

LOG-REMARKS SHEET

VESSEL USCGC HARRY CLAIBORNE (WLM-561)	ZONE DESCRIPTION +5 ROMEO	DAY OF WEEK SUNDAY	DATE(DDMMYY) 11OCT20
AT BASE GALVESTON, TX			

POSITION	METHOD	POSITION	METHOD	POSITION	METHOD
0800		1200		2000	
L 29-19.969 N 094-46.377 W	MOORED	L 29-29.460 N 094-07.250 W	D/GPS	L 29-33.896 N 093-54.602 W	D/GPS

Upper Case

REMARKS

0000-0600
MOORED STBD SIDE TO USCG BASE GALVESTON, GALVESTON, TX WITH ALL STANDARD MOORING LINES DOUBLED. RECEIVING WATER, SEWAGE, ELECTRICAL AND TELEPHONE SERVICES FROM THE PIER. MATERIAL CONDITION YOKE IS SET THROUGHOUT THE SHIP. ALL DECK LIGHTS ARE ENERGIZED AND BURNING BRIGHTLY. CG 18016 IS CRADLED AND SECURED FOR SEA. THIS VESSEL IS UNDER THE OPCON AND ADCON OF CCGDISTRICT EIGHT. SOPA IS CGC SEA HORSE (WPB-87361). BM2 [REDACTED] IS THE OOD. SN [REDACTED] HAS THE WATCH. 0545 BM2 [REDACTED] RELIEVED THE WATCH. 0610 STARTED SSDG NR3 DUE TO LOW JACKET WATER TEMP. 0614 SECURED SSDG NR3.

SN [REDACTED]
BM2 [REDACTED]

0600-1200
MOORED AS BEFORE. 0718 OBSERVED SUNRISE; SECURED ALL DECK LIGHTS. 0730 DC2 [REDACTED] RELIEVED THE OOD. 0732 COMMENCED PREPARATIONS FOR GETTING UNDERWAY. 0740 GYRO ERROR 0 DEGREES BY TRIANGULATION. 0824 SET STRUCTURAL ZEBRA MAIN DECK AND BELOW. 0825 HELD NAVIGATION BRIEF FOR DEPARTING BASE GALVESTON, TX; GAR SCORE: MED/HIGH. 0804 STARTED NR1 AND NR2 MPDES. 0807 STARTED BOW THRUSTER. 0808 CLUTCHED IN NR1 AND NR2 MPDE, SHIFTED FROM ECC TO PILOTHOUSE CONTROL. CONDUCTED PROPULSION TEST. 0813 PROPULSION TEST SAT. 0840 BMC [REDACTED] ASSUMED THE DECK, BM1 [REDACTED] ASSUMED THE CONN. ET2 [REDACTED] ASSUMED THE QMOW. 0837 SET MOORING STATIONS. 0846 OOD GETTING UNDERWAY CHECKLIST COMPLETE, CO GRANTED PERMISSION TO GET UNDERWAY. SET THE RMD. 0848 UNDERWAY ENROUTE TO SABINE.

SN [REDACTED]
DC2 [REDACTED]

0800-1200
UNDERWAY AS BEFORE. 0850 SECURED MOORING STATIONS, SET THE SPECIAL SEA. 0922 BM1 [REDACTED] RELIEVED THE DECK. 0930 SINGLED UP ON NR2 SSDG, SECURED NR1 SSDG. SSDG3 IS IN STAND BY. 1117 BMC [REDACTED] RELIEVED THE DECK AND THE CONN. 1120 BM3 [REDACTED] RELIEVED THE QMOW.

ET2 [REDACTED]
BM1 [REDACTED]

1200-1600
UNDERWAY AS BEFORE. 1251 STARTED NR1/NR3 SSDG. 1300 COMMANDING OFFICER

EXAMINED	APPROVED
[REDACTED] USCG NAVIGATOR/XO	[REDACTED] USCG COMMANDING OFFICER

Upper Case	REMARKS (continued)
1200-1600 (CONT)	
RELIEVED THE DECK AND CONN. 1303 BMC [REDACTED] RELIEVED THE DECK AND CONN. 1341 SET SPECIAL SEA DETAIL. 1430 SET THE ATON DETAIL. CLOSED UP DAYSHAPES FOR A VESSEL RAM. 1438 COMMANDING OFFICER RELIEVED THE CONN. 1456 BM1 [REDACTED] RELIEVED THE CONN. 1459 SABINE PASS LB 29 (LLNR 22550) FOUND MISSING. 1503 SABINE PASS LB 29 SERVICED, SET ON STATION AT POSITION: 39-37.450N, 093-19.376W; LWP. 1520 SNBM [REDACTED] RELIEVED THE QMOW. 1525 SABINE PASS LB 27 (LLNR 22530) ALONG STBD SIDE. 1544 CHERAMIE BO-TRUC NO.33 COLLIDED WITH CGC HARRY CLAIBORNE (WLM-561) ON THE PORT QUARTER IN POSITION 29-40.593N, 093-49.032W. 1547 ANCHORED IN POSITION 29-41.361N, 093-50.328W SABINE PASS IN 27FT OF WATER TO A MUD BOTTOM, WITH 01 SHOT OF CHAIN TO THE PORT ANCHOR. CLOSED UP DAYSHAPES FOR A VESSEL AT ANCHOR. 1555 NOTIFIED OPCON VIA SECTOR HOUSTON-GALESTON OF COLLISON. NOTIFIED PORT ARTHUR.	
SNBM [REDACTED]	
BMC [REDACTED]	
1600-2000	
ANCHORED AS BEFORE. 1607 COMMENCED HEAVING AROUND ON THE PORT ANCHOR. 1609 PORT ANCHOR AT SHORT STAY. 1610 PORT ANCHOR AWEIGH. 1611 PORT ANCHOR AT THE WATER'S EDGE; ANCHOR IS SHOD WITH MUD. 1613 BOTH ANCHORS HAWSED AND SECURED FOR SEA. SECURED FROM ANCHOR DETAIL. HAULED DOWN DAYSHAPE. 1631 CHERAMIE BO-TRUC NO.33 COLLIDED WITH CGC HARRY CLAIBORNE (WLM-561) ON THE STBD QUARTER IN POSITION 29-40.598N, 093-49.036W. 1641 I-TYPE SHORING COMPLETED IN Z-DRIVE SPACE; SET THE SHORING WATCH. 1649 SET THE ATON DETAIL. CLOSED UP DAYSHAPES FOR A VESSEL RAM. 1700 EPO NOTIFIED ASSET MANAGER AND PORT ENGINEER OF DAMAGE ASSESSED. 1705 CONDUCTED BRIEF FOR ATON, PROPULSION CHECKS AND EXITING RESTRICTED WATERS. GAR: HIGH/HIGH. 1728 SABINE PASS LB 27 SET AID BACK ON STATION; LWP. 1742 SECURED ATON DETAIL. HAULED DOWN DAYSHAPES FOR A VESSEL RAM. 1810 SECURED SPECIAL SEA DETAIL. SET THE AT SEA WATCH. 1816 SECURED FROM SHORE WATCH. 1821 DECLUTCHED AND SECURED NR2 MDE. 1822 COMMANDING OFFICER DIRECTED XPO TO BEGIN POST MISHAP PROCEDURES. 1829 PORT SHAFT LOCKED OUT, BOLTED IN PLACE. 1830 MAGAZINES INSPECTED; ALL SMALL ARMS, AMMUNITION AND PYROTECHNICS ACCOUNTED FOR. 1833 BM1 [REDACTED] RELIEVED THE DECK AND CONN. 1839 CONTACTED NATIONAL RESPONSE CENTER (NRC); NRC STATED THEY HAD ALREADY BEEN NOTIFIED. 1849 OBSERVED SUNSET; ENERGIZED ALL STANDARD NAVIGATION LIGHTS. 1859 SINGLED UP ON NR3 SSDG, SECURED NR1 SSDG PLACED NR2 SSDG IN STANDBY. 1900 CG 29172 ALONG PORT SIDE EMBARKED O2 POB. 1908 COMMENCED BREATHALYZER TEST ON CWO3 [REDACTED] BMC [REDACTED] BM1 [REDACTED] SNBM [REDACTED] 1911 TEST RESULTS .000 BAC FOR ALL PERSONNEL TESTED. 1930 SK2 [REDACTED] RELIEVED THE QMOW.	
SNBM [REDACTED]	
BM1 [REDACTED]	
2000-2400	
UNDERWAY AS BEFORE. 2331 BMC [REDACTED] RELIEVED THE DECK AND CONN. 2333 BM2 [REDACTED] RELIEVED THE QMOW.	
SK2 [REDACTED]	
BM1 [REDACTED]	
EXAMINED	APPROVED
[REDACTED] USCG NAVIGATOR/XO	[REDACTED] USCG COMMANDING OFFICER