

DECK LOG

Log S.S.M.V. HORIZON ENTERPRISE

From/At LOS ANGELES

Voyage No. 365

11/19/17

Top HE

HOUR	TRUE	GYRO	COURSE				R.P.M.	WIND		SEA		LOOKOUT	TEMPERATURE			BAR.
			E	STAND.	E	STEER.	E	DIR.	FORCE	DIR.	STATE		DRY	WET	SEA	
0100												DUBACK				
0200	257	257		246				S	3	S	3		65	62		1020
0300																
0400	256	257		245				Sxw	4	Sxw	3		64	63		1018.9
0500												REICH				
0600	256	257		244				Sw	3	Sw	3		65	64		1018.7
0700																
0800	255	257		244				SSE	3	SSE	3		65	64	65	1019.0
0900												BECKES				
1000	255	255		242				SSW	3	SSW	2		64	68		1019.8
1100																
1200	255	255		243				SSW	3	SSW	2		69	68		1018.3
LAT. LONG. COURSE DIST. OBS. DIST. TOT. DIST. TO GO LENGTH OF DAY TIME AT SEA AVG. SPEED																
31-26.3 N	128-45.3 W		256	553.1		553.1		1677.9	2744-48 M	2244-48 M	19.9		F			
													A.			
													M.		M.	
1300												DUBACK				
1400	254	255		243				SSW	4	SSW	2		68	67		1016.5
1500																
1600	254	255		243				Sxw	4	Sxw	2		68	67		1016.1
1700												REICH				
1800	253	254		241				Sxw	3-4	Sxw	3		68	67		1015.4
1900																
2000	253	253		240				Sxw	4	Sxw	4		69	67	68	1015.5
2100												BECKES				
2200	253	253		242				S	5	S	5		70	68		1014.5
2300																
2400	252	253		240				S	6	S	5		70	68		1013.4

ADDITIONAL REMARKS

ENGINEER'S NOON REPORT

COAST GUARD DEPT TOWERS SAFETY NETS	R.P.M.	87.8
Dist. by Engines		600.0
Dist. by Observation		553.1
Propeller Ship		7.8
Steamship Time		77

0000 3/4 A. LUMBARO ASSUMES THE LOW SUDY SEEN. SHIPWAKE

1200 3/4 M. FERRIS ASSUMES THE LOW SUDY SEEN. SHIPWAKE

1600 2/4 B. ACONE AS

2000 WATY REVELED

2400 CLEAR WY 600

0000 3/4 A. LUMBARO ASSUMES THE LOW SUDY SEEN. SHIPWAKE

0400 2/4 B. ACONE

0800 WATY REVELED BY HAZE WITH LOW TO MODERATE

1200 3/4 M. FERRIS ASSUMES THE LOW SUDY SEEN. SHIPWAKE

1600 2/4 B. ACONE AS

2000 WATY REVELED

2400 CLEAR WY 600

DECK LOG

Voyage No. 563

11/20/17

Log S.S.M.V. HORIZON ENTERPRISE

From/At LOS ANGELES

Top H

HOUR	COURSE					WIND			SEA		LOOKOUT	TEMPERATURE			BAR.
	TRUE	GYRO	E	STAND.	E	R.P.M.	DIR.	FORCE	DIR.	STATE		DRY	WET	SEA	
0100											<u>DRIBBLE</u>				
0200	252	252		239				6	SW	5		70	68		1012.0
0300															
0400	252	252		239				6	SW	5	<u>↓</u>	70	67	71	1010.8
0500											<u>REICH</u>				
0600	251	251		240				6	SW	5-6	<u>↓</u>	71	69		1010.1
0700											<u>↓</u>				
0800	251	250		238				6	S	6	<u>↓</u>	72	70	71	1009.1
0900											<u>REICHES</u>				
1000	251	250		237				6	SW	6	<u>↓</u>	72	70		1006.9
1100											<u>↓</u>				
1200	250	250		237				6	SW	6	<u>↓</u>	72	70	71	1006.2
LAT. LONG. COURSE DIST. OBS. DIST. TOT. DIST. TO GO LENGTH OF DAY TIME AT SEA ANGLE SPEED DRAFT ON ARR. DRAFT ON DEP.															
24-01.2 N	138-01.0 W		251		501.4	1054.5		1176.5	25 H-00M	52 H-48 M	20.1				
1300											<u>DRIBBLE</u>				
1400	250	247		236				5	SW	4	<u>↓</u>	70	67		1002.7
1500															
1600	250	249		237				6	SW	5	<u>↓</u>	72	68		1003.0
1700											<u>REICH</u>				
1800	249	250		238				6	SW	5-6	<u>↓</u>	72	67		1005.1
1900											<u>↓</u>				
2000	249	249		231				6	SW	6	<u>↓</u>	72	67	73	1006.2
2100											<u>REICHES</u>				
2200	249	250		237				7	W	7	<u>↓</u>	72	66		1005.1
2300															
2400	248	250		234				8	W	7	<u>↓</u>	71	65	73	1005.1

ADDITIONAL REMARKS

ENGINEER'S NOON REPORT

0900	CONDUCT DECK DEPT TALLAGE SAFETY MR. <u>AB</u>	R.P.M.	88.7
1100		Dist. by Engines	545.0
1300		Dist. by Observation	501.4
1500		Propeller Shit	2.0

TIME: 0900

Completed daily inspection of accessible cargo, including refrigerated containers, hazmat, and lashing. Lashing tightened as required. Cargo found intact and secure.

11/20/17

3 Dist. by Observation 501.4

4 Propeller Shit 2.0

0000 SHIPWRECK ASSUMES THE
FOR 20 TO 10.005.4 BY 1200
IN MODERATE SEELY SEA. A
0400 2/4 B. NUCLE
0457 ↑ 90 RPM. 0800
5'LY SEAS. OVERCAST AND
0800 3/4 A. LUMBAR A.
W. ROUGH SEAS OVERC
BT 3/4 FERRIS
1200 3/4 FERRIS ASSUMES
IN ROUGH SEELY SEA. ONE
1600 2/4 B. NUCLE ASSC
RELIEVED BY 3/4 PER
NEXTLY CLEAR WITH C
2000 3/4 A. LUMBAR A.
PITCHING, WORKING MA
VISIBILITY RELIEVED IS

DECK LOG

Voyage No. 563

Top Head

Log S.S.M.V. HORIZON ENTERPRISE

From/At LOS ANGELES

Log S.S.M.V. HORIZON ENTHUSIAST																
HOUR	COURSE					R.P.M.	WIND			SEA		LOOKOUT	TEMPERATURE			BAR.
	TRUE	GYRO	E	STAND	E		STEER.	E	DIR.	FORCE	DIR.		STATE	DRY	WET	
0100																
0200	248	248		238				NW	7	NW	5		DEBARK	72	67	1006.4
0300																
0400	248	250		240				NW	5	NW	5		↓	72	66	1007.3
0500													REICH	70	66	1008.5
0600	247	244		234				NW	6	NW	5-6		↓			
0700													↑	70	66	1010.0
0800	247	247		236				NW	5	NW	5		ISLANDS			
0900														72	63	1011.0
1000	247	244		237				NW	4	NW	4		↓			
1100													↑	72	64	1010.3
1200	247	244		237				NW	4	NW	4					
LAT.		LONG.	COURSE	DIST. OBS.	DIST. TOT.	DIST. TO GO	LENGTH OF DAY	TIME AT SEA	AVG. SPEED	DRAFT ON ARR.	DRAFT ON DEPT.					
26-07.8 N	146-22.5 W	247	477.0	1531.5	694.5	24 H-00 M	76 H-48 M	14.8	E							
									A.							
									M.							
1300																
1400	246	247		236												
1500																
1600	246	247		236												
1700																
1800	246	247		236												
1900																
2000	245	246		236												
2100																
2200	245	246		237												
2300																
2400	245	246		237												

ADDITIONAL REMARKS

ENGINEER'S NOON REPORT

TIME: 0900
 Completed daily inspection of accessible cargo, including refrigerated containers.
 Cargo found intact and secure.

R.P.M. 89.7
 Dist. by Engines 4529.0
 Dist. by Observation 4770
 4.8

000-314 FERRIS ASSUMES THE
 IN ROVER PURDY SER. PART

0400 214 B. ABOVE ASSUM
 6800 WATCH RELIEVED BY
 SANS. MOSTLY CLOUDY WITH S

0800 314 A. LUMBARD ASS
 ROUTING EAST IN MOD N
 VISIBILITY BELIEVED AS

1200 314 FERRIS ASSUMES TH
 IN MODERATE NELY SWELL

1600 214 B. ABOVE ASS
 2000 WATCH RELIEVED BY
 CLEAR WITH GOOD V

2000 314 A. LUMBARD
 ROUTING EAST IN MOD SE
 BELIEVED BY 314 FERRIS

DECK LOG

Voyage No. 563

11/22/17

Log S.S./M.V. HORIZON ENTERPRISE

From LOS ANGELES

Top 4

HOUR	TRUE	GYRO	COURSE					R.P.M.	WIND			SEA		LOOKOUT	TEMPERATURE			BAR.
			E	STAND.	E	STEER.	E		DIR.	FORCE	DIR.	STATE	DRY		WET	SEA		
0100																		
0200	244	242		235					NE	3	NE	3		DRIBBLE		72	67	1014.5
0300																		
0400	244	244		233					NE	3	NE	3		↓		70	66	1014.6
0500														REICH				
0600	244	244		233					NEXN	4	NEXN	3-4		↓		70	67	1015.0
0700																		
0800	244	246		235				84.8	NNE	4	NNE	4		↓		72	68	1015.9
0900														BEACHES				
1000	244	244		233					NNE	6	NNE	5		↓		74	67	1017.7
1100																		
1200	243	245		233					NNE	5	NNE	5		↓		76	68	1017
LAT.		LONG.	COURSE	DIST. OBS.	DIST. TOT.	DIST. TO GO	LENGTH OF DAY	TIME AT SEA	AVG. SPEED	DRAFT ON ARR.	DRAFT ON I							
22-41.6 N	154-33.2 W	244	442.0	2023.5	207.6	24 H-00 M	100 H-44 M	20.5	E. 2.7' 02"									
									A. 34' 02"									
									M. 30' 08"									
1300														DRIBBLE				
1400	243	243		233					NE	5	NE	5		↓		80	74	1016
	243	243		233					NE	5	NE	5		↓		82	75	1016.1
	VAR	PER	MASTER						ENE	5	ENE	4-5		REICH		76	70	1017.
	S/SIDE	TO	DRIBBLE						NE	3	-	-		↓		72	67	1017.1
	S/S	T6	B-SI						NE	3				BEACHES		72	68	1018.1
2300																		
2400	S/S	T0	B-SI						NE	3				↓		70	68	1018.1

ADDITIONAL REMARKS

ENGINEER'S NOON REPORT

0800	CONDUCT DECK DEPT TANK SAFETY MTG	R.P.M.	90.1
TIME: 0900	Completed daily inspection of accessible cargo, including refrigerated containers, hazmat, and lashing. Lashing tightened as required. Cargo found intact and secure.	Dist. by Engines	571.0
		Dist. by Observation	492.0
		Drumroll Chn.	72

REEFER OPERATIONS 11-22-17			
UNPLUG	DISCH	No.	AB
		Loaded	
2			
3			
4	ARR	2240	
5A	2240		
5B	2355		
6			
7	2340		
8A			
8B			
9	ARR	2230	
10			
11			
12A	ARR	2150	
12B	2240		
**GEARBOX POSITION-->			
FIRST MOVE: H-4 2030			
LAST MOVE			

11-22

0800 3/m A. LUNSTARD
EAST W MOD NLY SWELL MOD
0400 2/m B. LUNSTARD
0450 ENTER 200 NM
RELIEVED BY 3/m. VE
CLOUDY WITH GOOD VIS

21/22/11

Top 1351

ENGINEER'S NOON REPORT

REEFER OPERATIONS			11-23-17		PORT:
UNPLUG	DISCH	No.	ABOARD		
		Loaded			
2					
3					
4					
5A	0140				
5B	0305				
6	0253				
7	0707				