

NAMRIA-HNC-FORM41 Rev00

REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES  
NATIONAL MAPPING AND RESOURCE INFORMATION AUTHORITY

**HYDROGRAPHY BRANCH**

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\_\_\_\_\_, Director

**SURVEY VESSEL**

**LOG BOOK**

BRP HYDROGRAPHER \_\_\_\_\_

\_\_\_\_\_, Commanding Officer

From \_\_\_\_\_, 20\_\_ to \_\_\_\_\_, 20\_\_



## INSTRUCTIONS

1. The log book shall kept by all vessels of Survey when in commission.
2. ( 1 ) The officer of the deck, in addition to the entries in the log book required by the established forms and by special instructions, shall see that every circumstance of importance or interest occurring during his watch is noted in the deck log. Upon being relieved he shall sign his name at the conclusion of his record of events. The period of his watch shall be noted.  
( 2 ) He shall exercise particular care that the meteorological observations are carefully taken and entered in the deck log, in accordance with instructions, and that the signs of approaching bad weather are noted and recorded.  
( 3 ) He shall enter the following particulars in the deck log:
  - ( a ) The name and rank, or rating, of all persons who may join or be detached from the ship ; all transfers, discharges, deaths, and desertions ; the names of all persons absent without leave, whatever the cause ; the names of all official visitors, of all passengers with times of coming aboard and leaving ; the direction of the wind, state of the weather, courses steered, and distances sailed ; the time when any particular evolution, exercise, or any other service was performed ; the signal number or other record of all signals made, the time when, and by what ships and to what ships, they were made ; the sighting of all vessels, land, lighthouse, lightships, and of all dangers to navigation.
  - ( b ) Any accident to the ship, including all cases of grounding and the loss or injury of boats, spars, sails, rigging, and stores with all the attendant circumstances and the extent of the injury.
  - ( c ) A statement of the character of all stores received, of the source from which, and the department for which they have been received. This statement need not be itemized in detail if a copy of the delivery slip received by the officer of the deck is pasted in the log.
  - ( d ) An account of all stores loaned, given away, or otherwise sent out of the ship not in the execution of the routine field work.
  - ( e ) The time of lowering or hoisting of boats, time of departure of boats, names with rank or rating of personnel leaving in each boat, the duty on which engaged, and a notation of the equipment, fuel water, and stores carried.
  - ( f ) The reading of all draft marks before leaving and after entering a port.
3. In making passage from port to port, or when engaged in soundings, columns should be written hourly. The ship's position at noon should be indicated, and current, estimated leeway, and variation recorded when practicable.
4. In port, columns may be written every four hours, but the time of change of wind or weather shall be noted.
5. The remarks shall state the number of miles of soundings run by the vessel and boats and the distance run in going to and from the working ground.
6. When at anchor the vessel's position shall be determined by sextant angles when there are points upon which to observe, and whose positions are definitely fixed upon the chart or projection ; otherwise by bearings on prominent objects.
7. At sea the record of events shall be written by each officer for the time he is on watch before leaving the bridge ; in port they may be written for the twenty-four hours and signed with the name and rank. Note Par. 4
8. In the record of events the record of the vessel's movements and of all incidents that occur shall be short but complete. Incidents of special importance shall be made the subject of a special report to the Director, who will be pleased at all times to receive from the Commanding Officer or other officers any reports of wind or weather, or of anything that may be of use to the Coast and Geodetic Survey or of general interest.
9. Officers commanding steam vessels shall see that the distances run, weather, etc., entered in their proper columns in the engineer's log in order that the economy of the vessel may be determined.
10. Entries shall be made in the log books of any and every injury, accidents, or casualty, however slight, among the officer's, crew, or passengers on board, giving the particulars of such injury, accident, or casualty.
11. The symbols given have been adopted from the Navy and shall be used in filling up columns in log books.
12. All log books will be supplied by the office as they may be required.
13. Log books shall be approved by the Commanding Officer on the last day of every month, at the end of the book, and upon relinquishing command. When completed they shall be transmitted to the Director.
14. Where there is but one officer attached to the vessel the record of events for each twenty-four hours shall be signed by the officer.
15. Working parties sent from the ship to be absent for several days shall be particularly noted, giving the name of the officer in charge of the party, the number and names of persons in the party, the length of time the party is to be absent, and the number of day's rations supplied, and , if a launch, the fuel and water put on board.
16. ( 1 ) The Executive Officer shall supervise the preparation and care of the ship's log.

- ( 2 ) When the ship is commissioned he shall begin the log by entering and signing the record of events, describing that part of the ceremony of going into commission which takes place previous to the setting of the watch.
- ( 3 ) He shall carefully examine the deck log, see that it is prepared in accordance with the instructions issued from time to time and call the attention of the watch officer to any inaccuracies or omissions in their entries.
- ( 4 ) He shall enter each day in the deck log the course and distance made good, the ship's position, the variation of the compass, the amount of coal and water expended, and the quantity of each remaining on hand at noon.
- ( 5 ) After the deck log has been duly signed by the watch officers and himself he shall submit it daily to the Commanding Officer.
- ( 6 ) All completed logs shall be forwarded to the Director immediately after the end of each cruise.
17. The Commanding Officer shall examine the log daily and have corrected any inaccuracies or omissions he may observe. After it has been duly signed and submitted to him, no change or addition shall be made without his permission or direction, and any change or addition must be made by the officer in whose watch the event under consideration occurred. An officer of the watch shall not decline to make a change in, or an addition to, his log when his

attention is called to an inaccuracy or omission by the Commanding Officer or Executive Officer unless he believes the proposed change or addition to be incorrect; in which event, he shall, if required, explain in writing to the Commanding Officer his reasons for this opinion. The Commanding Officer may then make any remarks concerning this particular inaccuracy or omission that he may deem proper, entering them at the bottom of the page over his own signature.

18. When the log has been written up, signed by the officer of the watch, and approved by the Commanding Officer, it shall not be changed under any pretense, but additions or explanations may be added at a later date by the officer, who certified the original entry, with the approval of the Commanding Officer, the date or entry and approval to appear with the entry. When the Commanding Officer makes an entry, he shall call upon the officer whose duty it was to be cognizant of the fact to certify or deny it, as the case may be over his own signature. The log is intended to record and certify facts, not opinions, and should be kept with that purpose in view.

HYDROGRAPHY BRANCH

Manila, Philippines

Director

### SYMBOLS TO BE USED IN RECORDING THE FORCE OF THE WIND AND THE WEATHER IN THEIR PROPER COLUMNS

WIND		WEATHER
0. - Calm	Less than 1 knot.	b. - Clear blue sky.
1. - Light air	1 - 3 knots.	c. - Cloudy weather.
2. - Light breeze	4 - 6 knots.	bc. - Blue sky with detached clouds.
3. - Gentle breeze	7 - 10 knots.	d. - Drizzling, or light rain.
4. - Moderate breeze	11 - 16 knots.	e. - Wet air, without rain.
5. - Fresh breeze	17 - 21 knots.	f. - Fog, or foggy weather.
6. - Strong breeze	22 - 27 knots.	g. - Gloomy, or dark, stormy looking weather.
7. - Moderate gale	28 - 33 knots.	h. - Hale.
8. - Fresh gale	34 - 40 knots.	i. - Lightning.
9. - Strong gale	41 - 47 knots.	m. - Misty, or hazy weather.
10. - Whole gale (heavy gale)	48 - 55 knots.	o. - Overcast.
11. - Storm	56 - 65 knots.	p. - Passing showers of rain.
12. - Hurricane	above 65 knots.	q. - Squally weather.
		r. - Rainy weather, or continuous rain.
		s. - Snow, snowy weather, or snow falling.
		t. - Thunder.
		u. - Ugly appearance, or threatening weather.
		v. - Variable weather.
		w. - Wet, or heavy dew.
		z. - Hazy weather.

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### FOG AND VISIBILITY SCALE

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- 0. - Prominent objects not visible at 50 yards.
- 1. - Prominent objects not visible at 200 yards.
- 2. - Prominent objects not visible at 500 yards.
- 3. - Prominent objects not visible at 1 2 mile.
- 4. - Prominent objects not visible at 1 mile.
- 5. - Prominent objects not visible at 2 miles.
- 6. - Prominent objects not visible at 4 miles.
- 7. - Prominent objects not visible at 7 miles.
- 8. - Prominent objects not visible at 20 miles.
- 9. - Prominent objects not visible above 20 miles.

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### STATE OF SEA

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- 0. - Calm sea - Waves less than 1 foot.
- 1. - Smooth sea - Waves 1 to 2 feet.
- 2. - Slight sea - Waves 2 to 3 feet.
- 3. - Moderate sea - Waves 3 to 5 feet.
- 4. Rough sea - Waves 5 to 8 feet.
- 5. - Very rough sea - Waves 8 to 12 feet.
- 6. - High sea - Waves 12 to 20 feet.
- 7. - Very high sea - Waves 20 to 40 feet.
- 8. - Precipitous sea - Waves 40 feet and over.
- 9. - Confused - Record general direction.

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### SWELL

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- 0. - None.
- 1. - Low, short swells.
- 2. - Low, long swells.
- 3. - Moderate, shortswells.
- 5. - Moderate, long swells.
- 6. - Heavy, short swells.
- 7. - Heavy, average swells.
- 8. - Heavy, long swells.
- 9. - Confused.

GENERAL DIMENSIONS

VESSEL

Length at load water line \_\_\_\_\_

Extreme beam at load water line \_\_\_\_\_

Depth of hold \_\_\_\_\_

Tonnage, registered \_\_\_\_\_

Draft -----	}	Forward _____	_____		Midship section _____	_____
		Aft _____	_____		Displacement _____	_____

# LOG of the NAMRIA Hydrography Branch

Hours LMT	PAT. LOG	KNOTS	TENTHS	COURSES	WIND		LEEWAY	THERMOMETER		BAROMETER	THER. ATTACHED	WEATHER
					DIRECTION	FORCE		AIR	WATER			
0000												
0100												
0200												
0300												
0400												
0500												
0600												
0700												
0800												
0900												
1000												
1100												
1200												
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1400												
1500												
1600												
1700												
1800												
1900												
2000												
2100												
2200												
2300												
2400												
12												

  

FUEL AND WATER REPORT						
Latitude, D. R. at Noon,		GASOLINE Gals.	BUNKER OIL Gals.	DIESEL OIL Gals.	LUB OIL Gals.	WATER Gals.
Longitude, D. R. at Noon,	On hand last report,					
Latitude, Obs.	Received on board,					
Longitude, Obs.	Expended previous 24 hours,					
Current,	Remaining on board,					
Variation,	Nautical miles run by ship in preceeding 24 hours,					

  

Full Speed	hrs.
Half Speed	hrs.
Slow Speed	hrs.
Anchored	hrs.
Moored	hrs.

  

FUEL CONSUMPTION		
Diesel Gals.	Gasoline Gals.	Mileage

