



DECK LOG BOOK

YEAR 20 23

VESSEL: AMERICAN MARINER VOYAGE NO.: LOWK-22-53-067 FROM (F

CARGO: FURNACE COKE TONNAGE: 13,497 NT DRAFTS

20 23		TIME	ALTERATIONS OF COURSE, LANDMARKS, LIGHTS, etc	Bearing	DIST OFF IN N.MLS	COURSE		WIND		WEATHER
Month	Day					Gyro	Mag.	Dir.	Force	Code
JAN	05	1636	Salt Dock							
		1802	Stag Island Upper							
		1832	Black River							
		1549	Huron cut 1 + 2							
		1914	Huron cut 1 + 2			353	358	213	12	0'cast
		2302	HARBOR BEACH	255	5.42	342	353	290	6	HAZE
JAN	06	0547	Nordmeer	228	3.25	322	228	290	15	0'cast
		1024	DETOUR							
		1201	MUD LAKE JUNCTION LT.							
		1405	9 MILE PT.							CHK SPD LOCK TRAFFIC AHEAD
		1722	MISSION POINT							
		1910	ARRIVE E. CENTER PIER							WAIT TRAFFIC TO LOCK UP
		2125	ARRIVE POE LOCK							
		2146	DEPART POE LOCK							
		2224	ALGOMA ENT CHANNEL							
		2244	ARRIVE SAWMILL BAY							
		2345	READY							
		2349	START UNLOAD							
JAN	07	0652	FINISH UNLOAD							
		0718	READY TO DEPART							

NARRATIVE INFORMATION

MARSEC Level:

Tests and inspections per 33 CFR 164.25 completed: Time _____ Initials _____

Tests and inspections per 33 CFR 164.25 completed: Time _____ Initials _____

Towing Vessels:

Navigation assessment completed: Yes No

Tests and inspections per 33 CFR 164.80 completed: Time _____ Initials _____

Tests and inspections per 33 CFR 164.80 completed: Time _____ Initials _____

Comments

I hereby certify that I have examined the official log book and that the reverse side of this sheet is a true and correct copy of page 2675 (left side), taken from the American Mariner on 12 JAN 2023.

[REDACTED] LT

MSU Duluth

[REDACTED]
[Signature]

I certify this is a true copy.

[REDACTED] C/E
[Signature]

Gary Miller, Chief Engineer - American Mariner

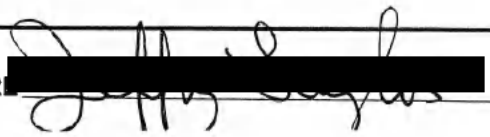
FROM (PORT): CLEVELAND TO: ASHTABULA TO: SOO

DRAFTS. FWD.: 19'4" AFT: 22'3" MID: 20'10" MEAN:

WEATHER		BARO	TEMP	REVS	SPEED [Knots]	REMARKS	OOB
Code							
O'cast	29.70	37	115	13.8	Anchors secured		
HAZE	29.89	34	115	13.8			
O'cast	29.91	35	115	14.2			
					Anchors CLEARED		
- AHEAD - 6 BOATS AHEAD							
UP							
					RIVER DELAY: 5.85 HR RIVER/LOCK TRAFFIC		
					WG +16"		
					WG +15"		

FORMATION

Comments:

CAPTAIN'S SIGNATURE 

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and that the reverse side of this sheet is a true and
correct copy of page 2675 (right side), taken from the
American Mariner on 12 JAN 2023

[REDACTED], LT
MSU Duluth

[REDACTED]

I certify this is a true copy.

[REDACTED] G/A

Gary Miller, Chief Engineer - American Mariner



DECK LOG BOOK

YEAR 20 23

VESSEL: AMERICAN MARINER

VOYAGE NO.: LOWK 22-53-068

FROM (PO

CARGO:

TONNAGE: _____ IT

DRAFTS. F

Month	Day	TIME	ALTERATIONS OF COURSE, LANDMARKS, LIGHTS, etc	Bearing	DIST OFF IN N.MLS	COURSE		WIND		WEATHER	
						Gyro	Mag.	Dir.	Force	Code	
AN	07	0720	DEPART SAWMILL BAY								
		0739	ALGOMA ENT BUOYS								
		0840	GROS CAP				331	341	35	9	O'CAST 3
		1200	WHITEFISH Pt.	223	1.4	291	299	060	7	O'CAST 3	
		1259	46° 48.1'N 085° 00.1'W			275	285	085	7	O'CAST 3	
AN	08	0018	ANCHORED 6.5 MINNE KEWEENAW LOWER ENTRANCE LT								
		0800	CONDUCTED FIRE DRILL - SIMULATED SMOKE IN REC ROOM, C								
			WERE ACCOUNTED FOR, SIMULATED EXTINGUISHING FIRE WITH F								
		0800	ABANDONSHIP DRILL - CREW MUSTERED WITH LIFETACKETS & S								
		0006	MOVE ANCHOR								
		0025	TRAVERSE ISLAND	010	3.5	051	051	240	22	P. CLOUDY 2	
		0540	S. of Manitow Island	014	4.7	000	001	340	17	Cloudy 2	
		0620	Gull Rock Light	075	1.1	000	001	350	26	Cloudy 2	
		0737	Copper Harbor	231	2.3	270	271	000	28	Cloudy 2	
		0900	EAGLE HARBOR	195	3.5	263	267	360	11	Cloudy 2	
		1726	Devils Island	177	4.8	248	261	100	16	O'cast 2	
		2207	CHK SPD								
		2213	DULUTH PIERS								
		2221	HOWARDS BAY								
		2325	STOP OUTSIDE BIRTH #2 FOR BALLASTING								
AN	10	0005	PROCEEDING INTO BIRTH #2								
		0118	ARRIVE BIRTH #2								
		0130	FINISHED WITH ENGINES								

NARRATIVE INFORMATION

MARSEC Level:

Tests and inspections per 33 CFR 164.25 completed: Time 0650-07 Initials [REDACTED]

Tests and inspections per 33 CFR 164.25 completed: Time _____ Initials _____

Following Vessels:

Navigation assessment completed: Yes No

Tests and inspections per 33 CFR 164.80 completed: Time _____ Initials _____

Tests and inspections per 33 CFR 164.80 completed: Time _____ Initials _____

Comments

I hereby certify that I have examined the official log book and that the reverse side of this sheet is a true and correct copy of page 2676 (left side), taken from the American Mariner on 12 JAN 2023.

[REDACTED] LT

MSU Duluth

[REDACTED]

I certify this is a true copy.

[REDACTED] C/E

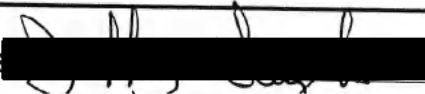
Gary Miller, Chief Engineer - American Mariner

8 FROM (PORT): 500 TO: _____ TO: _____
 /T DRAFTS. FWD.: _____ AFT: _____ MID: _____ MEAN: _____

WIND		WEATHER		BARO	TEMP	REVS	SPEED [Knots]	REMARKS
Dir.	Force	Code						
								WG+15"
35	9	O'CAST		30.36	16.5	115	13.8	Anchors Secured
060	7	O'CAST		30.35	16	74	3.7	
085	7	O'CAST		30.35	17	115	13.0	
ER ENTRANCE LT, WAIT WX-SE'LY'S Anchors Cleared 00:02 IN REC ROOM, CREW MUSTER & OG FIRE WITH EXTINGUISHER, REFRESH WATCH SET LIFETACKETS & SURVIVAL SUITS								
240	22	P. CUDY		29.93	28	98	10.2	Anchors Secured
240	17	cloudy		29.93	30	104	10.4	
50	26	cloudy		29.93	30	80	4.2	
100	28	cloudy		29.93	30	107	11.2	
360	11	cloudy		29.97	28	115	13.8	
00	16	O'cast		29.93	30	115	14.3	ANCHORS CLEARED 2210-BEGIN PUMPING TO LITE BLAST 2225 TUG KENTUCKY ON SCENE/TUG MISSOURI BREAKING ICE
NORMAL DRAFTS: 13' F 14'5" m 16'A WG+20" 0200 TUGS KENTUCKY & MISSOURI RELEASED GYRO HEADING 153.3°								

ADDITIONAL INFORMATION

Comments:

CAPTAIN'S SIGNATURE 

I hereby certify that I have examined the official log book and that the reverse side of this sheet is a true and correct copy of page 2676 (Right side), taken from the American Mariner on 12 JAN 2023.

[REDACTED], LT

MSO Duluth

[REDACTED]

I certify this is a true copy.

[REDACTED] /E

Gary Miller, Chief Engineer - American Mariner

M. Besko on watch, unloading @ Sault Ste Marie, ont, FTS Rd, ✓

28 FTS Round, all OK

29 FTS Round, all OK

30 1 Hr call.

Steering gear + pitch test complete per #14, 25

31 30 minute call - BME started.

32 Stand-BY Bell ordered, BME clutched in + sent up.

33 Unload finished, Thrusters enabled

34 CAPTAIN ON WATCH, DEPARTING ALGOMA SAUVILLE BAY, #1, #3, #4 GENSON BUS

35 WHILE UNDOCKING VESSEL APPEARS TO HAVE SCRUBBED BOTTOM PUTTING A HOLE IN

#6 PORT BALLAST TANK, TUNNEL AND DOUBLE BOTTOM TANKS QUICKLY VERIFIED DRY

SOUNDING ON TANK VERIFIED SAME AS TANK LEVEL INDICATOR SCREEN, #6 PORT 20FT

WATER FROM 25' TO 20' IN A FEW MINUTES, ADJUSTED #6 STBD LEVEL TO REMOVE

LIST, ATTEMPTS TO DEWATER #6 PORT WON'T GO BELOW 17', ALLOWED TANKS

TO EQUALIZE AND REST AT 20', CAPTAIN AND C/E NOTIFIED SHORESIDE

36 GROSS CAP, FULL BALL, SECURE THRUSTERS AND #3 GEN

37 NO ICE IN THE AREA, SNAP M/W ENGINE COOLING FROM #8 P/T'S TO SEA

38 CAPTAIN INFORMED US SLOWING DOWN WHILE WAITING ON ORDERS FROM SHORESIDE, 90 RPM'S

39 WHITEFISH POINT STILL RUNNING REDUCED SPEED WAITING ON ORDER, SECURE #1 GEN

40 2ND MATE INFORMED US INCREASING TO FULL SPEED 115 RPM'S

41 MAGNUM SPACE ROUND + READINGS, ALL GOOD

42 ADJUST CRANKCASE VALVE ON SME UP TO 2", LUBE OIL USED 20 PPM, 15 SME

43 A. Andziban on watch, Underway in Superior

44 #7 online for Ballast ops

45 Engine round complete, all good

Disinfect 3 usa of Emulsified oil from stern tube, Replenished 3 usa back to head tank

46 Finish w/ ballast ops, #7 offline

47 Engine round complete

48 Taking on potable, 47° 04.22 N, 088° 03.99 W, STOPPED 0005 47° 00.88 N 088° 18.096 W

49 M. Besko on watch, Arriving to anchor near Keeweenaw Peninsula, MI

50 EOD FO Soundings - P: S:

[Redacted signature] C/E

I hereby certify that I have examined the official engine room log book and that the reverse side of this sheet is a true and correct copy of page 203, taken from the American Mariner on 12 JAN 2023.

[REDACTED] LT

MSU Duluth

[REDACTED]

I certify this is a true copy.

[REDACTED] Chief Engineer - American Mariner

GARY Miller