

APPENDIX A

COMSTSINST 3140.2A

25 Feb 1965

VOYAGE SUMMARY (OTSR)

SAMPLE

OPNAV FORM 3140-35 (1-63)

See reverse for instructions

FROM (Commanding Officer/Master)										TO (Delete two) OINC, U. S. Fleet Weather Facility, Norfolk, Virginia CO, U. S. Fleet Weather Central, Alameda, California Commander, U. S. Naval Oceanographic Office, Wash. 25, D. C.										DATE 1/2/63					
USNS TRAVELER										VOYAGE TO ARGENTIA										DISTANCE STEAMED (Miles) 2200					
VOYAGE FROM ARUBA										SHIP HULL TYPE T2										ACTUAL TIME OF DEPARTURE (Z) 012100Z		ACTUAL TIME OF ARRIVAL (Z) 071500Z		FUEL CONSUMED (Gals/Bbls) 2142 BBLs	
DATE (mo - da)	TIME (GMT)	POSITION		COURSE (deg. T)	SPEED(kts)		WIND		SEA			SWELL			DRAFT		ROLL		VSBY (mi)	REMARKS					
		LATI- TUDE	LONGI- TUDE		PIT LOG	FROM RPM	DIR. (deg.)	SPEED (kts)	DIR. (deg.)	PRD. (sec.)	HGT. (ft.)	DIR. (deg.)	PRD. (sec.)	HGT. (ft.)	FWD. (ft.)	AFT. (ft.)	PORT (deg.)	STBD (deg.)							
Jan 1	2300	124N	69.8W	021	--	--	090	5	045	3	4	045	3	8	29	31	--	--	7	Took Departure					
Jan 2	1200	18.2N	67.6W	021	15.0	--	040	10	045	3	4	045	3	8	---	---	2	3	7						
Jan 2	1230	18.4N	67.6W	022	15.0	--	040	10	045	3	4	045	3	8	---	---	4	5	7	C/C to 022 to Compensate for Set					
Jan 3	1200	23.8N	65.2W	022	14.7	--	090	20	080	5	6	080	4	10	---	---	8	11	7						
Jan 3	1650	24.3N	64.0W	022	14.7	--	100	20	080	5	6	060	9	10	---	---	13	15	7	Experiencing Heavy Rolls					
Jan 3	1700	24.3N	64.0W	017	14.5	--	100	20	080	5	6	060	9	10	---	---	5	7	6	C/C to 019 to Reduce Heavy Rolls					
Jan 4	1200	29.4N	63.2W	017	14.3	--	100	10	240	3	6	240	7	12	28.8	30.7	4	5	3						
Jan 5	1200	35.0N	60.8W	017	15.0	--	215	15	250	4	4	260	7	10	---	---	4	5	3						
Jan 5	1230	35.1N	60.8W	025	12	--	240	10	250	4	4	260	7	10	---	---	4	7	4	C/C to 025 C/S to 12KTS To Reduce Pitching					
Jan 6	1200	40.7N	57.7W	025	12	--	340	10	270	3	4	230	10	12	---	---	4	5	4						
Jan 7	1130	46.3N	55.0W	025	12	--	270	20	270	4	4	210	8	12	28.5	30.5	3	3	5						
																				No Weather Damage To Personnel, Cargo or Ship					
Did you receive initial route recommendation in sufficient time?				Did you receive diversion recommendations (if any) in time to take the recommended action?				Did diversion messages (if any) con- tain enough information to provide a basis for decision when used with other information available?				If waves caused pas- senger and/or crew discomfort, were they SLIGHT <input type="checkbox"/> SEVERE <input type="checkbox"/> MODERATE <input checked="" type="checkbox"/>				Were these waves HEAD <input checked="" type="checkbox"/> FOLLOWING <input type="checkbox"/> BEAM <input type="checkbox"/>		What were their heights 14 to 20 FT. Appendix A							
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>				YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>				YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>																	

INSTRUCTIONS FOR THE USE OF THE VOYAGE SUMMARY MEMORANDUM

Roll is the maximum roll during a three-minute period at observation time.

Entries should be made at 0800 local time and whenever course and/or speed are changed for any reason other than temporary changes for maneuvering. When a change in course or speed is made to reduce the effects of wind or sea, an entry should be made both before and after the change. The most value is gained from entries made during periods when the weather adversely affects the ship's motion through the water.

Appropriate remarks should be entered at the end of each line. For example: if speed is reduced to prevent pounding or to delay arrival until first light, or if the ship's course is altered to minimize roll.

Do you have any general or specific recommendations which might improve the Optimum Track Ship Routing Program?

(Signature)