

DECK LOG, U. S. L. H. SERVICE

*Yanewick L. S. No 116.*

*14<sup>th</sup>* DISTRICT *Aug 17,* 1930

*116.*  
*16.* 1930

*ston*  
*ston*  
*yes*  
*am*  
*ten*

HOUR.	MILES.	Patent Log Readings.	Courses.	WIND.		Weather.	Barometer.	Temperature, Atmosphere.	REMARKS.
				Direction.	Force.				
A. M.				<i>S</i>	<i>3</i>	<i>B</i>	<i>30.18</i>	<i>78</i>	<i>Ship tied up at Dry dock Charleston S.C. Left dock at</i>
<i>4</i>				<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>11.30 Am in route to Portsmouth Va. Put compass amster off at 1 P.m. Passed</i>
<i>8</i>				<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Charleston L.S. at 2.04 P.m. Passed Cape Roman. 5.12 P.m.</i>
Noon				<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>R. A. Difer. Mate.</i>
P. M.									
	<i>7.5</i>	<i>2.9</i>	<i>ENE 48</i>						
	<i>8.6</i>	<i>10.4</i>	<i>"</i>						
<i>4</i>	<i>6.8</i>	<i>18.</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
	<i>7.7</i>	<i>24.8</i>	<i>"</i>						
	<i>7.3</i>	<i>32.5</i>	<i>"</i>						
	<i>7.3</i>	<i>40.</i>	<i>"</i>						
<i>8</i>	<i>8.</i>	<i>48.</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>78</i>	
	<i>7</i>	<i>55.</i>	<i>"</i>						
	<i>7</i>	<i>62.</i>	<i>"</i>						
	<i>8</i>	<i>70.</i>	<i>"</i>						
Mid.	<i>8</i>	<i>78.</i>	<i>"</i>	<i>S. S. W.</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>76.</i>	

*Commanding.*

Main engines in motion since midnight, \_\_\_\_\_ hours.  
Distance, computed from revolutions, since preceding midnight, \_\_\_\_\_ miles.  
Distance run by Log since preceding midnight, \_\_\_\_\_ miles.  
Coal expended during preceding 24 hours, \_\_\_\_\_ tons.  
Oil expended during preceding 24 hours, \_\_\_\_\_ galls.

Water expended during preceding 24 hours, \_\_\_\_\_ galls.  
Coal remaining on board, \_\_\_\_\_ tons.  
Oil remaining on board, \_\_\_\_\_ galls.

Approved:  
*Alex. Anderson*  
Commanding.