

After Engine Room

BRIDGE and ENGINE BELL BOOK



USNS

Gen. John Pope

**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 <i>Com Rank Bay, Va.</i>		VOYAGE NO. <i>12-D</i>	
<input checked="" type="checkbox"/> ARRIVAL	<input type="checkbox"/> DEPARTURE	DATE <i>5-22-68</i>	TIME
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
PILOT		ON BOARD	
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>M. E. Lind.</i>	SECURED	SBE <i>0624</i>	FWE <i>0734</i>

* BELL SYMBOLS

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

REMARKS

ARR. 0630

P-FOM 5835540

S-FOM 9503910

P-Ch. 46432590

S. Ch. 48024150

F.W.E. 0734

P-FOM. 5835650

S-FOM. 9504020

P-Ch. 46434560

S-Ch. 48025855

PORT <i>Cam Ranh Bay, Vn.</i>		VOYAGE NO. <i>12-B</i>	
<input type="checkbox"/> ARRIVAL	<input checked="" type="checkbox"/> DEPARTURE	DATE <i>5/22/68</i>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>M. G. Ford</i>	SECURED	SBE <i>1514</i>	FWE

* BELL SYMBOLS

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

REMARKS

STBY @ 1514
P. F.O.M. — 5836190
S. F.O.M. — 9504450
P CNTR. — 46434770
S CNTR. — 48026010

DEPARTURE @ 1600
P. F.O.M. — 5836370
S. F.O.M. — 9504600
P. CNTR. — 46436780
S. CNTR. — 48028030

PORT <i>Da Nang Vietnam</i>		VOYAGE NO. <i>12-E</i>	
<input checked="" type="checkbox"/> ARRIVAL	<input type="checkbox"/> DEPARTURE	DATE <i>May 23-68</i>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>McLund</i>	SECURED	SBE <i>0755</i>	FWE

* BELL SYMBOLS

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

REMARKS

Arr. 0800

P-Fom, 5841140

S-Fom, 9509780

P-Ch, 46522270

S-Ch, 48115470

FWE 0927

P-Fom 5841300

S-Fom 9509450

P-Ch, 46534780

S-Ch, 48117680



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
0700	Phone	102622			
0	Master				
	May 23-68				
0800	ARR.	60			
0813	L	40			
0817	L	20			
0819	Z	0			
0821	+	30			
0822	Z	0			
0823	L	40			
0832	L	20			
0833	Z	0			
0834	—	15			
0835	+	30			
0839	Z	0			
0843	L	20			
0845	Z	0			
0847	—	15			
0853	Z	0			
0857	L	20			
0904	LD.S.	10			
0905	Z	0			
0905½	—	15			
0906	Z	0			
0908	LD.S.	10			
0909	L	20			
0911	LD.S.	10			
0913	L	20			
0926	Z	0			
0927	F.W.E.	0			
	May 23, 1968				
	Hand				

WATCH OFFICER'S SIGNATURE

PORT <i>DA NANG VIETNAM</i>		VOYAGE NO. <i>12-15</i>	
<input type="checkbox"/> ARRIVAL	<input checked="" type="checkbox"/> DEPARTURE	DATE <i>5-24-68</i>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>M. G. Lued</i>	SECURED	SBE <input checked="" type="checkbox"/>	FWE

* BELL SYMBOLS

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

REMARKS

SBE 1023

ECM P- 5842950

S- 9511290

CTRS. P- 46525080

S- 48118090

Dep 1100 RD

FOM P- 5842930

S- 9511360

CTRS. P- 46525910

S- 48118680

[illegible]

WATCH OFFICER'S SIGNATURE

PORT <i>San Francisco, CALIF.</i>		VOYAGE NO. <i>12-AT</i>	
<input checked="" type="checkbox"/> ARRIVAL	<input type="checkbox"/> DEPARTURE	DATE <i>June 7, 68</i>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>M. L. Lind.</i>	SECURED	SBE	FWE <i>2154</i>

* BELL SYMBOLS

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

REMARKS

ARR - 1830
#3 FOM 9640320
#4 FOM 5965120
S. Ch, 50208000
P. Ch, 48579830

FWE. 2154
#3 FOM, 9640610
#4 FOM, 5965450
S. Ch, 50214500
P. Ch, 48586700



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
1814	STB		2137	Z	0
1815	PHONE	Block	2138	L	20
1837	LH	60	2140	Z	0
1841	L	40	2142	✓	15
1842	Z	0	2143	Z	0
1848	LH	60	2144	L	20
1849	PHONE	6 NOZZ	2144½	Z	0
1913	PHONE	OPEN THROTTLE	2145	✓	15
1920	PHONE	60	2146	Z	0
1930	L	40	2147	L	20
1932	LH	60	2147½	Z	0
1942	L	40	2148	✓	15
JMS			2148½	Z	0
			2154	F.W.E	0
June 7-68			June 7, 1968		
1953	L	20	J.P. Lane		
1954	Z	0			
2000	L	20			
2008	Z	0			
2013	L	20			
2021	Z	0			
2024	L	40			
2030	Z	0			
2032	✓	15			
2033	Z	0			
2036	✓	15			
2037	Z	0			
2103	L	20			
2107	Z	0			
2108	L	40			
2112	L	20			
2114	L	40			
2115	L	20			
2116	Z	0			
2122	L	20			

WATCH OFFICER'S SIGNATURE

PORT <i>Hunter Point, S.F.</i>		VOYAGE NO. <i>12-F</i>	
<input checked="" type="checkbox"/> ARRIVAL	<input checked="" type="checkbox"/> DEPARTURE	DATE <i>6-11-68</i>	TIME
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
PILOT			ON BOARD
AT THE CONN FROM		TO	DISCHARGED
EMERGENCY STEERING MANNED <i>W. C. [Signature]</i>	SECURED	SBE <i>1340</i>	FWE <i>1415</i>

* BELL SYMBOLS

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

REMARKS

S.B.E. 1340

CTRS. P-48587090

S-50214830

FOM. - P-5974970

S-9641220

F.W.E. 1415

CTRS. P-48587430

S-50215090

FOM. P-5974980

S. 9641220

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WATCH OFFICER'S SIGNATURE