
1445 Arr. Galla shipyard. Col. Innis examined boat preparatory to slipping.
1545 Dep. Galla.
1620 Moored at Pazundaung.
1840 Tested port generator. After 5 minutes running, manifold heated and broke at repair point. Generator inoperative.
2230 Stbd. watch.

J. Alan Crosa, 1st Lt. AC.

Saturday, 9 June 1945.

0700 Reveille. Bottom paint not available at naval stores; procured anti-fouling boot topping from RAF. Waterproofed port wheelhouse windows. Painted and waterproofed stbd. bridge, locker and barbette.
1200 Bar. 29.57 Cloudy. Threatening.
1300 Ashore to find Hercules manifold; unsuccessful.
1830 Stbd. generator inoperative; gears installed 1 June. Cleaned up by river water.
2230 Port watch.

J. Alan Crosa, 1st Lt. AC.

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REMARKS

Sunday, 10 June 1945.

0700 Reveille. Routine cleaning.
0800 Church party ashore.
1100 Crew ashore for mess at OSS Hq. Liberty for port watch.
1700 Security watch aboard; balance of crew remaining ashore.
2230 Stbd. watch.

J. Alan Crass, 1st Lt. AC.

Monday, 11 June 1945.

0700 Reveille. Routine cleaning. Preparations for hauling.
1100 Crew ashore for mess.
1310 Crew aboard.
1540 Dep. mooring.
1608 Docked at Lidla shipyards. Put docking lines ashore and warped boat into position to be hauled.
1715 Boat on ways. Shore line put aboard.
1735 Part of crew ashore for mess.
2230 Port watch.

J. Alan Crass, 1st Lt. AC.

Tuesday, 12 June 1945.

0700 Reveille.
0800 Started sanding, caulking, filling, and painting bottom.
1200 Bar. 29.57. Showers.
1300 Resumed work on bottom. Completed one coat and started second.
1445 Received signal that change in MU program would necessitate early departure for northern port. Replied stated work on engines could not be completed without spare being flown to boat.
1700 Men ashore for mess.
1915 Crew aboard.
2230 Stbd. watch.

J. Alan Crass, 1st Lt. AC.

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REMARKS

Wednesday, 13 June 1945.

0700 Reveille.
0800 Completed painting of hull. Raised boot stripe five inches to conform with actual water line.
1100 Crew ashore for mess.
1200 Bar. 29.61. Occasional showers.
1315 Crew aboard. Boat prepared for undocking.
1635 Boat started down ways.
1639 Engines tested; port running rough. Stbd. generator operative with substandard gears in water pump.
1641 Boat afloat; port engine out. Docked at Dallas dock for checking.
1728 Both engines operative. Departed dock.
1741 Alongside water boat HEYSER; took aboard 500 gal.
1800 Dep. HEYSER.
1826 Moored at Pagumdaung. Crew messed aboard.
2040 Stbd. generator overheated and inoperative because of poor functioning of water pump. Port generator still inoperative awaiting parts.
2230 Port watch.

J. Alan Cross, 1st Lt. AC.

Thursday, 14 June 1945.

0700 Reveille.
0800 Heavy rain squalls. Cleaned all small arms aboard boat. Disassembled stbd. generator; checked pumps, valves, valve guides; repaired, welding; ground valves.
1100 Crew ashore for mess.
1200 Bar. 29.56, lowering. Rain squalls.
1325 Crew aboard. Continued work on stbd. generator. Removed water lines from port generator. Found leak in stbd. engine fresh water pump.
1610 W/O Ellis reported from Ceylon with reconditioned generator water pump. Sgt. Viola and T/Sgt. Whipple reported as replacement radio man and engineer, respectively; sent back to base for the night.
1655 Crew ashore for mess except engine repair team.
1820 Stbd. generator operative.
2135 Crew aboard.
2230 Stbd. watch.

J. Alan Cross, 1st B. AC.

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REMARKS

Friday, 15 June 1945.

0700 Reveille. Routine cleaning. Light squalls.
0800 Removed fresh water pump from stbd. main engine; replaced shaft seal; replaced pump.
1200 Bar. 29.58. Light rains.
1300 Started painting topside superstructure. Worked on disassembly of port generator. Lt. Cross and T/Sgt. Doran ashore for British inquiry into death of Sgt. Bruckner.
1845 Liberty party ashore.
2130 Liberty party aboard.
2200 Port watch.

J. Alan Cross, 1st Lt. AC

Saturday, 16 June 1945.

0700 Reveille. Routine cleaning.
0736 Dep. mooring. Continued topside painting.
0903 Alongside Changtez. Took aboard fresh and dry provisions.
0958 Dep. Changtez, ran down river.
1052 Alongside EMPIRE MUSH in lower anchorage; took aboard 3200 gal. 100 octane gasoline and 400 gal. fresh water.
1505 Dep. EMPIRE MUSH.
1538 Moored at Pazmndamng. Col. Booth, OSS, talked to crew about possible transfer to another branch and requested that men signify desired in 24 hours if possible.
1610 Dep. down river with Col. Booth.
1745 Moored at Pazmndamng.
1840 Liberty party ashore.
2150 Liberty party aboard.
2200 Std. watch.

J. Alan Cross, 1st Lt. AC

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REMARKS

Sunday, 17 June 1945.

0700 Reveille.
0720 Church party ashore.
0800 Preparation for sea.
1100 Lt. Cross ashore for recog. signals and orders. Personal effects of T/Sgt. Grundstrom and Sgt. Drucker put aboard for transport to Calcutta. Church party aboard.
1200 Bar. 29.58. Cloudy.
1445 Lt. Cross aboard.
1625 Dep. mooring. Bar. 29.57. Cloudy. Wind SW 8.
1644 Alongside SPINDLETOP; took aboard 150 gal. fresh water.
1654 Dep. SPINDLETOP.
1800 Nearing mouth of Rangoon River. S 16. Pt. Cldy. Wind SSW. C206°
1845 Chimal Baker C188° S 15. Wind SSW 12.
2000 Stbd. watch.
2030 Krishna C 233° S 15. Mid-ocean squalls.
2045 Lost sight of P-497 in squalls; reduced speed to 10 K.
2115 No sight of P-497; resumed speed of 15.
2400 Port watch.

J. Alan Cross, 1st Lt. AC.

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REMARKS

Monday, 18 June 1945.

0000 Port watch. C 252° S 15
0015 Heavy squalls; reduced speed to 11 K.
0214 C 288° S. 91
0400 Stbd. watch. Squalls.
0605 Passed convoy of 2 passenger ships and 1 sloop heading east.
0610 Increased speed to 14 K. No sight of P-497.
0715 C 342° S 14.
0800 Abeam Algnada Lt. Port watch. Spud 15. Bar. 29.59. Cloudy.
1025 Spud 19.
1100 Spud 14.
1200 Stbd. watch. Bar. 29.59. Cloudy. Wind SW 8. Moderate seas.
Position: 93°55' E.; 16° 40' N.
1600 Port watch.
1914 Stopped both main engines to clean strainers.
1926 Resumed course; spud 14.
2000 Stbd. watch. Squalls.
2230 Heavy rain.
2400 Port watch. C 342° S 14.

J. Alan Cross, 1st Lt AC

Messages.

Received: NR1 18 1230Z CK52 To Cross, P-496: awaiting arrival P-497 at Abrab. Maintain listenning watch all schedulde and keep us advised any development 2100 hours today. We have no signals from Mion. In what weather did you lose contact with him and at what position did you last see him?

Sent: NR1 18 1730 CK27 ETA Abrab 0800 19 June. Lost contact other boat. Give me last correct position P-497.
NR2 18 2400 24 Position 19°26' N, 93°02' E. Where is P-497.

J. Alan Cross, 1st Lt AC

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REMARKS

Tuesday, 19 June 1945.

0000 Port watch. C342° S14
0045 Sped 16.
0135 C270° S10.
0145 C090° S7. Heavy rain.
0150 C180° S10.
0215 C270° S10. Squalls.
0345 C020° S10. Stbd. watch.
0427 C270° S10.
0443 C180° S10. Squalls
0503 C090° S10
0518 C020° S14
0540 C020° S16.
0621 Sighted Savage Island Lt. Rain squalls.
0636 Entered Akutan Harbor.
0650 Moored at Akutan Coastal mooring.
0835 Dep. mooring for gas dock on permission from NOIC.
0857 Docked at gas dock; took aboard 2500 gal. of 100 octane gasoline.
1147 Dep. gas dock.
1215 Alongside VSIS TAIPING; took aboard victuals.
1443 Dep. TAIPING for mooring.
1452 Near mooring; signalled P-497 to follow us out of harbor.
1456 Port engine developed miss; signalled to P-497 to continue on course north of Oyster Light and thence toward 88°E, 21°N. Returned to mooring.
1530 Dep. mooring after reclearing main engine strainers. Harbor run
1540 Savage Island Light C293° S16 Bar. 29.44 dropping.
1600 Port watch. Thr'eatening sky. Heavy swell.
1710 Oyster Island Light C280° S22
1815 Joined P-497 C280° S16
1835 P-497 dropping astern; slowed to 14 knots
1855 Stbd engine stopped to remove and clean plugs. S9 knots
1910 Stbd. engine operative. S16. P-497 300 yds astern on bearing 315° rel.
1912 Following messages sent by blinker: "to P-497." Can you maintain 16½ knots sped?" to P-496: "Think so, but not sure of RPM's." to P-497: "Gauge your sped tonight by position of our light." to P-496 "Roger."
2000 Stbd. watch Bar. 29.46 rising. Cloudy. Wind W12. P-497 running without lights; not visible.
2305 Masthead and running lights aborted with blaze on port sides; engine room power panel aborted out; radio inoperative.
2400 Port watch. Sea moderate. Cloudy.

Messages.

Received: to P-496: (0440 Z 62) No position reports received from P-497. Suggest you attempt radio contact 6666 KC's at times you have rescheduled with us. We will inform you on 5975 KC's if P-497 is on and link you on 6666 KC's.

(cont. on next page)

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REMARKS

Tuesday, 19 June 1945 (cont'd)

Messages sent: NR3. EID Akyab 1530. NR4. Both boats on way to Calcutta in company. Departed Akyab 1530. ~~NR Jac~~

J. Alan Cross, 1st Lt. AC

Wednesday, 20 June 1945.

0000 Port watch. Sea moderate. Cloudy. C 280° S 16.
0330 Both engines stopped to clean strainers of water in gasoline
0340 Underway with both engines operating
0400 Stbd. watch. Bar. 29.47 Sea light. C 280° S 16.
0800 Port watch. C 280° S 16.
0810 Both engines stopped to clean strainers
0827 Resumed course and speed.
0910 Western Channel Light Ship. Began river runs. S 20.
1200 River runs. Bar. 29.48. S 20.
1530 Moored at RAF docks, Calcutta. Reported arrival to Commanding Officer, Det. 505.
2200 Port watch.

Message sent: NR 5 0800. P-496 south of Matla River entrance.

J. Alan Cross, 1st Lt. AC

Thursday, 21 June 1945.

0700 Reveille. Routine cleaning.
0800 Stbd. generator torn down; distributor broken. Work on repairing Power Sand started.
0900 Lt. Cross ashore; reported arrival of crew and registered them. Conference with C.O. Det. 505 on plans.
1200 Bar. 29.48 River smooth.
1422 Brig-Gen. Neyland, Lt-Col. McGhee, Lt-Col. Deans, and Lt. aboard.
1434 Dep. mooring for run down river.
1548 Pilot Neyland party ashore; dep. for King George Basins
1559 At King George Lock.
1628 In King George Lock.
1735 On south side of King George Basins; took aboard 450 gal. Fresh water.
1755 Dep. for Lock dock; engines malfunctioning due to rapidly decreasing gasoline pressure.
1810 Docked at Khabor boat dock. Took shore line aboard.
2200 Stbd. watch.

J. Alan Cross, 1st Lt. AC

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REMARKS

Friday, 22 June 1945.

0700 Reveille. Routine Cleaning.
0800 Removed panel rheostat; Checked values, guides, etc. on stbd. generator. Continued getting power from deck generator aboard YRT 806.
0900 Lt. Crosa ashore for further conference. Payroll voucher for partial payment of EM made out.
1200 Bar. 29.48. Pt. cldy.
1300 Routine maintenance work.
2200 Port watch.

J. Alan Crosa, 1st Lt. AC.

Saturday, 23 June 1945.

0700 Reveille. Routine Cleaning.
0800 Work on installation of distributor and assembly of stbd. generator started.
0900 Crew ashore for pass.
1145 Stbd. generator operative.
1200 Bar. 29.46 Cloudy.
1700 Crew aboard. Fresh victuals brought aboard.
2200 Stbd. watch.

J. Alan Crosa, 1st Lt. AC.

Sunday, 24 June 1945.

0700 Reveille.
0720 Church party ashore.
0800 Routine Cleaning.
1000 Church party aboard.
1300 Liberty party ashore.
2000 Liberty party aboard.
2200 Port watch.

J. Alan Crosa, 1st Lt. AC.

Monday, 25 June 1945.

0700 Reveille. General Cleaning.
0800 Painted 20 mm. barbettes, balance of superstructure, and main deck.
1200 Bar. 29.42 Cloudy.
1330 Liberty for crew.
2200 Crew aboard. Stbd. watch.

J. Alan Crosa, 1st Lt. AC

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REMARKS

Tuesday, 26 June 1945.

0700 Reveille. Routine cleaning.
0800 Nine men ashore for work party; balance security watch.
0845 Received word through Lt. Moore that P-497 would proceed to Petrol docks and take on fuel; P-496 to be towed to docks.
0905 Received word that P-497 crew would return to man boat.
0920 Orders changed; P-497 to remain; P-496 to be towed to Budge-Budge, refuel; pick up Base Hq. mail, and take Gen. Wayland on trial run.
1015 Dep. harbor boat dock. Lgt. Sorenson, Lgt. Alamos, Lgt. Simmons and Cpl. Bishop aboard as supernumeraries.
1200 Bar. 29.42. Cloudy. River smooth. Waiting to enter lock.
1210 In King George lock.
1220 Reported to Dir. 505 that keeping 1400 hours appointment was impossible; next call would come from Budge-Budge at about 1600 hours.
1545 Arr. Budge-Budge.
1615 Reported arrival by telephone after 32 minutes engaged time.
1632 Commenced gasing; took aboard 3905 gal. 100 octane fuel.
1918 Departed Budge-Budge.
2016 Arr. King George Basin locks, stood by for lock opening.
2150 Entered lock.
2218 Dep. lock.
2232 Docked at shed #4 where regular berth was found to be occupied.
2240 Port watch.

J. Alan Cross, 1st Lt. AC

Wednesday, 27 June 1945.

0700 Reveille. Routine cleaning.
0745 W/O Bristol, W/O Massey, W/O Bannister and Cpl. Valiant to Alipore Airport for plane missions.
0950 Work party ashore after mooring first line; 3 men aboard as security watch.
1200 Bar. ____ Drizzling. Overcast.
1540 Fresh provisions aboard.
2015 Crew aboard.
2200 Std. watch.

J. Alan Cross, 1st Lt. AC

APPROVED: EXAMINED:

_____ U. S. N. COMMANDING. _____ U. S. N. NAVIGATOR

UNITED STATES SHIP _____ (Day) _____ (Date) _____ (Month), 19__

REMARKS

Thursday 28 June 1945

0700 Reveille. Routine cleaning.
0800 Work party ashore; 3 man security watch aboard.
1215 Lunch for all hands.
1315 Work party ashore.
1445 W/O Bristol and W/O Maisey aboard after return from mission.
1900 Work party aboard.
2200 Watch by shore MP.

J. Alan Cross, 1st Lt. AC

Friday, 29 June 1945

0700 Reveille. Routine cleaning.
0800 Work party ashore; 3 man watch aboard.
1200 Bar. 29.48 Cloudy. Drizzle.
1215 Work party aboard.
1315 Work party ashore.
1635 Work party aboard.
2200 Shore MP watch.

J. Alan Cross, 1st Lt. AC

Saturday, 30 June 1945