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内閣府防災担当大臣 河野太郎殿

要 請 書

原子力空母母港化の是非を問う住民投票を成功させる会

共同代表	呉 東	正 彦
同	新 倉	裕 史
同	小 林	麻 利 子
同	今 野	宏
同	三 影	憲 一

3 月 4 日の原子力艦災害対策マニュアル見直し検討作業委員会で委員の試算として発表された避難を要する P A Z も、防災重点範囲である U P Z も、10 年以上前の時代遅れの防災範囲の計算と全く同じものとなっています。

これでは明らかに不当な、住民の安全よりも、米国への配慮を重視した、政治的なものと評価されざるをえないのではないのでしょうか。

このままでは、原発で P A Z も、U P Z も拡大されたのに、原子力空母では従前どおりという著しい二重の基準が維持されて、3 キロ以遠に住む地元横須賀市民や、首都圏 300 万人の住民の安全は、防災対策なしに見殺しにされてしまい、到底住民や自治体の納得が得られるものではありません。

その最大の原因は、以下のとおり、原子力空母や、原子力発電所の事故についての実態を踏まえない諸条件の設定によるものと考えられます。各試算は、考え方のモデルを示したとは言えますが、原発でも防災範囲が拡大したように、原子力空母や、原子力発電所の事故についての実態を踏まえた条件の設定をしていけば、原子力空母でも同様に、科学的根拠をもって拡大されざるをえないものです。

そこで、原子力空母の母港である横須賀市に住む私達は、万一の原子力艦事故から、住民の安全を守るという死活的課題の実現のため、河野大臣、ご担当官及び作業委員会各委員に対して、以下の点について指摘、質問いたすとともに、それらを十分に再検討し、国民各層の意見や、私達の推薦する市民的立場の専門家の知見を聴取して、現在の防災マニュアルを見直し、最悪の事故を想定した、原発並の P A Z、U P Z に拡大することを、緊急に強く求めるものです。

試算3の問題点

- 1、試算2のモデルは、原発の出力を3000MWとし、それと原子力空母の出力比を出して、原発の5KM、30KMと比較しスケーリングをしてPAZ、UPZを求めるというものでした。

原子力事故防災範囲が安全側に見るべきものであり、現実に3000MW級の東海第2原発等でも5KM、30KMとされていることから当然の前提と思われます。

ところが、試算3では、突如として比較対象が3000MWの出力の原発ではなく、福島1・2・3号炉が（合計6084MW）と2倍のものに変わってしまいました。

原子力空母の原子炉2基が事故を起こすとして、最大出力を1200MWとしても、PAZ、UPZのスケーリングの比較対象の原発の最大出力を2倍としてしまえば、全く同じ結果が出てしまうといしか言いようがありません。

スケーリングの手法によるならば比較対象を、試算2の原発の出力を3000MWに戻すべきです。

- 2、試算2のモデルでは原子力空母の平均出力が、平成15年の平均出力の25%から後退して15%とされている点と、平成15年にあった直前の運転状態が全く考慮されていない点が問題でした。

ところが、試算3では、相変わらず平均出力が15%とされ、また直前4日間については6時間100%、その後は18時間15%として計算しています。

- (1) まずファクトシートは、就役期間を通じた平均的な出力レベルは、最大出力の15%以下である、と言っています。ところがこの就役期間（over the life of the ship 資料11 英文ファクトシート3頁参照）には、港内に入港中、定期修理、長期の大規模修理をして原子炉を停止している期間も入っていることを、決して見落とし、誤魔化されてはならないのです。

横須賀の原子力空母は年間の半分以上の日数（平成26年度では港内停泊日数が204日となっています。資料12）は港内に停泊して原子炉を停止していますから、仮にファクトシートによるとしても航海中の平均的な出力レベルは、逆算して30%以上に達するとしなければならないのです。

従って平均出力25%でも低すぎるのであり、全就役期間の平均出力15%を用いる

のは、初歩的な、明らかな誤り、ミスリーディングです。

- (2) これは当会が入手した原子力空母ジョージ・ワシントンの航海日誌（既に提出済の資料3や、それに続く資料13参照 但しこの航海は定期修理中で艦載機は載せていなかった。）、原子力空母ロナルド・レーガンの航海日誌（資料14 これらを読みとく上で参考となる原子力空母ステニススの航海日誌 資料15）からも裏付けられます。

即ち各航海日誌の午前0時欄には、航海中は殆ど原子炉2基共稼働中と記載されています。

そしてORDER欄のASTOP、AA1、AA2、AAS、AAF、AAFLKとは、全機関停止、全機関前進第1出力（毎分25回転程度）、全機関前進第2出力（毎分50回転程度）、全機関前進第3出力（毎分75回転程度）、全機関前進第4出力（毎分100回転程度）、全機関前進最大出力（毎分125回転程度）を意味しています。

資料13・14を見ると、

- ①原子力空母の作戦行動、作戦海域への展開中の巡航速度で航行中の出力は、横須賀帰港直前まで約50%以上（最大出力毎分120回転に対して、60回転以上）である
- ②艦載機の離着艦時には、出力が100-75%の間（最大出力毎分120回転と90回転の間）を繰り返している

ことがわかります。原子力空母が帰港する際や、試験航海をして戻る時には、このような艦載機の離着艦が頻繁に行われていますし、今後日本近海での軍事的緊張が高まるとさらに軍事的な要請による同様の高出力での稼働が多くなると予測されます。

従って、短寿命のヨウ素の内部蓄積量を判定する上での、原発と原子力空母の出力比としては、基本が50%、直前4日は毎日6時間が100%とされねばなりません。

これらの航海日誌は米海軍が昨年情報公開したものであって、これが今回の見直し作業において活用されるべき、原子力空母の運転実態の新しい知見なのです。

（なおこのように、頻繁急速に出力変動を繰り返すことの危険性については、専門委員は十分にご理解頂いていると存じます。）

- (3) 従って全期間についてもヨウ素を基礎とするならば、航海中の平均出力50%、ないし米海軍主張の全就役期間平均の2倍の30%以上とされねばならず、従前の25%を15%に後退させることは、明らかに科学的に誤った想定でなのです。
- (4) と同時に、特に直前の4日間については、明らかに航海中で2基とも原子炉を稼働させており、搭載機を発着させたり、原子炉の出力上昇試験をしたりしているのですから

その実際の運転状態に則して、より強い意味で平均出力は50%以上とされねばならないのです。

- (5) また平成15年には、別紙のとおり直前4日間、25%18時間、100%6時間で事故直前も100%出力状態で事故発生という想定でしたが、試算3はその逆のように書かれていますか。これも平成15年の最悪の想定からの後退ではないでしょうか。
- (6) そしてこの実際の原子力空母の航海中及び直前の運転状態の出力比からは、半減期7日のヨウ素の蓄積量は、原発の100%と比較しても、約50%以上となるはずです。

3、試算2も試算3もそうですが、放射性物質の炉内蓄積量比によって、対策範囲を比較するならば、放射性ヨウ素が支配的であるから、放射性ヨウ素のみの比較をするという限定をすべきではありません。

福島原発事故の実態に照らし、長寿命の核種の影響は深刻であり、現在もなお長寿命の核種の影響で、はるかに5KMを超える広大な範囲が、避難区域となっているではありませんか。(資料18)

今誤った試算によってUPZが従前どおりとされてしまうと、福島原発事故のようにそれより遠くの地域を放射能が汚染した場合、飯館村のように全く対策が準備されていない無防備状態のもとで、福島より遙に人口が民衆しているのですから、大変な混乱と被害が発生しかねないのです。

また、原子力艦の事故対策範囲は、原子力艦の25年間連続運転をするという、原発にない特殊性が十分盛り込まれねば住民の安全は守れず、原子力艦の事故対策範囲においては特に、長寿命の核種を無視することは現実的ではなく、長寿命の核種の炉内蓄積量も加えて比較されねばなりません。

そして、長寿命の核種の炉内蓄積量は原発の出力比ではなく、原発との出力比の(原発は4年、原子力空母は25年運転として、半減期を考慮しても)5倍以上とされねばなりません。

4、結局試算3は、試算2で、原子力空母の原発との平均出力比を3%としていたものを設定条件を+-して、4・5%にするのに止めた結果、

PAZ 497m UPZ 2147mが、僅かにPAZ 644m UPZ 2846mに

拡大したに止まるのですが、これでは最初から平成15年の避難1KM屋内退避3KMの拡大したくないがための帳尻合わせと評価されざるをえなくなってしまう。

5、上記の1、2、3の各要素を考慮すると、原子力空母の場合、

①仮にヨウ素等の短寿命の核種とそれ以外の長寿命の核種との炉内蓄積量を2・1としても、原発との炉内蓄積量比は、

ヨウ素等	長寿命核種
$1200\text{MW}/3000\text{MW} \times (2/3 \times 50\% + 1/3 \times 25\% \times 5) = \underline{30\%}$	

②ヨウ素を重視して9・1としても、原発との炉内蓄積量比は、

ヨウ素等	長寿命核種
$1200\text{MW}/3000\text{MW} \times (90\% \times 50\% + 10\% \times 25\% \times 5) = \underline{23\%}$	

③ヨウ素のみとしても、原発との炉内蓄積量比は、

$$1200\text{MW}/3000\text{MW} \times 50\% = \underline{20\%}$$

となり、決して4・5%とはならないはず。

そしてスケーリングによるPAZ UPZも、少なくとも3KM、10KM以上のものとならざるをえないのではないのでしょうか。

6、第4回の資料7で、遠藤寛氏も原子力空母の固体金属燃料（米海軍作成の環境アセスメント資料によれば、『ジルコニウム合金のマトリックスに、高濃縮〔※95%とされている〕酸化ウラン粒子を埋め込み、ジルコニウム合金で被覆された燃料プレート』と記載されている。）も、資料6の指摘のとおり、1200度と、原発の燃料より低い温度での燃料溶融が開始することを認めています、それは被害想定にも反映されねばならないと思います。

燃料溶融した際に原発では下に、コンクリート構造体と、地面があるが、原子力空母では下に、鋼板と、浅い海しかないという点が重要です。

従って、燃料が溶融した場合、メルトダウン、メルトスルーによって、原子炉下には鉄板のみで、原発のようなコンクリート構造体はないから、メルトスルーした高温の燃料は鉄のみの艦底を貫通しえ、浅い水面で爆発を起こして、飛散することが十分に想定されるのです。

従って、原発との単純な出力の比較だけでなく、このような原子力空母に想定される

最悪の事態を踏まえ、試算1モデルでも、試算2モデルでも、原発より漏洩率が高くなった場合の被害想定も行われねばなりません。

7、原子力規制委員会の原子力災害対策指針（第3回配付参考資料4）は40・41頁の『表4 実用発電用原子炉以外の原子力災害対策重点区域について』において、研究開発段階の原子炉及び試験研究用原子炉施設で熱出力が5万KW以上のものについてUPZを8-10kmと定めており、原子力空母も如何なる意味でも熱出力5万KW以上の原子炉であることも、参照されねばならないと思います。

8、第4回で検討されていた原子力艦の原子炉事故の外部事象については、戦争状態における外部からの攻撃や、テロ行為（資料7に指摘されている米海軍軍艦コールが、自爆テロによって大破した事例も参照）が入っていませんが、それも今日の情勢では当然に想定される事態ですから、加えて下さい。

9、第4回で非常用発電設備の起動時間についての資料配付がありました。

しかし資料15の原子力空母ステニス原子炉緊急停止時の航海日誌には、非常用発電設備が本当に起動したのか、明確な記載がありません。

また非常用発電設備は、あくまで原子炉の冷却用で、原子炉がステニス事故のように2基とも緊急停止した時に艦を移動させる力はなく、また他の補助動力でも艦を移動させることはできないことに注意する必要があります。（資料17エード・メモワール）

従って、資料16の指摘するように、事故時には、タグポートに放射能防護体制等、放射能作業を可能にする対応能力が必要となるのですが、米海軍横須賀基地のタグポートには少なくとも、そのような放射能対応能力がないのが現状ですし、艦の移動速度は極めて低いので、東京湾外に移動させるためには長時間かかることも、防災対策上十分に考慮する必要があります。

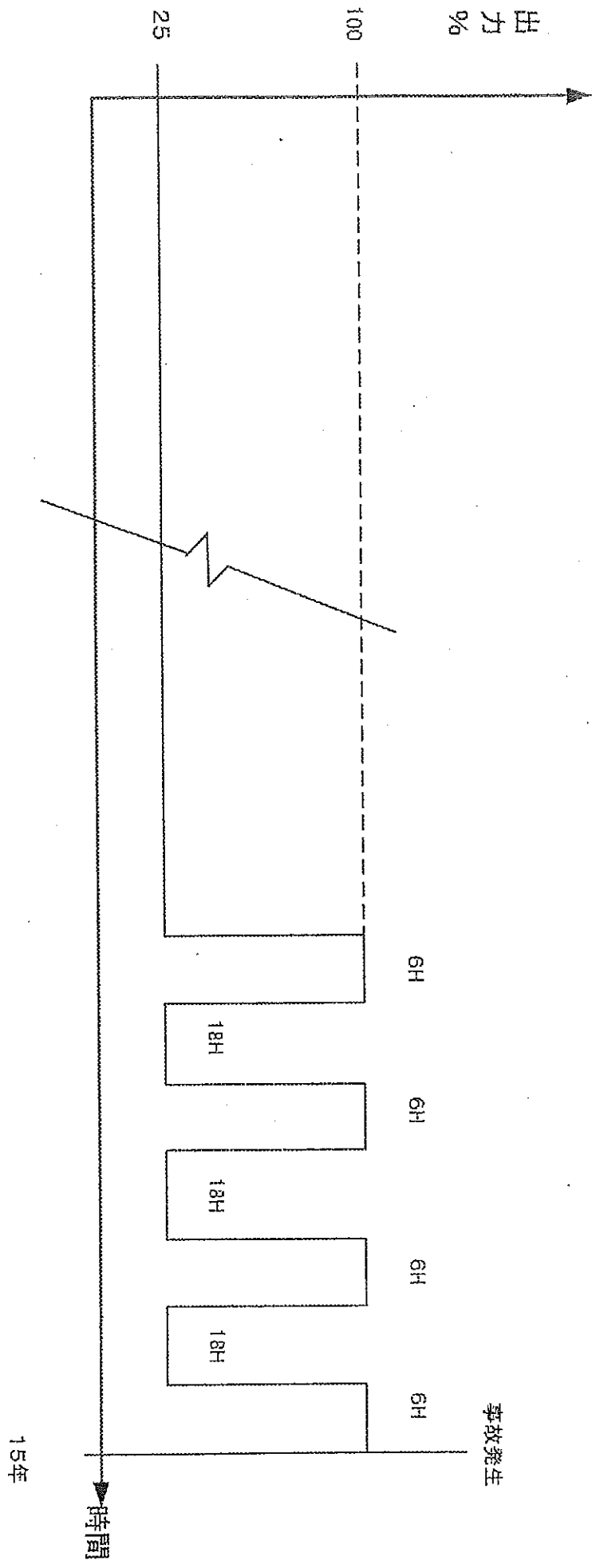
10、以上について、添付の資料とともに、専門委員に私達、及び私達の推薦する専門家が説明する場を緊急にもっていただき、再検討なさを求めます。

原発の原子力災害対策指針の策定作業には、委員会を公開して傍聴を許可し、市民的科学者や、市民の意見を聞く場が設けられ、パブリックコメントが行われたのですから

同様に実施していただくことを求めます。

添付資料

- 資料 1 1 ファクトシート英文
- 資料 1 2 原子力空母年間横須賀入港日数
- 資料 1 3 原子力空母ジョージワシントン航海日誌 2011年4月19・20日
- 資料 1 4 原子力空母ロナルドレーガン航海日誌 2011年3月
- 資料 1 5 原子力空母ステニス航海日誌 1999年11月30日
- 資料 1 6 ステニス事故の真相
- 資料 1 7 エード・メモワール
- 資料 1 8 朝日新聞 福島事故の放射能線量と避難地域



Fact Sheet
on
U.S. Nuclear Powered Warship (NPW) Safety

1. Commitments of the U.S. Government about the Safety of U.S. NPWs

U.S. Nuclear Powered Warships (NPWs) have safely operated for more than 50 years without experiencing any reactor accident or any release of radioactivity that hurt human health or had an adverse effect on marine life. Naval reactors have an outstanding record of over 134 million miles safely steamed on nuclear power, and they have amassed over 5700 reactor-years of safe operation.

Currently, the U.S. has 83 nuclear-powered ships: 72 submarines, 10 aircraft carriers and one research vessel. These NPWs make up about forty percent of major U.S. naval combatants, and they visit over 150 ports in over 50 countries, including approximately 70 ports in the U.S. and three in Japan.

Regarding the safety of NPWs visiting Japanese ports, the U.S. Government has made firm commitments including those in the Aide-Memoire of 1964; the Statement by the U.S. Government on Operation of Nuclear Powered Warships in Foreign Ports of 1964; the Aide-Memoire of 1967; and the Memorandum of Conversation of 1968. Since 1964 U.S. NPWs have visited Japanese ports (i.e., Yokosuka, Sasebo and White Beach) more than 1200 times. The results of monitoring in these ports conducted by the Government of Japan and the U.S. Government, respectively, demonstrate that the operation of U.S. NPWs does not result in any increase in the general background radioactivity of the environment. The U.S. Government states that every single aspect of these commitments continues to be firmly in place. Particularly, the U.S. Government confirms that all safety precautions and procedures followed in connection with operations in U.S. ports will be strictly observed in foreign ports, including Japanese ports. Also, the U.S. Government notes here that its commitments are supported by concrete measures that ensure the safety of U.S. NPWs and that are continuously being updated and strengthened.

2. Naval Reactor Plant Design

All U.S. NPWs use pressurized water reactors (PWRs). PWRs have an established safety history, their operational behavior and risks are understood, and they are the basic design used for approximately 60% of the commercial nuclear power plants in the world.

The mission that naval reactors support is different from the mission of commercial reactors. All NPWs are designed to survive wartime attack and to continue to fight while

protecting their crews against hazards. They have well-developed damage control capabilities, redundancy, and backup in essential systems. In addition, to support the mission of a warship, naval reactors are designed and operated in such a way as to provide rapid power level changes for propulsion needs, ensure continuity of propulsion, and have long operational lifetimes (current naval reactor cores are designed such that aircraft carriers are refueled just once in the life of the ship and submarines never have to be refueled). These are the significant differences between NPW and commercial reactor missions. Also, the fact that operators and crews have to live in close proximity to the nuclear reactor requires that the reactor have redundant systems and comprehensive shielding and be reliable and safe. For these reasons, naval reactor plant designs are different from commercial reactors, which results in enhanced capability of naval vessels to operate safely under harsh battle conditions, or even more safely during peacetime operations.

There are at least four barriers that work to keep radioactivity inside the ship, even in the highly unlikely event of a problem involving the reactor. These barriers are the fuel itself, the all-welded reactor primary system including the reactor pressure vessel containing the fuel, the reactor compartment, and the ship's hull. Although commercial reactors have similar barriers, barriers in NPWs are far more robust, resilient and conservatively designed than those in civilian reactors due to the fundamental differences in mission.

U.S. naval nuclear fuel is solid metal. The fuel is designed for battle shock and can withstand combat shock loads greater than 50 times the force of gravity without releasing fission products produced inside the fuel. This is greater than 10 times the earthquake shock loads used for designing U.S. commercial nuclear power plants. With the high integrity fuel design, fission products inside the fuel are never released into the primary coolant. This is one of the outstanding differences from commercial reactors, which normally have a small amount of fission products released from the fuel into the primary coolant.

An all-welded primary system provides a second substantial metal barrier to the release of radioactivity. This system is formed by the reactor pressure vessel, which is a very robust and thick metal component containing the reactor core, and primary coolant loops. They are tightly and firmly welded to stringent standards to constitute a single structure that keeps pressurized high temperature water within the system. The primary system coolant pumps are canned motor pumps, which means they are completely contained within the all-welded primary system metal barrier. No breach in the primary boundary is needed to power the pump; the pump is operated from outside by the force of an electromagnetic field. No rotating parts with associated packing seals penetrate the metal barrier. While the design ensures that no measurable leakage takes place from this primary system, it should be noted that there is only

a very small amount of radioactivity within the primary coolant. As explained above, there are no fission products released from the fuel into coolant. The main sources of radioactivity in the primary coolant are trace amounts of corrosion and wear products that are carried by reactor cooling water and activated by neutrons when the corrosion products pass by the reactor fuel. The concentration of radioactivity (Becquerels per gram, Bq/g) from such activated corrosion products is about the same as the concentration of naturally occurring radioactivity found in common garden fertilizer. The U.S. Navy monitors radioactivity levels in the reactor cooling water on a daily basis to ensure that any unexpected condition would be detected and dealt with promptly.

The third barrier is the reactor compartment. This is the specially designed and constructed high-strength compartment within which the all-welded primary system and nuclear reactor are located. The reactor compartment would hold back the release of any primary coolant system liquid or pressure leakage in the event a leak were to develop in the primary system. The fourth barrier is the ship's hull. The hull is a high-integrity structure designed to withstand significant battle damage. Reactor compartments are located within the central, most protected section of the ship.

The U.S. Naval Nuclear Propulsion Program has a dual agency structure with direct access to the Secretaries of Energy and Navy. The Program is responsible for all aspects of U.S. naval nuclear propulsion, including research, design, construction, testing, operation, maintenance, and ultimate disposition of naval nuclear propulsion plants. None of these activities can be undertaken without the approval of the Program.

Furthermore, the U.S. Nuclear Regulatory Commission and the Advisory Committee on Reactor Safeguards independently review each of the Navy's reactor plant designs. These organizations have concluded that, in many areas, military requirements have led to features and practices that meet objectives that are more demanding than those necessary for commercial nuclear reactors. After rigorous reviews, the U.S. Nuclear Regulatory Commission and the Advisory Committee on Reactor Safeguards have concluded that U.S. NPWs can be operated without undue risk to the health and safety of the public.

3. Naval Reactor Operation

Operation of naval reactors is also different from that of commercial reactors because of the different purpose they serve. First, naval reactors are smaller and lower in power rating than typical civilian reactors. The largest naval reactors are rated at less than one-fifth of a large U.S. commercial reactor plant. Also, naval reactors do not normally operate at full power. The average power level of reactors on nuclear-powered aircraft carriers over the life of the ship

is less than 15% of their full rated power. In contrast, commercial reactors normally operate near full power.

Second, the naval reactor power level is primarily set by propulsion needs, and not by the ship's other service needs, which are also powered by the reactor but require a small fraction of the power required for propulsion. Consequently, reactors are normally shut down shortly after mooring and they are normally started up only shortly before departure, since only very low power is required for propulsion in port. While in port, electric power for service needs is provided from shore power supplies. This has been and will continue to be the case for NPWs in Japanese ports where sufficient shore power is available.

From these two facts alone, it follows that the amount of radioactivity potentially available for release from a reactor core of a U.S. NPW moored in a port is less than about one percent of that for a typical commercial reactor. A large fraction of the fission products that are produced during the operation of the reactor, and are of concern for human health, decay away shortly after the reactor is shut down.

4. Radiation Exposure to U.S. Personnel Associated with NPWs

With the four barriers to the release of radioactivity and comprehensive shielding, U.S. Navy reactors are so effectively shielded and radioactivity is so controlled that a typical NPW fleet crew member receives significantly less radiation exposure than a person would receive from background radiation at home in the U.S. in the same period. This is due to the comprehensive shielding built into the ships and the absence of radiation from the earth itself, most notably from radon, while the NPW is deployed.

The average exposure per person monitored in the Naval Nuclear Propulsion program has been on a downward trend for the last 24 years. For fleet personnel, the average exposure per person in 2004 is 0.038 rem (0.38 mSv), while the annual average over the 25 years since 1980 is about 0.044 rem (0.44 mSv),

- For comparison, this average annual exposure of 0.044 rem (0.44mSv) since 1980 is:
- less than 1 percent of the U.S. Federal annual worker limit: 5 rem (50 mSv)
 - approximately one-third the average annual exposure of commercial nuclear power plant personnel: 0.109 rem (1.09mSv).
 - approximately one-fourth of the average annual exposure received by U.S. commercial airline flight crew personnel due to cosmic radiation: 0.170 rem (1.7 mSv)
 - less than 15 percent of the average annual exposure to a member of the population in the U.S. from natural background radiation: approximately 0.3 rem (3.0 mSv).

ジョージ・ワシントン航海日誌（2011年4月19・20日 佐世保より横須賀へ）

（ 2329 AA2 40 原子炉2基とも稼働中 ）

4月19日 0700 AAF 毎分100回転
 0809 AAS 75
 0818 AA2 50
 0849 AA1 35
 0931 AA2 50
 1018 AAS 75
 1021 AB1
 1026 ASTOP 0
 AA1 25
 1029 AAS 65
 1034 AA1 25
 1051 AAS 75
 1056 85
 1058 AAF 100
 1122 AA1 25
 1126 AA2 50
 1127 AAS 75
 1129 AA1 25
 1133 AAS 75
 1137 AA2 55
 1204 ASTOP 0
 1214 AA2 40
 1218 AA2 50
 1227 AAS 75
 AAF 90
 1233 AAF 100
 1314 AA2 50
 1411 AA1 35

1 4 2 8	AA 2	5 0
1 4 5 6	AA 2	
1 5 0 9	AAS	6 0
1 5 4 7	AAS	6 0
1 6 1 9	AAS	6 5
2 1 0 5	AAS	6 0

4月20日 (原子炉2基とも稼働中)

0 0 3 9	AA 2	5 0
0 0 5 7		5 5
	AAS	6 5
0 1 1 2		6 0
0 2 4 1	AA 2	6 0
0 3 1 0		5 0
0 3 3 8	AAS	7 5 8 5
0 3 4 1	AAF	9 0 1 0 0
0 3 4 5		1 1 0
0 4 0 0		1 0 0
0 4 0 8		9 5
0 6 0 8	AAF	9 0
0 7 3 6	AAS	8 0
0 7 3 9		6 5
0 7 4 3	AA 2	5 5
		5 0
0 7 4 4		4 0
0 7 4 6	AA 1	3 5
0 7 5 5	AA 1	3 0
0 7 5 6	AA 1	3 5
0 7 5 9	AA 2	4 0
0 8 0 1		5 0
0 8 0 2		6 0

0805	AAS	65
(0811	水先案内人 乗船)	
0822		80
0831		65
0833		75
0835		80
0842	AA2	60
0843		65
0851		70
0853		65
0855		67
0856		70
0915	AA2	50
0918		60
0920	AA2	50
0925		45
0935	AA1	25
0952	AAS AB1	
1001	AAS	
1007	PB1 SB1	
1011	SSTOP ASTOP	
1013	SA1 PA1 AA1	
1014	SSTOP ASTOP	
1016	PB1 ASTOP PA1 ASTOP PA1	
1021	ASTOP AB1 SSTOP	
1022	ASTOP PA1 ASTOP	
1026	PA1 ASTOP (12号バースに着岸)	
1102	0 全機関停止	

上記を平均すると、巡航速度で航行中の出力は約50%と考えられる。

SHIP'S DECK LOG SHEET

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER				YR		MON		ZONE		DAY		USS GEORGE WASHINGTON		CLASS HANT	
D	A	C	V	N	0	7	3	11	04	I	19					TO	U	L	-
1	2	3	4		5	6	7	12	13	14	15	16	17	22			78	79	

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0200-0700 (CONT'D)					
0558	CL180				
0602		180		196	DFGMC
0605					ACE #3 TO THE HANGAR BAY.
0609					ACE #3 TOPPED AND LOCKED.
0631					LT [REDACTED] HAS THE CONN.
0632					WATCH PROPERLY RELIEVED BY LT [REDACTED]
					[REDACTED] LT, USN
0700-1200					
0632					ASSUMED THE WATCH. UNDERWAY AS BEFORE.
0640	R10R220				
0642	R15R220				
0646		220		230	DFGMC
0700	AAF				100 RPM
0745					NAVIGATOR IS ON THE BRIDGE.
0752					NAVIGATOR IS OFF THE BRIDGE.
0809	AAS				75 RPM
0818	AA2				50 RPM
0825	L10R250				
0828		250		254	DFGMC
0844					RECEIVED DAILY FUELS REPORT.
0849	AA1				35 RPM
0850					SCRAMMED #1 REACTOR
0918					RECEIVED DAILY DRAFT AND DISPLACEMENT REPORT.
					FWD DRAFT: 35FT 6IN, AFT DRAFT: 37FT 3IN,
					MEAN DRAFT: 36FT 3IN. DISPLACEMENT: 88,830.
0923	L10R220				
0924	L15R220				
0926		220		229	DFGMC

SHIP'S DECK LOG SHEET

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	USS GEORGE WASHINGTON		CLASS	HAND	
D	A	C	V	N	0	7	11	04	I	19	TO	U	-		
1	2	3	4	5	6	7	12	13	14	15	16	17	22	76	79

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0931	AA2			50 RPM	
0939	R10R260				
0944		260		263 DFGMC	
0947				RECEIVED DAILY MUSTER REPORT. NO NEW UA'S.	
0954				COMMENCED FAST RECOVERY START-UP ON #1 REACTOR.	
				RECEIVED DAILY MAGAZINE TEMPERATURE REPORT.	
				FWD MAX:80 MIN:44 AFT MAX:74 MIN:54 ALL HIGH	
				SECURITY KEYS, NVG'S, WEAPONS AND AMMUNITION HAVE	
				BEEN SIGHTED AND OR ACCOUNTED FOR.	
0956				LT [REDACTED] HAS THE CONN.	
0959				LT [REDACTED] HAS THE CONN.	
1002	R10R000				
1004	R15R000				
1005				NAVIGATOR IS ON THE BRIDGE.	
1006				#1 REACTOR IS CRITICAL.	
1009				NAVIGATOR IS OFF THE BRIDGE.	
1010		000		015 DFGMC	
	R10R050				
1012				#1 REACTOR FAST RECOVERY START UP.	
1013				#1 REACTOR IS AT THE POINT OF ADDING HEAT.	
1015		050		052 DFGMC	
1018	AAS			75 RPM	
				STEAM PLANTS ARE SPLIT.	
1019				CO IS ON THE BRIDGE.	
1021	AB1			888	
1024	R15R160				
1026	ASTOP				
	AA1			25 RPM	
1028	SAYG088				
1029	AAS			65 RPM	

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE					HULL NUMBER			YR	MON	ZONE	DAY	USS GEORGE WASHINGTON				CLASS	HANI
D	A	C	V	N	0	7	3	11	04	I	19	AT JAPAN OPAREA				U	L
1	2	3	4	5	6	7	8	12	13	14	15	16	17	22	78	79	

<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th>POSITION</th><th>ZONE</th><th>TIME</th></tr> <tr><td>0800</td><td></td><td></td></tr> <tr><td>L _____</td><td></td><td>BY _____</td></tr> <tr><td>λ _____</td><td></td><td>BY _____</td></tr> </table>	POSITION	ZONE	TIME	0800			L _____		BY _____	λ _____		BY _____	<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th>POSITION</th><th>ZONE</th><th>TIME</th></tr> <tr><td>1200</td><td></td><td></td></tr> <tr><td>L _____</td><td></td><td>BY _____</td></tr> <tr><td>λ _____</td><td></td><td>BY _____</td></tr> </table>	POSITION	ZONE	TIME	1200			L _____		BY _____	λ _____		BY _____	<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th>POSITION</th><th>ZONE</th><th>TIME</th></tr> <tr><td>2000</td><td></td><td></td></tr> <tr><td>L _____</td><td></td><td>BY _____</td></tr> <tr><td>λ _____</td><td></td><td>BY _____</td></tr> </table>	POSITION	ZONE	TIME	2000			L _____		BY _____	λ _____		BY _____	<table border="1" style="width:100%; border-collapse: collapse;"> <tr><th colspan="2">LEGEND</th></tr> <tr><td>1-CELESTIAL</td><td></td></tr> <tr><td>2-ELECTRONIC</td><td></td></tr> <tr><td>3-VISUAL</td><td></td></tr> <tr><td>4-D.R.</td><td></td></tr> </table>	LEGEND		1-CELESTIAL		2-ELECTRONIC		3-VISUAL		4-D.R.	
POSITION	ZONE	TIME																																															
0800																																																	
L _____		BY _____																																															
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1-CELESTIAL																																																	
2-ELECTRONIC																																																	
3-VISUAL																																																	
4-D.R.																																																	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					0700-1200 (CONT'D)
1029	SAYG097				
		097		096	DFGMC
1033	R10R150				
1034	AA1			25	RPM
1039		133		142	DFGMC
1039	R10R135				
1040					SET AND DRIFT IS NEGLIGIBLE.
1042					GREEN RANGE
1051	AAS			75	RPM
	L15R050				
1052	L20R050				
	L30R050				
1055					PROTECTIVE MEASURES ASSESSMENT PROTOCOL REPORT BEEN GENERATED, REVIEWED, AND SIGNED BY THE COMMANDING OFFICER FOR CIWS PACFIRE ON 19 APRIL 2011. SIGNED REPORTS ARE KEPT ON FILE WITH THE METOC OFFICER
	RAMID				
1056	L10R010				
				85	RPM
1058	AAF			100	RPM
1059					SHAFT # 2AND 3 ARE TRAILING.
1100					NO MARINE MAMMAL LIFE SPOTTED BY LOOKOUTS.
1117	L5R335				
1120		335		345	DFGMC
1122	AA1			25	RPM
1124	R10R065				
1125	R20R065				
	R30R065				
1126					SET FULL BOARD FULL METAL JACKET.

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE					HULL NUMBER			YR	MON	ZONE	DAY	USS GEORGE WASHINGTON		CLASS	HANT
D	A	C	V	N	0	7	3	11	04	I	19	<input type="checkbox"/>	TO	U	L
1	2	3	4	5	6	7	12	13	14	15	16	17	22	78	79

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0700-1200 (CONT'D)					
	AA2			50 RPM	
1127	AAS			75 RPM	
1129	AA1			25 RPM	
1130	R10R				
	R20R				
1132					GYRO ERROR IS 1°E DETERMINE BY AZIMUTH OF THE SUN.
1133	AAS			75 RPM	
	CR155				
1135					NO MARINE MAMMALS SPOTTED BY LOOKOUTS.
1137	AA2			55 RPM	
		155		171 DFGMC	
1139	R20R				
	R30R245				
1143	R30R				
1144	SHIFTR				
	ASTOP				
1147					WATCH PROPERLY RELIEVED BY LTJG [REDACTED]
					[REDACTED] LTJG, USN
1200-1700					
1147					ASSUMED THE WATCH UNDERWAY AS BEFORE.
1149					NO MARINE MAMMALS SPOTTED BY ANY LOOKOUT.
					#2 REACTOR IS SCRAMMED.
1152	L30R				
1154					STEAM PLANTS ARE CROSS CONNECTED.
1156					SHAFT #3 HAS STOPPED.
1157	L10R				
	RAMID				

SHIP'S DECK LOG SHEET

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	USS GEORGE WASHINGTON		CLASS	HAND
D	A	C	V	N	0	7	3	11	04	I	19	TO	U	-
1	2	3	4	5	6	7	12	13	14	15	16	17	78	79

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					1200-1700 (CONT'D)
1158	R10R				
1159	R15R				
	R30R				
	R30R250				
					SHAFT #2 HAS STOPPED.
1204	ASTOP			888	
1204		250		255 DFGMC	
1206					SHAFTS #2 AND #3 HAVE ANSWERED ORDERED BELL.
1214	AA2			40 RPM	
	L30R				
1218	AA2			50 RPM	
					RED RANGE
1220					SECURE FROM LIVE FIRE EXERCISE.
					HAULED DOWN BRAVO.
1224					CO IS OFF THE BRIDGE.
	CL060				
1225					#2 REACTOR IS AT THE POINT OF ADDING HEAT.
					SET AND DRIFT IS 334' T @ .7KTS.
1227	AAS			75 RPM	
					STEAM PLANTS ARE SPLIT.
					CO IS ON THE BRIDGE.
	AAF			90 RPM	
1229		060		061 DFGMC	
1232					UNDERWAY SMALL ARMS LIVE FIRE CHECKLIST COMPLETE.
1233	AAF			100 RPM	
1239					CO IS OFF THE BRIDGE.
1314	AA2			50 RPM	
1319	L12R				
1320	L30R				

SHIP'S DECK LOG SHEET

1319	L12R			
1320	L30R			
	CL330			

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	19	U	-
1	2	3	4		5	6	7	12	13	14	15	16	17
												78	79

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					1200-1700 (CONT'D)
1325		330		340	DFGMC
1352					START STEERING UNITS #1 AND #4 FROM THE PILOT HOUSE.
1404					WATCH PROPERLY RELIEVED BY LTJG [REDACTED]
					[REDACTED] LTJG, USN
					1200-1700 (CONT'D)
1404					ASSUMED THE WATCH UNDERWAY AS BEFORE.
1411	AA1			35	RPM
1412					COMMENCED RÜDDER SWING CHECK.
1417	RAMID				
1418					SECURED STEERING UNITS #2 AND #3 FROM THE PILOT HOUSE.
1426	CR330				
1428	AA2			50	RPM
					OP-C5 REACTOR #1.
1456				LTJG [REDACTED]	HAS THE CONN.
	AA2			888	
1458	PEA2				
1459	SEA1				
1500				CWO2 [REDACTED]	HAS THE CONN.
1509	AAS			60	RPM
1512					WATCH PROPERLY RELIEVED MY LTJG [REDACTED]
					[REDACTED] LTJG, USN
					1200-1700 (CONT'D)
1512					ASSUMED THE WATCH. UNDERWAY AS BEFORE.

SHIP'S DECK LOG SHEET

1514				LTJG KUIPER HAS THE DECK U/I.
1530				NAVIGATOR IS ON THE BRIDGE.

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	19	U	-
1	2	3	4	5	6	7	12	11	14	15	16	17	22

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
1200-1700 (CONT'D)					
1537	CR208				
1540	CR330				
1547				60 RPM	
1550				RUNNING ACE #4.	
1552				ACE #4 TO THE HANGAR BAY.	
1554	SAYG330				
1555		330		352 DFGMC	
1608				ACE #4 TO THE FLIGHT DECK.	
1609	CL325				
1610		325		347 DFGMC	
1614				ACE #4 TOPPED AND LOCKED.	
1619	AAS			65 RPM	
1634				LT [REDACTED] HAS THE CONN.	
1635				ACE #4 TO THE HANGAR BAY.	
1637				WATCH PROPERLY RELIEVED BY LTJG [REDACTED]	
				[REDACTED]	
				[REDACTED]	
				[REDACTED] LTJG, USN	
1700-2200					
1637				ASSUMED THE WATCH. UNDERWAY AS BEFORE.	
1649				ACE #4 TO THE FLIGHT DECK.	
1651				ACE # 4 TOPPED AND LOCKED.	
1715				ACE #4 TO HANGAR BAY.	
1723				CO IS ON THE BRIDGE.	
1726				CO IS OFF THE BRIDGE.	
1739				ACE #4 TOPPED AND LOCKED.	
1805				ACE #4 TOPPED AND LOCKED.	
1807				SET AND DRIFT IS 076° @ 2.2 KTS	
1818				NAVIGATOR IS ON THE BRIDGE.	

SHIP'S DECK LOG SHEET

1824				NAVIGATOR IS OFF THE BRIDGE.
1827				NAVIGATOR IS ON THE BRIDGE.

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL	
D	A	C	V	N	0	7	3	11	04	I	19	TO	U	-
1	2	3	4	5	6	7	8	12	13	14	15	16	17	22
													78	79

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					1700-2200 (CONT'D)
1846					CO IS ON THE BRIDGE.
1847					CO IS OFF OF THE BRIDGE.
1856					CO IS ON THE BRIDGE.
1858					CO IS OFF OF THE BRIDGE.
1911					NAVIGATOR IS ON THE BRIDGE.
1913					NAVIGATOR IS OFF OF THE BRIDGE.
2001					LT [REDACTED] HAS THE CONN.
2053					LT [REDACTED] HAS THE CONN.
2105	AA2				60 RPM
2108					CO IS ON THE BRIDGE.
2109					55 RPM
2134					QMC [REDACTED] HAS THE CONN.
2137					WATCH PROPERLY RELIEVED BY CDR [REDACTED]
					[REDACTED] LTJG, USN
					2200-0200
2137					ASSUMED THE WATCH. UNDERWAY AS BEFORE.
2157	CL315				
2159		315			337 DFGMC
2252	CR330				
2256	CR335				
2300		335			359 DFGMC
2316	CR337				
2318		337			001 DFGMC
2321	CR339				
2322	CL337				
2323		337			001 DFGMC
2335	CR339				

SHIP'S DECK LOG SHEET

USE BLACK INK TO FILL IN THIS LOG

USS GEORGE WASHINGTON

AT JAPAN OPAREA

CLASS HANDL

SHIP TYPE					HULL NUMBER		
D	A	C	V	N	0	7	3
1	2	3	4		5	6	7

YR	MON	ZONE	DAY
11	04	I	20
12	13	14	15

TO

U

78

79

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

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

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

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					2200-0200 (CONT'D)
2359					CONTINUED THE WATCH UNDERWAY AS BEFORE.
					MATERIAL CONDITION MODIFIED ZEBRA SET 3 ND DECK
					AND BELOW, YOKE SET 2 RD DECK AND ABOVE. REACTOR #1
					AND #2 IS UP. #1 AND #4 MAIN ENGINES ARE UP AND
					RUNNING. #2 AND #3 MAIN ENGINES ARE ON STAND BY.
					NAVIGATION LIGHTS ARE ON AND BRIGHT.
					NSSMS MOUNTS #1 AND #2 ARE UP AND WEAPONS POSTURE
					3 IS SET. CIWS MOUNT #21 AND #22 ARE OPERATIONAL
					AND WEAPONS POSTURE 3 IS SET. EMCON CONDITION
					DELTA IS SET. STEERING UNITS #1 AND #4 ARE ONLINE
					AND IN CONTROL. STEERING UNITS #2 AND #3 ARE
					SECURED.
					CDR (b) (6) HAS THE DECK.
					LTJG (b) (6) HAS THE CONN.
					CO IS OFF THE BRIDGE.
0008	CL340				
0010		340		003 DFGMC	
0039	AA2			50 RPM	
0053	CL339				
0054		339		004 DFGMC	
0057				55 RPM	
	AAS			65 RPM	
0102	CL338				
0104		338		002 DFGMC	
				QMC (b) (6) HAS THE CONN.	
0108	CR340				
0109		340		003 DFGMC	
0112				60 RPM	
0120	CR342				
	R10R342				

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

SHIP TYPE					HULL NUMBER		
D	A	C	V	N	0	7	3
1	2	3	4		5	6	7

YR	MOH	ZONE	DAY
11	04	I	20
12	13	14	15
16	17		22

AT JAPAN

CLASS HANDL

TO

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78 79

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

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

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

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					2200-0200 (CONT'D)
0121		342		006	DFGMC
0130				LT	[REDACTED] HAS THE CONN.
0132				WATCH	PROPERLY RELIEVED BY LTJG [REDACTED]
					[REDACTED] CDR, USN
					0200-0700
0132					ASSUMED THE WATCH. UNDERWAY AS BEFORE.
				LCDR	[REDACTED] HAS THE DECK U/I.
	CL341				
		341		004	DFGMC
0136	CL339				
0139		339		005	DFGMC
0229					THUNDERSTORM CONDITION #1 SET.
0230	CL330				
0234		330		353	DFGMC
0238	CL325				
0241	AA2			60	RPM
		325		349	DFGMC
0242					SET AND DRIFT IS 112° T @ .8 KTS.
0300	R5R335				
0307		335		359	DFGMC
	CR338				
0310		338		002	DFGMC
				50	RPM
0334	RAMID				
0338	AAS			75	RPM
0339	CL310				
0340				85	RPM
0341	AAF			90	RPM
				100	RPM

SHIP'S DECK LOG SHEET

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	20	U	-
1	2	3	4	5	6	7	12	13	14	15	16	17	22

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POSITION	ZONE	TIME																																																									
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3	-	VISUAL																																																									
4	-	D-R.																																																									

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0200-0700 (CONT'D)					
0342		310		329	DFGMC
0345				110	RPM
0400				100	RPM
0408	CL304				
				95	RPM
0409	CL302				
0410		302		322	DFGMC
0414	CR305				
0417	CR308				
0419		308		331	DFGMC
	SAYG309				
0420	CR311				
0428	CL309				
0435	CR310				
0441		310		334	DFGMC
0442	CR311				
0452					NAVIGATION SHIFTED TO 15 MIN FIXES.
0458					CO IS ON THE BRIDGE.
0503					CO IS OFF THE BRIDGE.
0519					CO IF ON THE BRIDGE.
					CO IS OFF THE BRIDGE.
0520		307		329	DFGMC
0522	CL307				
0534	CR305				
0546	SAYG307				
0552	CR309				
0553		309		332	DFGMC
					START STEERING UNITS #1 and 4 FROM THE PILOT

SHIP'S DECK LOG SHEET

SHIP TYPE					HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO		CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	20	<input type="checkbox"/>	TO	U	-
1	2	3	4	5	6	7		12	13	14	15	16	17	18	19

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0200-0700 (CONT'D)					
HOUSE.					
0606					CO IS ON THE BRIDGE.
0608	AAF				90 RPM
0610					CO IS OFF THE BRIDGE.
0624					STEERING UNIT #4 IS AT 90°.
0626					NAVIGATION SHIFTED CHARTS TO 97145. TOP HAS PRIMARY PLOT.
0628					CO IS ON THE BRIDGE.
0630					CO IS OFF THE BRIDGE.
0631					CO IS ON THE BRIDGE.
0632					CO IS OFF THE BRIDGE.
0634					LTJG [REDACTED] HAS THE CONN.
0639					NAVIGATION HAS PRIMARY. TOP SHIFTED.
0640					WATCH PROPERLY RELIEVED BY LTJG [REDACTED]
0700-1200					
0640					ASSUMED THE WATCH UNDERWAY AS BEFORE.
0644					NAVIGATION SHIFTED TO 10 MIN FIXES.
0650					CO IS ON THE BRIDGE.
0657					NAVIGATOR IS ON THE BRIDGE.
0718	CR355				
0720	CR358				
0724		358			020 DFGMC
0728					NAVIGATION SHIFTED TO 5MIN FIXES.
0729	CR002				
0732		002			024 DFGMC
0732	CR004				
0733		004			025 DFGMC
0733					NAVIGATION SHIFTED TO 3 MINUTES FIXES

SHIP'S DECK LOG SHEET

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	20	U	-
1	2	3	4	5	6	7	12	13	14	15	16	17	22

POSITION ZONE TIME 0800 L _____ BY _____ λ _____ BY _____	POSITION ZONE TIME 1200 L _____ BY _____ λ _____ BY _____	POSITION ZONE TIME 2000 L _____ BY _____ λ _____ BY _____	LEGEND 1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
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TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0700-1200 (CONT'D)					
0735				CW02	██████████ HAS THE CONN.
0736	CR005				
		005			026 DFGMC
	AAS				80 RPM
0738					
0739					65 RPM
0740					CO IS OFF THE BRIDGE.
					CO IS ON THE BRIDGE.
0743	AA2				55 RPM
					50 RPM
0744					40 RPM
0746	AA1				35 RPM
0748	R10R				
	R15R				
0749	CR022				
0750		022			040 DFGMC
0753					CO IS OFF THE BRIDGE.
0753					RECEIVED DRAFT AND DISPLACEMENT REPORT;
					FWD DRAFT: 35FT 6IN, AFT DRAFT: 37FT 3IN, MEAN
					DRAFT 36 FT 3IN, DISPLACEMENT: 88,860 TONS.
	CL021				
		021			040 DFGMC
0755					30 RPM
					CO IS ON THE BRIDGE.
0756					35 RPM
0757					RECEIVED DAILY BOAT REPORT.
0759					PROTECTIVE MEASURES ASSESSMENT PROTOCOL REPORT
					HAS BEEN GENERATED, REVIEWED, AND SIGNED BY THE
					COMMANDING OFFICER FOR SMALL ARMS TRAINING
					ON 16 APRIL 2011. SIGNED REPORTS ARE KEPT ON
					FILE WITH THE METOC OFFICER.

SHIP'S DECK LOG SHEET

SHIP TYPE					HULL NUMBER		
D	A	C	V	N	0	7	3
1	2	3	4		5	6	7

YR	MON	ZONE	DAY
11	04	I	20
12	13	14	15
16	17		22

AT KUROSHIO

CLASS HANDL

TO

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78 79

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

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

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

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					0700-1200 (CONT'D)
0759	AA2			40 RPM	
0801				50 RPM	
0802				60 RPM	
0803	CL020				
0804		020		039 DFGMC	
0805	AAS			65 RPM	
0805				AMBER DECK.	
0809	CR021				
0810		021		039 DFGMC	
0811				PILOT HAS EMBARKED.	
0812	CR022				
0813		022		038 DFGMC	
				RED DECK	
				SET FULL BORE LRAD	
0818	L10R				
	CL013				
0820	CL012				
0821	CL011				
		011		025 DFGMC	
	CL010				
0822	CL009				
		009		022 DFGMC	
				80 RPM	
0823	CR010				
0824		010		023 DFGMC	
	CR011				
	CR012				
0825		012		025 DFGMC	
0825	CR013				
0826		013		026 DFGMC	
0831				STBD ANCHOR IS IN THE HAWSING STOP.	

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

SHIP TYPE					HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO				CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	20					U	-
1	2	3	4		5	6	7	12	13	14	15	16	17	22	78	79	

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0700-1200 (CONT'D)					
					65 RPM
					NAVIGATION SHIFTED CHARTS TO 97410 TOP HAS PRIMARY.
0832	CR014				
0833					NAVIGATION HAS PRIMARY PLOT TOP SHIFTED CHARTS TO 97410.
		014			026 DFGMC
					75 RPM
0834					FULL BORE LRAD IS SET.
0835					RIVER CITY 4 IS NO SET.
					80 RPM
0840	CL010				
0841	CL008				
	CL005				
0842	AA2				60 RPM
		005			019 DFGMC
0843	CL000				
					65 RPM
0845					NAVIGATION SHIFTED CHARTS TO 97135 TOP HAS PRIMARY.
		000			015 DFGMC
0846					TOP SHIFTED CHARTS TO 97135, NAVIGATION HAS PRIMARY.
	CR002				
0847		002			016 DFGMC
0848					NOW PASSING RED BUOY #2 ON THE STARBOARD SIDE.
0851					70 RPM
*0801					REPORT TO CO THAT USS GEORGE WASHINGTON CVN-73 IS READY TO ENTER RESTRICTED WATERS.
0853					65 RPM

SHIP'S DECK LOG SHEET

SHIP TYPE				HULL NUMBER			
D	A	C	V	N	0	7	3
1	2	3	4	5	6	7	

YR	MON	ZONE	DAY			
11	04	I	20			
12	13	14	15	16	17	22

AT KUROSHIO

CLASS HANDL

TO

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78 79

POSITION	ZONE	TIME
0800		
L		BY
λ		BY

POSITION	ZONE	TIME
1200		
L		BY
λ		BY

POSITION	ZONE	TIME
2000		
L		BY
λ		BY

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

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
					0700-1200 (CONT'D)
	CL000				
0854		000		015	DFGMC
0855				67	RPM
0856					RECEIVED DAILY MAGAZINE TEMPERATURE;
					FWD MAG: 76 MAX 48 MIN, AFT MAG: 72 MAX, 50 MIN.
					ALL HIGH SECURITY KEYS, AMMUNITION WEAPONS
					AND NVG'S HAVE BEEN SIGHTED AND/OR ACCOUNTED FOR.
					70 RPM
0859	CL355				
0900	CL350				
					NOW PASSING RED BUOY #4 ON THE STARBOARD SIDE.
	L5R				
	L10R				
0901	CL323				
0902	R10R				
	SAYG326				
0903		326		340	DFGMC
	CR328				
0904		328		342	DFGMC
0906	CL326				
0907					NOW PASSING MID CHANNEL BUOY #3 ON THE PORT
					SIDE.
		326		340	DFGMC
0908	CL325				
		325		339	DFGMC
	CL322				
	SAYG324				
0909		324		337	
0911					CO IS OFF THE BRIDGE.
0912	CL323				
					CO IS ON THE BRIDGE.

SHIP'S DECK LOG SHEET

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	20	U	-
1	2	3	4	5	6	7	12	13	14	15	16	17	22

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4-D.R.																																												

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0700-1200 (CONT'D)					
0913	CL322				
		322		335	DFGMC
0915					NOW PASSING GREEN MID CHANNEL BUOY #4 ON THE PORT SIDE.
	CL320				
	AA2			50	RPM
	CL315				
0916	CL310				
0918				60	RPM
	CL305				
0919					NOW PASSING RED MID CHANNEL #5 ON THE STARBOARD SIDE.
	CL300				
0920					RECEIVED DAILY MUSTER REPORT: NO NEW U/A'S.
		300		308	DFGMC
	AA2			50	RPM
0925				45	RPM
0926	L5R				
	L10R				
0927	L15R				
	L30R				
	CL270				
0928	CL267				
0929					NAVIGATION SHIFTED CHARTS TO BILATERAL 97135 TOP HAS PRIMARY.
	CL270				
0930		270		275	DFGMC
0931					ALL LINES ARE READY FOR TUG.
	CR272				
					TOP SHIFTED CHARTS TO BILATERAL 97135 NAVIGATION HAS PRIMARY.

SHIP'S DECK LOG SHEET

SHIP TYPE				HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO	CLASS	HANDL
D	A	C	V	N	0	7	3	11	04	I	20	U	-
1	2	3	4	5	6	7	8	12	13	14	15	16	17

POSITION ZONE TIME 0800 L _____ BY _____ λ _____ BY _____	POSITION ZONE TIME 1200 L _____ BY _____ λ _____ BY _____	POSITION ZONE TIME 2000 L _____ BY _____ λ _____ BY _____	LEGEND 1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
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TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0700-1200 (CONT'D)					
0932		272		276	DFGMC
0933	CR273				
		273		277	DFGMC
0934	SAYG274			278	DFGMC
0935	AA1			25	RPM
0940	L10R				
	L30R				
0942	L15R				
0943	RAMID				
	R10R				
0944	RAMID				
	R5R				
0945	L15R				
	RAMID				
0946	L15R				
0947	CL210				
	CL188				
0948	CL184				
0949	CL187				
	CL189				
0950	SAYG188				
0952	AAS			999	RPM
0955	AB1			999	RPM
	R20R				
0956	R30R				
0957					SECURED FROM FULL BORE LRAD.
	AB2			999	RPM
	AB1			999	RPM
0958					INBOUND DEGAUSSING RANGE RUN IS SAT.
1001	AAS			999	RPM

SHIP'S DECK LOG SHEET

SHIP TYPE					HULL NUMBER			YR	MON	ZONE	DAY	AT KUROSHIO		CLASS	HANDL	
D	A	C	V	N	0	7	3	11	04	I	20	<input type="checkbox"/>	TO	U	-	
1	2	3	4		5	6	7	12	13	14	15	16	17	22	78	79

POSITION ZONE TIME 0800 L _____ BY _____ λ _____ BY _____	POSITION ZONE TIME 1200 L _____ BY _____ λ _____ BY _____	POSITION ZONE TIME 2000 L _____ BY _____ λ _____ BY _____	LEGEND 1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
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TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18-21	23-29	30-32	33-36	37-40	41-77
0700-1200 (CONT'D)					
1003	RAMID				
1007	PB1				
1009	SB1				
1011	SSTOP				
1012	ASTOP				
1013	SA1				
	PA1				
	AA1				
1014	SSTOP				
	ASTOP				
1016	PB1				
1017	ASTOP				
1018	PA1				
1020	ASTOP				
	PA1				
1021	ASTOP				
	AB1				
	SSTOP				
1022	ASTOP				
1023	PA1				
	ASTOP				
1026	PA1				
	ASTOP				
1037					SHIFTED COLORS
1049					ACE #1 TO THE HANGAR BAY.
1102	AA				000 RPM
					CO IS OFF THE BRIDGE.
1104					CO IS ON THE BRIDGE.
1111					ALL MAIN ENGINES AND STEERING ENGINES BEEN SECURED.
1118					PILOT HAS DISEMBARKED.

