

Army

**BRIDGE and ENGINE
BELL BOOK**



USNS _____

**MILITARY SEA TRANSPORTATION SERVICE
DEPARTMENT OF THE NAVY**

MSTS FORM 5211-3 (Rev. 4-61)

INSTRUCTIONS

1. The Bridge and Engine Bell Book is an adjunct to the ship's log. Its primary purpose is to accurately record the transmission and receipt of engine orders. It further provides a convenient means for recording all information pertinent to maneuvering while entering or departing port, or while shifting berth.
2. The book is designed for use by the bridge and engine room(s) in both single and twin-screw ships. All information on upper left pages will be completed by bridge operators. (Names of pilots will include first name or initials.) Engine operators will only complete the first two lines on this page.
3. Applicable boxes on the top of right pages will be checked by bridge and engine operators. Separate books will be maintained for twin-screw ships with engines located in separate spaces. Applicable boxes at the top of right page will be checked by engine operators to reflect appropriate engines. The RPM column shall be completed only by engine operators.
4. Approved symbols, as indicated, will be used for recording bells. Time will be entered in four-digit numbers, commencing at 0001, one minute past midnight, to 2400, the following midnight.
5. No alterations or erasures will be made in the book. When a correction is necessary, a single line shall be drawn through the original entry so that the entry remains legible. The correction shall be initialed by the person keeping the record. All information pertinent to maneuvering shall be recorded under "Remarks."

6. Bell book(s) shall be kept from:

- a. Arrival to finished with engines (FWE).
- b. Standby engines (SBE) to departure.
- c. Whenever the ship is shifted in a harbor under her own power.
- d. When otherwise deemed appropriate by the master.

7. The master will insure that bell books are available at all times on the bridge and in the engine room(s) and that officers on watch properly and accurately record all signals.

8. After the engines have been rung off on conclusion of a maneuver, officers recording the bells shall sign the book in the space designated. In the event an officer is relieved during a maneuver, a notation to this effect will be made in the remarks column, with the time and signature of the officer being relieved. The relieving officer will sign the book in the space provided at the bottom of the right page.

9. Bell books will be retained on board for six months after completion and then transferred to the home port commander. Bell books will be retained by the home port commander for three years from date of last entry and then destroyed.

PORT CAKINAUA		VOYAGE NO. # 6	
☐ ARRIVAL	☒ DEPARTURE	DATE 8/23/1966	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
0815 MCGINNIS			

* BELL SYMBOLS

AHEAD			BACK	
SLOW	/		SLOW	/
HALF	/+		HALF	/+
FULL	/+	STOP Z	FULL	/+
EMERG	(+)		EMERG.	(+)

REMARKS

SBE 0815
 S. FOM 3440830
 P. FOM 6773790
 TACH. 06409001
 SHAFT CTR. 16361440

Dept. 1000
 S. FOM 3441100
 P. FOM 6774160
 TACH. 16364880

8

☐ BRIDGE☒ STARBOARD
OR
FWD (NO. 1)☐ PORT
OR
AFT (NO. 2)STARBOARD ENGINE
OR FORWARD (NO. 1)PORT ENGINE
OR AFT (NO. 2)

TIME

* BELL

RPM

TIME

* BELL

RPM

0815 Stby.

0900 ✓ 20

0901 ✓ 40

0904 ✓ 60

0905 ✓ 40

0906 ✓ 60

0906.5 ✓ 40

0907 ✓ 60

0908 ✓ 40

0908.5 Z ∅

0909 ✓ 30

0910 ✓ 45

0911 ✓ 30

0914 Z ∅

0914.5 ✓ 40

0915 ✓ 60

0918 ✓ 40

0920 ✓ 60

0923 ✓ 40

0925 ✓ 20

0929 ✓ 40

0932 ✓ 60

0946 PHONE 18 NOZ

12/18/66

J. Edwards

WATCH OFFICER'S SIGNATURE

PORT Vong Tau		VOYAGE NO. #6	
☒ ARRIVAL	☐ DEPARTURE	DATE 12-11-66	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED 1630 McGinnis	SECURED	SBE	FWE

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG.			EMERG.	

REMARKS

ARR - 1700
CTR - 16831900
P-Form - 6802010
S-Form - 3468270

F.W.E. 1820

PORT UONG TAU		VOYAGE NO. 6-A	
☐ ARRIVAL	☒ DEPARTURE	DATE 12-12-66	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
1645 McGinnis			

* BELL SYMBOLS

AHEAD			BACK	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG.			EMERG.	

REMARKS

STBY. 1647
CTR- 16835380
P-FOM- 6806150
S-FOM- 3471980
12-12-66
A Jones
DEPAR- ~~16837990~~ 1800
CTR- 16837990
P-FOM- 6806430
S-FOM- 3472280
12-12-66
A Jones

PORT NHA-TRANG		VOYAGE NO. 7-0	
☒ ARRIVAL ☐ DEPARTURE		DATE 12-13-66	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
0630 McGinnis			

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG.			EMERG.	

REMARKS

ARRI-0648
CTR- 16911470
P-FOM- 6810870
S-FOM- 3470470

FWE 0850.5
CTR- 16916050
P-FOM- 6811490
S-FOM- 3477110

PORT <i>NHA-TRANG.</i>		VOYAGE NO.	
☐ ARRIVAL	☒ DEPARTURE	DATE <i>12-14-66</i>	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>Webster 0825</i>	SECURED	SBE	FWE

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG			EMERG.	

REMARKS

SBY- 3801

CTR- ~~16916470~~ 16916470

P.Fom- 6813650

S.Fom- 3478850

DEPT.- 0900

CTR- ~~16920080~~ 16920080

P.Fom- 6813900

S.Fom- 3479130

[illegible]

PORT Vong Rho		VOYAGE NO.	
☒ ARRIVAL	☐ DEPARTURE	DATE 12-14-66	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
Archer 1100			

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG			EMERG.	

REMARKS

ARRIVAL 1100
CTR - 16931190
P-FOM - 6814590
S-FOM - 3479850
F.W.E. @ 1143
CTR - 16932420
P-F.O.M - 6814750
S-F.O.M - 3480010

PORT <u>VONG RHC</u>		VOYAGE NO.	
☐ ARRIVAL	☒ DEPARTURE	DATE <u>12-15-66</u>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
<u>0800 MC Ginnis</u>			

* BELL SYMBOLS

AHEAD			BACK	
SLOW	<u> / </u>		SLOW	<u> / </u>
HALF	<u> / </u>		HALF	<u> / </u>
FULL	<u> / </u>	STOP Z	FULL	<u> / </u>
EMERG.	<u>(4)</u>		EMERG.	<u>(+)</u>

REMARKS

JBV- 0800
CTR- 16932870
P.FOM- 6816390
S.FOM- 3481180

DEPT.- 0830
CTR- 16933390
P.FOM- 6816520
S.FOM- 3481330

[illegible]

PORT <u>Quinhon</u>		VOYAGE NO. <u>6</u>	
☐ ARRIVAL ☒ DEPARTURE		DATE <u>12/16/66</u>	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
<u>Mc Ginnis 1212</u>			

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW	<u>L</u>		SLOW	<u>—/</u>
HALF	<u>L+</u>		HALF	<u>+ /</u>
FULL	<u>L#</u>	STOP Z	FULL	<u># /</u>
EMERG	<u>(4)</u>		EMERG.	<u>(+)</u>

REMARKS

S.B.E. @ 1203

CTR - 16956760

P.F.O.N - 6818760

S.F.O.N - 3485580

DCR @ 1242

CTR - 16957720

P.F.O.N - 6818930

S.F.O.N - 3485770

PORT OAKLAND		VOYAGE NO. GA	
☒ ARRIVAL	☐ DEPARTURE	DATE 12-31-66	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
McGinnis 1120			

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG			EMERG.	

REMARKS

ARR. 1118
CTR. 19167970
P-FOM 6950900
S-FOM 3602520

~~44~~
FWE 1334
CTR 19172680
P-FOM-6951520
S-FOM 3602970

PORT		VOYAGE NO.	
☐ ARRIVAL ☐ DEPARTURE		DATE	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
0820			

* BELL SYMBOLS

AHEAD			BACK	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG.			EMERG.	

REMARKS

Stby 00802
 CTR 19173340
 FCM-10556530

FWE 0922
 CTR- 19174050
 FCM-10556990

PORT OAKLAND		VOYAGE NO. 7	
☐ ARRIVAL	☒ DEPARTURE	DATE 1-10-67	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
McGinnis 1400			

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW	/		SLOW	/
HALF	/+		HALF	+ /
FULL	/+	STOP Z	FULL	+ /
EMERG.	(4)		EMERG.	(+)

REMARKS

Stb 01352

ctr - 19174300

FOM - 10561760

Dept. 1542

ctr - 19179540

FOM - P - 6957330

FOM - 53605580

PORT <i>Okunawa</i>		VOYAGE NO. <i>7 - 10</i>	
☒ ARRIVAL ☐ DEPARTURE		DATE <i>24 Jan 67</i>	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE
<i>1035 - ACOSTA</i>			

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW	<i>L</i>		SLOW	<i>—/</i>
HALF	<i>L+</i>		HALF	<i>+/</i>
FULL	<i>L+</i>	STOP Z	FULL	<i>+/</i>
EMERG	<i>(4)</i>		EMERG.	<i>(+)</i>

REMARKS

S# B. 1030
Arrival - 1030
Fcm-P - 7068730
Fcm-S - 3704530
Ctr - 21006100

F.W.E. 1157
CTR. 21009120
P. F.O.M. - 7069070
S-F.O.M. 3704840

[illegible]

WATCH OFFICER'S SIGNATURE

PORT <i>Chinawa -</i>		VOYAGE NO. <i>7-B</i>	
☐ ARRIVAL	☒ DEPARTURE	DATE <i>1-25-67</i>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>0810</i>	SECURED	SBE	FWE

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW	<i>L</i>		SLOW	<i>/</i>
HALF	<i>L+</i>		HALF	<i>+ /</i>
FULL	<i>L#</i>	STOP Z	FULL	<i># /</i>
EMERG	<i>(4)</i>		EMERG.	<i>(4)</i>

REMARKS

STBY - 0810
CTR - 21009470
P-FOM - 7071340
S-FOM - 3705330

Dept. - 0906
CTR. - 20243000
P-FOM. - 7071620
S-FOM. - 3705530

[illegible]

WATCH OFFICER'S SIGNATURE

PORT		VOYAGE NO.	
☐ ARRIVAL ☐ DEPARTURE		DATE	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED	SECURED	SBE	FWE

* BELL SYMBOLS

<u>AHEAD</u>			<u>BACK</u>	
SLOW			SLOW	
HALF			HALF	
FULL		STOP Z	FULL	
EMERG.			EMERG.	

REMARKS

~~MANOVLOR~~ ~~board~~ HB

Stby 2356 120

☐ BRIDGE☐ STARBOARD
OR
FWD (NO. 1)☐ PORT
OR
AFT (NO. 2)STARBOARD ENGINE
OR FORWARD (NO. 1)PORT ENGINE
OR AFT (NO. 2)

TIME	* BELL	RPM	TIME	* BELL	RPM
0002	L	60			
0003	L	70			
0005	L	30			
0006	H	50			
0007	H	40			
0009	Z	0			
0021	L	20			
0022	Z	0			
0037	L	20			
	L	20			
	H	40			
	L	20			
	H	60			
HB	Z	0			

GILLES INEXPERIENCE IN TAKING BELLS
COPY SAME ON NEXT PAGE

1-27-67

Henry Bruner

WATCH OFFICER'S SIGNATURE