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MAN
AGEMENT

OFFICIAL LOG-BOOK

SUPPLIED GRATUITOUSLY BY THE GOVERNMENT OF THE UNITED STATES TO AMERICAN VESSELS IN THE FOREIGN TRADE AND THE TRADE BETWEEN THE ATLANTIC AND PACIFIC PORTS OF THE UNITED STATES

ACTS OF CONGRESS RELATING TO LOG-BOOKS

(R. S., secs. 4200, 4291, 4292, 4596, 4597, as amended, and Act Mar. 2, 1929—U. S. C., title 46, secs. 201, 202, 203, 701, 702 and 85)

SEC. 4290. Every vessel making voyages from a port in the United States to any foreign port (except ports in the British North American possessions), or, being of the burden of seventy-five tons or upward, from a port on the Atlantic to a port on the Pacific, or vice versa, shall have an official log-book; and every master of such vessel shall make, or cause to be made therein, entries of the following matters, that is to say:

- First. Every legal conviction of any member of his crew, and the punishment inflicted.
- Second. Every offense committed by any member of his crew for which it is intended to prosecute or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply, if any, made to the charge, as is required by the provisions of section forty-five hundred and ninety-seven.
- Third. Every offense for which punishment is inflicted on board, and the punishment inflicted.
- Fourth. A statement of the conduct, character, and qualifications of each of his crew; or a statement that he declines to give an opinion of such particulars.
- Fifth. Every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment.
- Sixth. Every case of death happening on board, with the cause thereof.
- Seventh. Every birth happening on board, with the sex of the infant, and the names of the parents.
- Eighth. Every marriage taking place on board, with the names and ages of the parties.
- Ninth. The name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner, and cause thereof.
- Tenth. The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.
- Eleventh. The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.
- Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log-book. Such entry shall be made in the manner prescribed in section forty-two hundred and ninety-one, and failure to make such entry shall subject the offender to the penalties prescribed by section forty-two hundred and ninety-two.

SEC. 4291. Every entry hereby required to be made in the official log-book shall be signed by the master and by the mate, or some other one of the crew, and every entry in the official log-book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as the occurrence to which it relates, shall be made and dated so as to show the date of the occurrence, and of the entry respecting it; and in no case shall any entry therein, in respect of any occurrence happening previously to the arrival of the vessel at her final port, be made more than twenty-four hours after such arrival.

SEC. 4292. If in any case the official log-book is not kept in the manner hereby required, or if any entry hereby directed to be made in any such log-book is not made at the time and in the manner hereby directed, the master shall, for each such offense, be liable to a penalty of not more than twenty-five dollars; and every person who makes, or procures to be made, or assists in making, any entry in any official log-book in respect of any occurrence happening previously to the arrival of the vessel at her final port of discharge, more than twenty-four hours after such arrival, shall, for each offense, be liable to a penalty of not more than one hundred and fifty dollars.

SEC. 4596. Whenever any seaman who has been lawfully engaged or any apprentice to the sea service commits any of the following offenses, he shall be punished as follows:

- First. For desertion, for forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned.
- Second. For neglecting or refusing without reasonable cause to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage, or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiture from his wages of not more than two days' pay or sufficient to defray any expenses which shall have been properly incurred in hiring a substitute.
- Third. For quitting the vessel without leave, after her arrival at the port of her delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay.
- Fourth. For willful disobedience to any lawful command at sea, by being, at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than four days' pay, or, at the discretion of the court, by imprisonment for not more than one month.
- Fifth. For continued willful disobedience to lawful command or continued willful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until

Master. (Signed) (See instructions on reverse side) BM FORM 81 0-45

such disobedience shall cease, and upon arrival in port by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of a sum of not more than twelve days' pay, or by imprisonment for not more than three months, at the discretion of the court.

Sixth. For assaulting any master, mate, pilot, engineer, or staff officer, by imprisonment for not more than two years.

Seventh. For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months.

Eighth. For any act of smuggling for which he is convicted and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any part of his wages may be retained in satisfaction or on account of such liability, and he shall be liable to imprisonment for a period of not more than twelve months. (Dec. 21, 1898, sec. 19; Mar 4, 1915, sec. 7; Aug. 1, 1939, sec. 6.)

SEC. 4597 (amended Dec. 21, 1898, sec. 20). Upon the commission of any of the offenses enumerated in the preceding section an entry thereof shall be made in the official log-book on the day on which the offense was committed, and shall be signed by the master and by the mate or one of the crew; and the offender, if still in the vessel, shall, before her next arrival at any port, or, if she is at the time in port, before her departure therefrom, be furnished with a copy of such entry, and have the same read over distinctly and audibly to him, and may thereupon make such a reply thereto as he thinks fit; and a statement that a copy of the entry has been so furnished, or the same has been so read over, together with his reply, if any, made by the offender, shall likewise be entered and signed in the same manner. In any subsequent legal proceedings the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production of proof the court hearing the case may, at its discretion, refuse to receive evidence of the offense.

AN ACT TO ESTABLISH LOAD LINES FOR AMERICAN VESSELS, AND FOR OTHER PURPOSES,
OF MARCH 2, 1929, AS AMENDED

SEC. 1. Load lines are hereby established for the following vessels: (a) Merchant vessels of one hundred and fifty gross tons or over, loading at or proceeding to sea from any port or place within the United States or its possessions for a foreign voyage by sea, the Great Lakes excepted. (b) Merchant vessels of the United States of one hundred and fifty gross tons or over, loading at or proceeding to sea from any foreign port or place for a voyage by sea, the Great Lakes excepted. * * *

SEC. 6. It shall be the duty of the master of every vessel subject to this act and to the regulations established thereunder * * * before departing from her loading port or place for a voyage by sea, to enter in the official log-book of such vessel a statement of the position of the load-line mark applicable to the voyage in question and the actual drafts forward and aft at the time of departing from port as nearly as the same can be ascertained.

SEC. 8 (b). If the master of any vessel subject to this act and to the regulations established thereunder, * * * shall fail, before departing from her loading port or place, to enter in the official log-book of such vessel the statement required by section 6, he shall for each offense be liable to the United States in a penalty of \$100. The Secretary of Commerce may, in his discretion, remit or mitigate any penalty imposed under this paragraph.

INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA OF 1929, AND THE U. S. COAST GUARD REGULATIONS
OF THE COMMANDANT, U. S. COAST GUARD, ESTABLISHING LOAD LINES, 46 C. F. R. 46.021

Log-book entries.—(a) Applicable to foreign voyages by sea (the Great Lakes excepted).

The master of any passenger vessel making foreign voyages by sea shall insert at the time of departing from port in the vessel's official log a statement of the position of the subdivision load-line mark, port and starboard, in relation to the surface of the water in which the vessel is then floating,² and shall also enter a statement of the actual drafts of the vessel forward and aft as nearly as the same can be ascertained.³

There shall be entered in the official log the time that hinged, watertight doors fitted in bulkheads dividing cargo between deck spaces are opened in port and the time these doors are closed before leaving port. (These doors must be closed, secured, and remain so during the voyage.)

There shall be entered in the official log the time of opening and the time of closing in port, portable plates, gangways, cargo ports, coaling ports, and other openings in the vessel's hull below the margin line which are required by the regulations to be kept closed at sea (46 C. F. R. 46.20, 46.28, 46.31). (If it becomes essential for the safety of the ship to open any of these fittings at sea, the circumstances and the time of opening and closing shall be entered in the official log.)

There shall be entered in the official log the time of opening, closing, and securing, at sea, watertight doors fitted between bunkers for the purpose of trimming coal.

There shall be entered in the official log the time of opening, and closing in port those airports below the bulkhead deck that are required to be kept closed while at sea by the regulations.

There shall be entered in the official log a record of the following drills and inspections with an explicit record of any defects which may be disclosed and the steps taken to remedy them:

- (1) Operation of watertight power doors and watertight hinged doors in main transverse bulkheads in use at sea—daily.
- (2) Drills in the operation of watertight doors, airports, valves, and closing mechanisms of scuppers, ash chutes, and rubbish chutes—weekly. (When the voyage exceeds one week, a complete drill shall be held before leaving port.)
- (3) Inspection at sea of all watertight doors together with all mechanisms and indicators connected therewith, all valves the closing of which is necessary to make a compartment watertight—at least once a week.

¹ Under Executive Order No. 9803, dated February 23, 1942 (7 F. R. 1609), the functions of the Secretary of Commerce under this act were transferred to the Commandant, United States Coast Guard.

² When the draft of the vessel is limited by a seasonal load line located below the subdivision load line the position of the seasonal load line shall be entered in relation to the surface of the water in which the vessel is floating.

³ When an allowance of draft is made for density of the water in which the vessel is floating, this density is to be noted in the official log.

Index to Entries in Official Log-Book

ENTRIES	Reference to any page in which the various entries appear
1. Conviction of any member of crew and punishment.....	12
2. Offense committed by member of crew for which it is intended to prosecute or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply (if any) made to the charge as hereinbefore required.....	
3. Offense for which punishment has been inflicted on board, and the punishment inflicted.....	12
4. Statement of the conduct, character, and qualifications of each member of the crew.....	
5. Illness or injury that has happened to any member of crew, the nature thereof, and the medical treatment adopted (if any).....	
6. Death that has happened on board, and cause thereof.....	12
7. Birth that has happened on board, the sex of the infant, and the name of the parents.....	
8. Marriage that has taken place on board—names and ages of the parties.....	
9. Name of seaman or apprentice who has ceased to be a member of the crew, otherwise than by death, with the place, time, manner, and cause thereof.....	
10. Wages due to any seaman or apprentice who has died during the voyage, and the gross amount of all deductions to be made therefrom.....	
11. Deductions of wages.....	
12. Sale of the effects of any seaman or apprentice who has died during the voyage, including a statement of each article sold and the sum received for it.....	
13. Survey of provisions and water.....	

List of Crew and Report of Character

Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page†
		Conduct	Ability	
1 Joseph J. Cooke	Ch. Mate			
2 Loren G. Paulsohn	2 nd Mate			
3 Harold C. Wilton	3 rd Mate			
4 Alban F. Hatgell	1 st Radio			
5 Jack Sedgwick	2 nd Radio			
6 Lewis E. Hueston	Purser			
7 Carl Wm. Swenson	Dk. Cadet			
8 Roy E. Wright	Boat. Mate			
9 Aralaw Rex Gwyther	Q.-M.			
10 Ray T. Aylor Jr.	Q.-M.			
11 Theodore Wm. Laffer	Q.-M.			
12 Eldon N. Hogg	Q.-B.			
13 Walter N. Milligan	Q.-B.			
14 Robert E. Schwind	Q.-B.			
15 Roderick H. Clouser	Q.-B.			
16 Earl R. Pittman	Q.-B.			
17 Johnnie Ballbogast	Q.-B.			
18 Richard B. Benson	Main H. B.			
19 William R. Johnson	O.-S.			
20 Harold J. York	O.-S.			
21 Francisco Iniego	O.-S.			
22 Ralph E. Smith	Ch. Eng.			
23 Frank G. Muzzy	1 st Asst.			
24 Clarence W. Ruck Jr.	2 nd Asst.			

*V. G. for "Very good," G. "Good," M. "Middling," and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.

†If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

List of Crew and Report of Character

Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page†
		Conduct	Ability	
25. Kenneth F. Stanton	3 rd Asst.			
26. James H. Peebles	Jr. Asst.			
27. David A. Edwards	Eng. Cadet			
28. Gerald V. Root	Elect.			
29. Robert J. Minich	Pumpman			
30. Edward B. Bacigalupi	Mech. Pump.			
31. Homer L. Wilson	Oiler			
32. Howard T. Humphrey	Oiler			
33. Elmer N. Nielsen	Oiler			
34. Robert L. Hubbard	F.M. - W.T.			
35. Robert A. Rothwell	F.M. - W.T.			
36. George L. Killgrove	F.M. - W.T.			
37. Donald G. Nordstrom	Wiper			
38. John Rezak	Wiper			
39. Wendell F. Hutchinson	Wiper			
40. Stanley P. Beattie	Ch. Steward			
41. Seiho D. Gre	Ch. Cook			
42. Leonard G. Brauer	Baker			
43. Saul N. Golden	Asst. Cook			
44. Steven J. Fjellstrom	Gally man			
45. Lloyd S. Carden	Utility			
46. Rex Franz	Messman			
47. Joseph E. Sullivan	Messman			
48. Joseph Noiset Jr	Messman			

* G. for "Very good," G. "Good," M. "Middling," and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
 † If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

List of Crew and Report of Character

Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page†
		Conduct	Ability	
49 John F. Marino	Messman			
50 Maurice G. Kiker	Messman			
51				
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V. P. C.
Master.

(Signed)

*V. G. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
 †If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

OFFICIAL LOG of the

12

S. S. La Brea Hills

from

Date, hour, and place of the occurrence entered. If at sea, give in addition, the latitude and longitude	Entries required by act of Congress	Amount of any fine or forfeiture inflicted
	Cut Left Thumb - Cleaned wound with Fine methylal & dressed with sulfamide powder	H. D. Party
	Cut Right Thumb - same Treatment as above	H. D. Party
	Cut Left Thumb - Cleaned & Redressed with sulfamide powder	H. D. Party
	Cleaned & Redressed R. Thumb with sulfamide powder - Doing Fair	H. D. Party
	Left Thumb need no dressing today - Practically well	H. D. Party
	Cleaned & Redressed R. Thumb with sulfamide powder - Better Today	H. D. Party
	1530 - Compound fracture left leg below knee. Tibia bone entirely fractured. Bleeding reasonable. Loss of blood about 2 pints. Patients Condition normal.	
	Statement of accident: Treatment: - set leg in traction splint. Washed wound and cleaned surface around same with peroxide. Applied emergency compress bandage with sulfamide powder around around wound. Finished first aid at 1830	
	1830 Pulse 82 - Temp. 98.6 Respiration Normal	
	1900 - no shock as yet - gave 1/2 gr. Morphine Tartrate	
	1937 - gave 1/2 gr. Morphine Tartrate	
	2325 - " 8 Sulfadiazine Tablets	
	1630 to 1200 Drank 3 quarts water, pass 2 pints urine	
	Respiration Normal	
	0020 - 1/2 gr. Morphine Pulse 84 - Temp. 98.6	
	0500 - 2 Tablets Sulfadiazine	
	1015 - 2 Tablets Sulfadiazine Pulse 76 - Temp 100	
	1235 - injected etheral to pass urine - 3 pts urine passed	
	1400 - 4 Tablespoons mineral oil	
	1435 - 2 Tablets sulfadiazine - Pulse 84 - Temp 100	
	1615 - Passed 1 pt urine	
	1715 - " " " - Pulse 84 - Temp 100.8	
	1835 - 2 Tablets sulfadiazine	
	2100 - 1/2 gr. Morphine Passed 2 pt urine - Pulse 84 Temp	
	7/4 Drank 1 3/4 qts Water - Respiration Normal.	H. D. Party
	Redressed left thumb - wound completely healed	H. D. Party
	Redressed R. Thumb and put same in stall - No bleeding - looks good	
	Prickly Heat - Calomine Lotion	H. D. Party

H. D. Party

N. B. - Every entry in this log-book required by the act must be signed by the master and by the mate or some other of the crew; and every entry sale of the effects of a seaman or apprentice who has died must be signed by the master and by the mate and some other member of the crew.

MAN
TMEN

San Pedro

towards Foreign

Date, hour, and place of the occurrence entered. If at sea, give in addition, the latitude and longitude	Entries required by act of Congress	Amount of any fine or forfeiture inflicted
	Brickley Heat - Calamine Lotion	
	0345 - 1/2 gr. Morphine - Passed 1/2 pt urine	
	Temp 100.6 - Pulse 84 - Discontinued Sulfadiazine	
	0900 - No Bowel movement in 23 hours	
	Temp 100.6 - Pulse 86 - Respiration normal	
	1100 - 2 Cascara sagrada Tablets	
	Temp 100.6 - Pulse 90 -	
	1130 - injected catheter - passed 1 1/2 pt urine	
	Temp 100.2 - Pulse 92	
	0700 - passed 1 pt urine - drank 1 pt water	
	Temp 100.4 - Pulse 86 - No signs infection	
	1800 - passed 1 pt urine	
	1900 - 1 1/2 gr. Sodium Pentobarbital	
	2100 - passed 1/2 pt urine	
	2300 - sponge bath - alcohol rub	
	Temp 100.2 - Pulse 82 -	
	Cut Left Thumb - Case released	
	Cut R. Thumb - Wound healing	
	redressed	
	Brickley Heat - Calamine Lotion	
	" " " " " "	
	" " " " " "	
	0000 to 0200 - Soaked old dressing	
	loose with Boric acid solution	
	and redressed fractured	
	leg with Sulfa powder - Gave	
	1/2 gr. Morphine - Temp 100.2 - Pulse 90	
	Respiration normal	
	(Released patient to Navy Launch # 38	
	at 0840 - Patient in good condition	
	Considering injury - Medical Log Attached	
	Brickley Heat - Calamine Lotion	
	" " " " " "	

N.P.C. will

(Signe)

Master.

SA FORM 61 8-54

OFFICIAL LOG of the _____ from _____

Date, hour, and place of the occurrence entered. If at sea, give in addition, the latitude and longitude	Entries required by act of Congress	Amount of any fine or forfeiture incurred
	Prickly Heat - Calomine Lotion	
	Cut R. Thumb - Redressed - Soaked nicely	
	Electric Burn on four fingers of R. hand. Applying Burn ointment & bandaged same	
	Cut R. Thumb - Healing Good - Redressed	
	Prickly Heat - Calomine Lotion	
	Cut Left Foot - Soaked with Boric Acid solution - applied Sulfa powder & bandaged.	
	Mashed ring finger on left hand at tip and on side - will lose nail - Cleaned with Boric Acid solution and bandaged using Sulfa powder.	
	Prickly Heat, Calomine lotion	
	Sore eyes - Eye Drops	
	Spinned Knuckles - Cured & dressed with iodine.	
	Bail - Lanced - Sulfa powder	
	Suspected Hernia - 1300 Applied Tuss	
	Suspected Hernia 2100 Put patient to bed.	
	Small burn lanced scab - antiseptic wash & chamomile Sulfa powder	
	Skin, Hemorrhoids on forehead - Sulfa ointment	

Log-book required by the act must be signed by the master and by the mate or some other of the crew; and every entry or apprentice who has died must be signed by the master and by the mate and some other member of the crew.

towards _____

Date, hour, and place of the occurrence entered. If at sea, give in addition, the latitude and longitude	Entries required by act of Congress	Amount of any fine or forfeiture inflicted
	Small burn on right hip - Burn Ointment N. J. Foster	
	Washed finger - redress N. J. Foster	
	Small Burn - Burn Ointment N. J. Foster	
	Small burn on right hip - Burn Ointment N. J. Foster	
	Small burn on right hip - Burn ointment N. J. Foster	
	Heat rash between legs - Calomine N. J. Foster	
	Small burn on right hip - Burn Ointment N. J. Foster	
	Pope burn on right arm (infected) ^{cleaned with} Mercuric ^{Mercuric} iodine N. J. Foster	
	Small burn on right hip - Burn Ointment N. J. Foster	
	Pope burn on R. arm ^{cleaned with Mercuric iodine} Mercuric ^{Mercuric} iodine N. J. Foster	
	Pope burn on Right arm - Redress N. J. Foster	
	Washed index finger right hand - Treated & dressed. N. J. Foster	

(Signed)

BM FORM NO. 1

OFFICIAL LOG of the _____ from _____

Date, hour, and place of the occurrence entered. If at sea, give in addition, the latitude and longitude	Entries required by act of Congress	Amount of any fine or forfeiture inflicted
	Rope burn on right arm - Redressed W. J. Foster	
	Mashed index finger right hand - Redressed W. J. Foster	
	Suspense Hernia - Daily alcohol rub and bath W. J. Foster	
	Rope burn on right arm - Redressed W. J. Foster	
	Hernia - Daily alcohol rub and bath W. J. Foster	
	athlete's foot - Whittier's treatment W. J. Foster	
	Burn on right arm - Redress W. J. Foster	
	Hernia - Alcohol rub and bath W. J. Foster	
	Hernia - Alcohol rub and bath W. J. Foster	
	Hernia - Alcohol rub and bath W. J. Foster	
	Chopped lips - Petroleum Jelly W. J. Foster	
	Hernia - Alcohol rub and bath W. J. Foster	

N. B.—Every entry in this log-book required by the act must be signed by the master and by the mate or some other of the crew; and every entry sale of the effects of a seaman or apprentice who has died must be signed by the master and by the mate and some other member of the crew.

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OFFICIAL LOG-BOOK

SUPPLIED GRATUITOUSLY BY THE GOVERNMENT OF THE UNITED STATES TO AMERICAN VESSELS IN THE FOREIGN TRADE AND THE TRADE BETWEEN THE ATLANTIC AND PACIFIC PORTS OF THE UNITED STATES

ACTS OF CONGRESS RELATING TO LOG-BOOKS

(R. S., secs. 4290, 4291, 4292, 4596, 4597, as amended, and Act Mar. 2, 1929—U. S. C., title 46, secs. 201, 202, 203, 701, 702 and 85)

SEC. 4290. Every vessel making voyages from a port in the United States to any foreign port (except ports in the British North American possessions), or, being of the burden of seventy-five tons or upward, from a port on the Atlantic to a port on the Pacific, or *vice versa*, shall have an official log-book; and every master of such vessel shall make, or cause to be made therein, entries of the following matters, that is to say:

First. Every legal conviction of any member of his crew, and the punishment inflicted.

Second. Every offense committed by any member of his crew for which it is intended to prosecute or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply, if any, made to the charge, as is required by the provisions of section forty-five hundred and ninety-seven.

Third. Every offense for which punishment is inflicted on board, and the punishment inflicted.

Fourth. A statement of the conduct, character, and qualifications of each of his crew; or a statement that he declines to give an opinion of such particulars.

Fifth. Every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment.

Sixth. Every case of death happening on board, with the cause thereof.

Seventh. Every birth happening on board, with the sex of the infant, and the names of the parents.

Eighth. Every marriage taking place on board, with the names and ages of the parties.

Ninth. The name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner, and cause thereof.

Tenth. The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.

Eleventh. The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.

Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log-book. Such entry shall be made in the manner prescribed in section forty-two hundred and ninety-one, and failure to make such entry shall subject the offender to the penalties prescribed by section forty-two hundred and ninety-two.

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SEC. 4292. If in any case the official log-book is not kept in the manner hereby required, or if any entry hereby directed to be made in any such log-book is not made at the time and in the manner hereby directed, the master shall, for each such offense, be liable to a penalty of not more than twenty-five dollars; and every person who makes, or procures to be made, or assists in making, any entry in any official log-book in respect of any occurrence happening previously to the arrival of the vessel at her final port of discharge, more than twenty-four hours after such arrival, shall, for each offense, be liable to a penalty of not more than one hundred and fifty dollars.

SEC. 4596. Whenever any seaman who has been lawfully engaged or any apprentice to the sea service commits any of the following offenses, he shall be punished as follows:

First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned.

Second. For neglecting or refusing without reasonable cause to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage, or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiture from his wages of not more than two days' pay or sufficient to defray any expenses which shall have been properly incurred in hiring a substitute.

Third. For quitting the vessel without leave, after her arrival at the port of her delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay.

Fourth. For willful disobedience to any lawful command at sea, by being, at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than four days' pay, or, at the discretion of the court, by imprisonment for not more than one month.

Fifth. For continued willful disobedience to lawful command or continued willful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until

such disobedience shall cease, and upon arrival in port by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of a sum of not more than twelve days' pay, or by imprisonment for not more than three months, at the discretion of the court.

Sixth. For assaulting any master, mate, pilot, engineer, or staff officer, by imprisonment for not more than two years.

Seventh. For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months.

Eighth. For any act of smuggling for which he is convicted and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any part of his wages may be retained in satisfaction or on account of such liability, and he shall be liable to imprisonment for a period of not more than twelve months. (Dec. 21, 1898, sec. 19; Mar 4, 1915, sec. 7; Aug. 1, 1939, sec. 6.)

SEC. 4597 (amended Dec. 21, 1898, sec. 20). Upon the commission of any of the offenses enumerated in the preceding section an entry thereof shall be made in the official log-book on the day on which the offense was committed, and shall be signed by the master and by the mate or one of the crew; and the offender, if still in the vessel, shall, before her next arrival at any port, or, if she is at the time in port, before her departure therefrom, be furnished with a copy of such entry, and have the same read over distinctly and audibly to him, and may thereupon make such a reply thereto as he thinks fit; and a statement that a copy of the entry has been so furnished, or the same has been so read over, together with his reply, if any, made by the offender, shall likewise be entered and signed in the same manner. In any subsequent legal proceedings the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production of proof the court hearing the case may, at its discretion, refuse to receive evidence of the offense.

AN ACT TO ESTABLISH LOAD LINES FOR AMERICAN VESSELS, AND FOR OTHER PURPOSES,
OF MARCH 2, 1929, AS AMENDED

SEC. 1. Load lines are hereby established for the following vessels: (a) Merchant vessels of one hundred and fifty gross tons or over, loading at or proceeding to sea from any port or place within the United States or its possessions for a foreign voyage by sea, the Great Lakes excepted. (b) Merchant vessels of the United States of one hundred and fifty gross tons or over, loading at or proceeding to sea from any foreign port or place for a voyage by sea, the Great Lakes excepted. * * *

SEC. 6. It shall be the duty of the master of every vessel subject to this act and to the regulations established thereunder * * * before departing from her loading port or place for a voyage by sea, to enter in the official log-book of such vessel a statement of the position of the load-line mark applicable to the voyage in question and the actual drafts forward and aft at the time of departing from port as nearly as the same can be ascertained.

SEC. 8 (b). If the master of any vessel subject to this act and to the regulations established thereunder, * * * shall fail, before departing from her loading port or place, to enter in the official log-book of such vessel the statement required by section 6, he shall for each offense be liable to the United States in a penalty of \$100. The Secretary of Commerce may, in his discretion, remit or mitigate any penalty imposed under this paragraph.

INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA OF 1929, AND THE U. S. COAST GUARD REGULATIONS
OF THE COMMANDANT, U. S. COAST GUARD, ESTABLISHING LOAD LINES, 46 C. F. R. 46.021

Log-book entries.—(a) Applicable to foreign voyages by sea (the Great Lakes excepted).

The master of any passenger vessel making foreign voyages by sea shall insert at the time of departing from port in the vessel's official log a statement of the position of the subdivision load-line mark, port and starboard, in relation to the surface of the water in which the vessel is then floating,² and shall also enter a statement of the actual drafts of the vessel forward and aft as nearly as the same can be ascertained.³

There shall be entered in the official log the time that hinged, watertight doors fitted in bulkheads dividing cargo between deck spaces are opened in port and the time these doors are closed before leaving port. (These doors must be closed, secured, and remain so during the voyage.)

There shall be entered in the official log the time of opening and the time of closing in port, portable plates, gangways, cargo ports, coaling ports, and other openings in the vessel's hull below the margin line which are required by the regulations to be kept closed at sea (46 C. F. R. 46.20, 46.28, 46.31). (If it becomes essential for the safety of the ship to open any of these fittings at sea, the circumstances and the time of opening and closing shall be entered in the official log.)

There shall be entered in the official log the time of opening, closing, and securing, at sea, watertight doors fitted between bunkers for the purpose of trimming coal.

There shall be entered in the official log the time of opening, and closing in port those airports below the bulkhead deck that are required to be kept closed while at sea by the regulations.

There shall be entered in the official log a record of the following drills and inspections with an explicit record of any defects which may be disclosed and the steps taken to remedy them:

- (1) Operation of watertight power doors and watertight hinged doors in main transverse bulkheads in use at sea—daily.
- (2) Drills in the operation of watertight doors, airports, valves, and closing mechanisms of scuppers, ash chutes, and rubbish chutes—weekly. (When the voyage exceeds one week, a complete drill shall be held before leaving port.)
- (3) Inspection at sea of all watertight doors together with all mechanisms and indicators connected therewith, all valves the closing of which is necessary to make a compartment watertight—at least once a week.

² Under Executive Order No. 9803, dated February 23, 1942 (7 F. R. 1609), the functions of the Secretary of Commerce under this act were transferred to the Commandant, United States Coast Guard.

³ When the draft of the vessel is limited by a seasonal load line located below the subdivision load line the position of the seasonal load line shall be entered in relation to the surface of the water in which the vessel is floating.

⁴ When an allowance of draft is made for density of the water in which the vessel is floating, this density is to be noted in the official log.

OFFICIAL LOG-BOOK

Name of ship	Official number	Port of registry	Register tonnage (net)	Name of master	Number of his certificate (if any)
LA BREA HILLS	247455	WILMINGTON DELAWARE	6273	EDWARD J. CORY	159504

Date of commencement of the voyage 8 JULY 1955

Nature of the voyage or employment FOREIGN

Date of the end of the voyage Sept 7th 1955DRAFT RECORDS REQUIRED BY THE LOAD LINE ACT OF 1929 AND THE INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA¹Governing load-line mark² TROPICAL AND SUMMER
(Subdivision, tropical, summer, winter, or w. n. s.)

Port of sailing	Date of sailing	Draft		Load-line mark	
		Forward	Aft	Port	Starboard
SAN PEDRO, CALIF	7-8-55	29-11	30-05	30-01	30-03 S.W.S
YOKOHAMA, JAPAN	7-28-55	00-00	15-00	00-10	00-09 B.W.
SINGAPORE, S.S.	8-5-55	14-08	21-00	14-09	14-08 B.W.
BAKING-SUMATRA	8-16-55	30-11	30-07	30-08	30-07 TROPICAL
San Francisco	9-7-55	28-02	29-06	28-10	28-10 B.W.

¹ See p. 2 for all subject vessels.
² Enter applicable mark.

List of Crew and Report of Character

Christian and surname (at length) of each person	Capacity engaged	Report of character*
1. ADOLF A. MATTICZK	CH. MATE	
2. HARVEY HALCOMB	2ND MATE	
3. CHIFFORD A. THIBADLT	3RD MATE	
4. GEORGE J. MACZALI	RADIO OFF.	
5. ARTHUR E. A. LEE	PURSER	
6. WILLIAM E. WALKUP	BOSUN	
7. DANIEL W. OVERTON	DK MT AB	
8. OSCAR L. NEAL	DK MT AB	
9. WALTER J. ZAGLE	QM - AB	
10. JAMES P. FOLEY	QM - AB	
11. DONALD M. WIPPERT	QM - AB	
12. GEORGE M. LAMBERT	AB	
13. JAMES B. MCLAUGHLIN	AB	
14. LOUIS E. LAMOUREUX	AB	
15. ALEXANDER G. BOHANNON	OS	
16. STANLEY G. PALMER	OS	
17. STANLEY A. SMITH	OS	
18. HERBERT COLLINS	CH ENGR	
19. FRANKLIN J. BAKER	1ST ASST	
20. WILLIAM E. PRICE JR	2ND ASST	
21. CHARLES N. M'CLURE	3RD ASST	
22. WILLIAM M. FAST	3RD ASST	
23. JOHN W. MCGRAW	ELECTRICIAN	
24. WESLEY E. M'CALLAN	CHIEF PUMPMAN	

*V. G. for "Very good," G. "Good," M. "Middling," and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
 If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

List of Crew and Report of Character

Christian and surname (at length) of each person	Capacity engaged	Report of character*		See page†
		Conduct	Ability	
25. SVEN I. DANIELSON	BAND PUMPMAN			
26. CLIFFORD J. RAY	OILER			
27. RALPH C. HANDS	OILER			
28. CHARLES C SMITH	OILER			
29. JOHN A. RYAN	F WT			
30. HERMAN L. BURNS	F WT			
31. ERNEST MELONE	F WT			
32. OVIDIO E. JOYA	WI PER			
33. WILLIAM J. QUINLAN	WI PER			
34. DONALD W. BROWN	WI PER			
35. BUENAVENTURA A. PAMA	CH. STWD			
36. EDGENE A. ANDERSON	CH. COOK			
37. CLIFFORD GLOBE	BAND COOK			
38. PETER H. BEHRENS	ALLEYMAN			
39. THOMAS B. CARNEH	MESSMAN			
40. EDWARD L. WHITE	MESSMAN			
41. ALBERT V. WILLIAMS	UTILITY			
42. JOSEPH S. PINDER	UTILITY			
43.				
44.				
45.				
46.				
47.				
48.				

*V. G. for "Very good;" G. "Good;" M. "Middling;" and I. "Indifferent." The master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.
 †If there is any entry in the log relating in any way to the crew, the page or pages in the log where the entry is to be found should be written in the column opposite the man's name.

Entries Relating to Drills and Inspections. (See p. 2.)

Date, hour, and place of the drill or inspection entered. If at sea, give in addition, the latitude and longitude	Defects noted and corrective measures taken
7-11-55 1020 LAT 40-47N, LONG 136-28W	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
HELD FIRE & BOAT DRILL	EJC
7-19-55 HELD FIRE & BOAT DRILL 1600 LAT 44-19N, LONG 164-35E	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
7-25-55 LAT 34-20 LONG 129-51E 1020 HELD FIRE & BOAT DRILL	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
5-1-55 LAT 15-50N LONG 116-02E 1300 HELD FIRE & BOAT DRILL	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
5-7-55 @ 1520 LAT 4-45N LONG 116-24E HELD FIRE & BOAT DRILL	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
5-22-55 @ 1600 LAT 24-15N LONG 127-04E HELD FIRE & BOAT DRILL	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
5-30-55 @ 1300 LAT 45-55N LONG 114-12E HELD FIRE & BOAT DRILL	ALL EQUIPMENT FOUND IN GOOD WORKING ORDER
	EJC

UNITED STATES MERCHANT VESSEL LOGBOOKS

Official Logbooks were issued to American registered vessels in the foreign trade at the beginning of each voyage, and were turned in to the United States Shipping Commissioner at the port where the vessel ended its voyage. After 1937, these logs were also issued to vessels engaged in the coastwise trade.

Most of the logbooks for the World War II period became part of the records of the United States Coast Guard, and were originally consolidated and retired for storage in the National Archives' Washington National Records Center in Suitland, MD. These logs were subsequently transferred for permanent retention and preservation to the eight National Archives Regional Archives located geographically closest to the ports where the logs were originally turned in.

The National Archives in Washington, DC, also holds logbooks for many ports for years up to and including 1941.

A list of the addresses of National Archives units which currently house collections of merchant vessel logbooks is provided in Appendix 1. Appendix 2 is a listing of the specific logbook groups in the custody of each National Archives Regional Archives. Appendix 3 is a listing of logbooks in the custody of the National Archives in Washington, DC. Appendix 4 is a list of "Other Sources of Information for Merchant Seamen." Appendix 5 is a "Sample of Logbook Pages Which Will Be Provided to Verify WWII Service."

USING LOGBOOKS TO VERIFY WORLD WAR II VETERAN STATUS

Veteran status was finally granted to merchant seamen who served on oceangoing voyages during World War II on January 19, 1988. On that date, the Secretary of the Air Force, on behalf of the Department of Defense, signed a Secretarial Determination. This document was published in compliance with orders issued by the United States District Court for the District of Columbia. It stated that, "...the service of the group known as the 'American Merchant Marine in Oceangoing Service during the Period of Armed Conflict, December 7, 1941, to August 15, 1945,' shall be construed active duty for the purposes of all laws administered by the Veterans Administration."

The United States Coast Guard has set up a special unit to assist former merchant seamen to obtain the evidence of wartime service required to qualify them for veteran status. This unit should be the first point of contact for former seamen, who should submit copies of any documents in their possession which could help to verify their service, along with Form DD 2168, "Application For Discharge of Member or Survivor of Member of Group Certified To Have Performed Active Duty with the Armed Forces of the United States." (Form DD 2168 can be obtained from offices of the U.S. Department of Veterans Affairs < formerly called the Veterans Administration >.) Acceptable forms of documentation are:

1. Certificates of Discharge (Forms 718A)
2. Continuous Discharge Books
3. Company letters showing vessel names and dates of voyages.

Requests should be addressed to:

Commandant (G-MVP:1/12)
United States Coast Guard
2100 2nd Street, S.W.
Washington, DC 20593-0001

If a veteran cannot locate any of the above documents, and the Coast Guard cannot locate evidence of service in its records, then the logbooks held by National Archives units may be the next best source of verification (see below).

HOW TO OBTAIN COPIES OF MERCHANT VESSEL LOGBOOKS FROM THE NATIONAL ARCHIVES

Requests for copies of merchant vessel logbooks should be addressed to the Director of the National Archives unit which holds logbooks for the port at which the individual's vessel ended its voyage and the appropriate date. Please note the following:

1. Requests for logbook copies must be made in writing (See Appendix 1 for addresses of the National Archives units);
2. Requests for copies needed to verify veteran status must state that copies are needed for this purpose;
3. Requests must include:
 - a. Full name of vessel (e.g., SS WALTER SCOTT, not SS SCOTT);
 - b. Name of port where the voyage ended; and
 - c. Approximate dates of the voyage (month and year).

If the requested logbook(s) can be located, the veteran will be provided, **FREE OF CHARGE**, ONE copy of the logbook pages needed to verify veteran status. These are:

1. The logbook cover;
2. Page 3, which shows inclusive dates of voyage, name of master and, usually, the names of ports visited;
3. Pages containing the entire crew list; and
4. Pages containing any entries which specifically relate to the injury, illness and treatment/hospitalization of the requestor.

See below for information about restrictions on the availability of information, and for information about costs of copies. See Appendix 5 for samples of the copies of the logbook pages needed to verify veteran status.

RESTRICTIONS ON THE AVAILABILITY OF LOGBOOK INFORMATION

Since official Merchant Vessel Logbooks contain information relating to many individuals which may be of a personal nature, they are subject to the privacy provisions of the Freedom of Information Act (5 U.S.C. 522). Thus, entries which relate to medical or disciplinary matters concerning individuals **OTHER THAN THE REQUESTOR** may have to be deleted from copies provided, under Exemption (b)(6) of the Freedom of Information Act, which exempts the release of information, "...the disclosure of which would constitute a clearly unwarranted invasion of personal privacy."

Also, please note that the location of logbooks for some ports is presently unknown. The Coast Guard and the National Archives are attempting to locate logbooks for ports not listed in Appendices 2 and 3, and this list will be updated as new information becomes available.

Vessels Registered in Foreign Countries: Information provided by the Coast Guard indicates that vessels registered in foreign countries (for example, Panama, Honduras, the Philippines) were not required to maintain and turn in logbooks of this type. This is the case even if the vessel were owned by an American company and operated under War Shipping Administration control. Neither the Coast Guard nor the National Archives will be able to provide crew lists for such vessels.

COST OF COPIES

As stated above, there is NO CHARGE for ONE copy of the logbook pages, of each logbook, needed to verify veteran status.

Requests for more than one copy of the required pages, however, and all requests for copies of pages not needed to verify veteran status, are subject to a MINIMUM charge of \$6.00 (which amount covers the cost of up to 24 pages). Additional pages beyond this are \$.25 each.

The National Archives will send a bill with the copies, or notify the requestor of the cost if it is more than \$6.00, in which case payment must be received before copies can be mailed. **DO NOT SEND PAYMENT WITH THE INITIAL REQUEST.** All payments must be made by check or money order made payable to **NATIONAL ARCHIVES TRUST FUND BOARD** (or NATFB), and addressed to the National Archives unit from which the copies are ordered. Before ordering copies of complete logbooks, please read the following section.

INFORMATION CONTAINED IN MERCHANT VESSEL LOGBOOKS

The logbooks in the National Archives are NOT the "traditional" ships' logs often referred to as "Deck Logs," in which Masters recorded daily entries concerning the position and operation of the ship. Deck logs were traditionally considered to be the property of the owners of the ship. After World War II, however, the deck and engine logbooks of vessels operated by the War Shipping Administration were turned over to that agency by the shipowners, and were destroyed during the 1970's.

Logbooks in the National Archives are those issued to masters of vessels in accordance with federal laws and regulations passed to protect the health and welfare of merchant sailors. Entries initially were required to record offenses and desertions punishable by forfeiture of wages, and injuries or illnesses of crew members. Later legislation required entries concerning circumstances surrounding collisions in which the vessel was involved, and noting the death, birth or marriage of passengers aboard the ship. Also required were entries recording emergency drills held, and the watertight integrity of the vessel.

Logbooks in the National Archives **DO NOT** usually contain descriptions of wartime actions in which the vessel was involved. The Armed Guard Reports created by the U.S. Naval detachments which provided gun crews for merchant vessels, are better sources for such information. See Appendix 4 for information about where to write for access to these records.

Some World War II period logbooks do not name ports visited during the voyage due to wartime security restrictions. Also, due to the privacy provisions of the Freedom of Information Act previously discussed, some entries relating to individuals other than the requestor may have to be deleted from copies provided from logbooks in National Archives holdings.