

DECLASSIFIED
RND, PROJECT NUMBER 917533 No 20998

SECRET LOG

for a

**UNITED STATES
MERCHANT VESSEL**



UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF

1943

6/A
S.S. HULL TENN

HARPERS FERRY

DECLASSIFIED

NND PROJECT NUMBER 917533

DATE

INSTRUCTIONS FOR KEEPING THE SECRET LOG

1. The following extract is quoted from section 2, article 11109 (p. 16), of WARTIME INSTRUCTIONS FOR UNITED STATES MERCHANT VESSELS:

"(c) A deck log and engine log may be kept but shall not contain, under any circumstances, any record of, or information relative to, the following particulars:

- (1) Latitude and longitude.
- (2) Courses steered.
- (3) Bearings or distances of land, lights, or other marks.
- (4) Names or positions of any ships sighted.
- (5) Movement in convoy.

"(d) The secret log is to be kept by the master in which he is to record such information (enumerated in (c) above) as is necessary. When not in use, this secret log shall be kept in the overboard bag with the master's confidential books.

"(e) The various log books, both secret and otherwise, are to be produced for inspection when required by naval authorities and extracts are to be supplied to them if requested.

Note: Officers examining this log must indicate fact by signing in appropriate space provided. If any excerpts are copied from log, the fact must be indicated.

"(f) On completion of a voyage at a port in continental United States the master shall turn over to the U. S. Navy routing officer his secret logs. At this time copies of the deck log and engine log, which comply with paragraph (c) above, may be furnished the owners and the War Shipping Administration, if desired."

Note: No record shall be furnished owners or the War Shipping Administration which contains information relative to:

- (1) Latitude and longitude.
- (2) Courses steered.
- (3) Bearing or distances of land, lights or other marks.
- (4) Names or positions of any ships sighted.
- (5) Movement in convoy.

2. The purpose of supplying the master with this secret log book is twofold:

- (1) To keep under one cover all secret information.
- (2) To provide the master with a note book in which to record all events or observations of naval interest.

3. With regard to paragraph 2 above, masters are requested to enter in the Remarks section information relative to:

(a) Sightings of enemy submarines, surface ships, or aircraft.—Include (1) time of sighting, (2) exact position, (3) estimated course and speed of advance of enemy craft, and (4) a description of enemy craft.

(b) Port information.—Include statements as to congestion of port, facilities available for loading and discharging, difficulties experienced in stevedoring, in obtaining bunkers, water, supplies, and pilotage.

(c) Crew discipline.—Include statement as to general efficiency and discipline of crew. When a member of the crew is logged in the standard deck log, the fact should also be recorded in the secret log.

(d) Convoy and routing procedure.—Include constructive comments relating to United Nations' convoy or routing administration. Suggestions for improvements will be welcomed.

4. In connection with paragraph 3 (c) above, the following extract from Section 333, NAVAL COURTS AND BOARDS, is quoted below for information of masters:

The officers, members of crews, and passengers on board merchant ships of the United States, although not in the naval service of the United States, are under the laws of the United States, the decisions of the courts, and, by the very necessities of the case, subject to military control while in the actual theatre of war.

While vessels are in the actual theatre of war, or are part of military missions, all breaches of discipline by members of the crew which jeopardize the safety of the vessel, or tend to obstruct the prosecution of the war, should be referred to the nearest naval authority without delay. The actual theatre of war is defined as all waters excepting the territorial waters of neutral or unoccupied countries.

5. Compliance with these instructions will ensure a definite contribution by the master toward winning the war.

Issued to S/S _____ SEE COVER

at _____

NEW YORK
 W. A. Pedrick
 By _____
 CONVOY & ROUTING

C.Z. To Cartagena, Colombia

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Date	Time	Latitude	Longitude	Base course	Distance
2-9-45	0836	Departure	San Blas	059°	
"	1100	Position	J" c/c	062°	
2-10-45	0430	Position	K" c/c	030°	
	0700	Arrival	Cartagena Colombia		
		T. P.T.	0224 ^h	24 ^m	
		T. DiST	270		
		T.e. A.V. Sp.	12.05		

Cartagena Colombia To New York, N.Y.

2-11-45	0942	Departure	c/c	281°	
"	1125	Position	L" c/c	007°	
2-12-45	NOON	16°08'N	75°14'W	007°	358 13.61
"	1018	Position	M" c/c	028°	
2-13-45	0400	Position	O" c/c	040°	
"	0700	Position	P" c/c	346°	
2-13-45	NOON	21°12'N	73°57'W	346°	332 13.83
"	1350	Position	Q" c/c	043°	
"	1805	Position	R" c/c	007°	
"	2112	Position	S" c/c	359°	
2-14-45	0624	Position	T" c/c	007°	
"	NOON	26°36'N	73°02'W	007°	339 14.1
2-15-45	0236	Position	U" -	007°	
"	NOON	32°01'	72°19'W	007°	327 13.63
2-16-45	0212	Position	V" c/c	354°	
"	NOON	36°52'N	72°09'W	354°	293 12.74
"	2400	Position	W" c/c	328°	
2-17-45	0412	Point X-Ray	V. U.S. Coast		
"	0712	Arrival	Friday Sea Buoy		

2-15-
Com
Acc
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OK

Case Number	Distance
Buoy 40059	
50°	
50°	
aluminum	
4.17	
5	
2.9	
81	
27°	
7°	358 13.61
8°	- -
40°	
46°	
46°	332 13.83
43°	
27°	- -
59°	
27°	
27°	339 14.1
72°	- -
27°	327 13.63
54°	- -
54°	293 12.74
28°	- -
Com	

Remarks

2-15-45 1200 Lat 32° N
Commenced zig zag
according to the 1200 schedule
designated #1

2-16-45 - 0830. Ceased zig zag
due to very heavy seas.

2-16-45 - 0920 lost Port life raft over
side due to heavy seas.

2-16-45 - 1200 - Sea moderating
Commenced to zig zag.

T.P.T. 5 days 20^H 30^M
T. DIST. 1894
10. AV SP. 13.48

Claude R. Dodd
Master
CH