Log of the S.S. / M.V. El Faro Voy 179 from San Juan to Jacksonville Date Saturday 22 August 2015

Hour	Log	Course Standard	Course Gyro	Steering	Wind Direction	Wind Force	Barometer	Temperature Air	Temperature Water	Gyro Compass Error	Standard Compass Deviation	Soundings
Use 24hr Rotation 1	0030	Sailing Board Chg. To					0300	TERN	Cargo Watchs			16BB
2	0154	Fin. Cargo This Port										
3	0200	Tested Gear As Per K4.25										
4	0230	All Hands Called										
5								86/80				
6		328	311		SE	4	1013					
7	0745	EXIT NPZ, ENGINE ROOM NOTIFIED										
8	102.4	331 329	315 310	[redacted]	SSE	3	1015	86/82	80°			
9												
10												
11												
12	104	327	311		SSE	3	1015.5	84/83	80°			

Latitude	Longitude	Course	Distance	Total Distance	Length of Day	Total Time At Sea	Average Speed	Total Average Speed	~~Detention~~ To Go
20°1C N	068°12 W	311	160	160	8.2 H	8.2 H	19.5K	19.5K	946

Hour	Log	Course Standard	Course Gyro	Steering	Wind Direction	Wind Force	Barometer	Air	Water	Gyro Compass Error	Standard Compass Deviation	Soundings
13												
14												
15								88/82				
16	104	327	311		SE	3	1014		82			
17												
18												
19												
20	104	327°	311°		LT AIRS		1013.5	88/82°	82°			
21												
22												
23	2341	Watch Assumed by 2/m Per 16B										
24	103.4	327	311		AIRS		1013.5	84/79	82			

REMARKS

0001 Vsl. Fast - Stb. Side To - San Juan - Cargo Ops in Progress

0256 Pilot Elmstrom abd. 0300 MSTR. - Pilot Cont. Pilot @ Con

0259 2-one aft - Honcho Fwd.

0300 SBE 0311 Last Line 0321 Tugs Away

0341 MSTR. @ Con 0343 Pilot Away

0348 Dept L18°29.5 N L066°07.5W 0406 Switch To Auto Stng.

0550 Riding easy in low seas. Partly cloudy skies with good vis. Relieved by c/m [redacted]

0550 c/m K. Stith Relieves 2/m C. Baird IAW TSI checklist 16B.

0745 vessel steady in se'ly seas, mostly cloudy skies and light haze.

0745 c/m K. Stith Relieved by 3/m J. Riehm. [redacted] c/m

ENGINE PERFORMANCE

Distance By (Engine)	Speed By Engine	Average R.P.M.	Average Slip (Percent)	Fuel Oil Consumed (Barrels)	Fuel Oil On Hand (Barrels)	Fresh Water Consumed (Tons)	Fresh Water On Hand (Tons)	Number Boilers In Use	Total Average Slip (Percent)	Total Distance By Engine	Detention Steaming
182	22.2K	103.2	12.1%	230	9701	11	307	2	12.1%	182	

0745 - Relieved the watch IAW TSI 16B [redacted]

1139 - B/C, BW 1, WX 5. Watch Relved [redacted] 34 2/m Baird. [redacted]

1139 Watch assumed by 2/m Per 16B

1550 Riding easy in low seas. Partly cloudy skies with good vis. Relieved by c/m [redacted]

1645-1715 Supper Relief by 2/m

1945 vessel steady in calm seas, partly cloudy skies and lt haze s/m

K. Stith Relieved by 3/m J. Riehm. [redacted] c/m

1945 - Received the watch IAW TSI 16B. [redacted]

2341 - B/C, BW 0, vis 5. Calm seas. Watch Rlvd by 2/m Baird [redacted]

RUNNING LIGHTS

BURNING

Midnight to Cont. Underway A.M.

P.M. to Midnight

Tank			
1	Dept		
2			
3	16A	0256	
4			
5	16P	0230	
6			
7			
8			
9			
10			

Cofferdams or Port Bilges No.	A.M.	P.M.
1	Cargo	
2	Lo/Lo	
3	1A154	
4	Ro/Ro	
5	0112	
6		
7		
8		
9		
10		
11		
12		

Cofferdams or Starboard Bilges No.	A.M.	P.M.
1	Ram	Ram
2	0124	
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

Lookouts Hours	Names
00/04	Allen
04/08	Hearman
08/12	Jackson
12/16	Allen
16/20	Hearman
20/24	Jackson

BALLAST TANKS PORT, CENTER, STARBOARD

Tank	Last Filled		Inches	Tons
1	Dept	S.J.		
2	Gm	C	7.201	
3	Gm	R	4.420	
4	Gm	M	2.782	
5	0130	W/T	Doors + Hatches Secured For Sea	
6	0245	Vessel's Drafts Observed And Stability		
7		Verified IAW 46 CFR 97.15 [redacted] c/m		
8				
9	1500	70°SEN	068-36W	IAW CFR 46/97.15-60 +
10	46/91.35-1.	Completed	morning inspection	
11	Emergency	Gear lockers, hazmat [redacted]		
12				

REFRIGERATION (CARGO)

Compartment	Temperature 4	8	12	A.M.	P.M.

DRAFT OF VESSEL

Sailing: 25'00 Forward 29'06 Aft.

Arriving: Forward Aft.

Mean 27'03 (D)

A.M.—Forward Aft Mean

P.M.—Forward Aft Mean

FUEL OIL AND WATER

Sailing: Bbls. Fuel Oil 9931 Water, Tons 309

Arriving: Bbls. Fuel Oil Water, Tons

Received: Bbls. Fuel Oil 3641 Water, Tons

[redacted] Chief Mate.

[redacted] Master.