Place MIAMI, FLORIDA From MIAMI

Day, date 15th month APRIL 2005 To NEW YORK

1. Inspection of running gear carried out at			2. Look-out set and taken in at									3. Fire Inspections carried out at					4. Other inspections. (Enter the object of inspection) Object/Place				Object/Place			
hours	hours	hours	Set hours	Place posted	Taken in hours	Set hours	Place posted	Taken in hours	Set hours	Place posted	Taken in hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours
0600		2000	0000	BCDH	0400							0200												
		2100	0400	-"-	0800							2400												
		2200	0800	-"-	2000							0600												
	1830	2300	2000	-"-	2400							2200												
	1900											2400												

7. Ship's time	8. Wind direct. and force	9. Weather and sea	10. Barometer and temp.	11. Gyro or steering compass course	12. Error or dev.	13. Standard compass steered course	14. Dev. standard comp.	15. Magn. var.	16. Corrected standard compass course	17. Drift (Not caused by current)	18. True course sailed	19. Log reading	20. Corr. factor = Dist.	21. Fixes, bearings and other observations (Cfr. § 9 of the regulations)	22.
0000	VAR 2	C 1	1012 22°C	STBD SIDE ALONGSIDE PIER N·3 MIAMI										0000: GANGWAYS & MOORINGS CHECKED FREQ'LY	
0056				ALL C/S & SPD AS PER MO.&P.A										0056: DEPARTURE MIAMI	
0100														0117/2: V/L PASSING (P) ABEAM COAST GUARD STN	
0200				——— " ——— " ———										0125/3 - PASSING BET'N BUOY NO: 10 & 11 0135/5 - PASSING ABEAM FAIRWAY BUOY (P) SIDE 0200/12 GPS POS N25° 49.1 W079° 58.0	
0300				VARIOUS COURSES ALL TO OBS										0300/32 GPS POS N 26° 7.6 W079° 49.2	
0400	NW 6/7	C 5	1009 21°C	005	0	010 ~~006~~	1E	6W	005	000	005	50	55	0400/50 GPS POS N 26° 28.9 W079° 46.4	
0500				VARIOUS COURSES ACC TO OBS										0500/69 GPS POS N 26° 48.9 W 079° 42.4	
0600				010	0	017	1W	6W	010	1	009			0600/88 GPS POS N 27° 09.9 W 079° 39.3	
0700				VARIOUS COURSES ACC TO OBS										0700/08 GPS POS N 27° 30 W 079° 34.3	
0800	WNW 6	C 5	1011 21°C	359	0	005	0	6W	359	2	001	127	84	0800/27 GPS POS N 27° 51.9 W 079° 34.9	
0900														0900/45 GPS POS N 28° 10.9 W 079° 34.7	
1000				"	"	"	"	"	"	"	"			1000/71 GPS POS N28 33.5 W079 34.0	
1100				"	"	"	"	"	"	"	"			1100/92 GPS POS N29 01.1 W079 33.3	
1200	NW 6/7	C 6	1014 20°C	003	0	008	2E	7W	003	2	001	212	91	1200/17 GPS POS N29 22.5 W079 32.7	
1210				"	"	"	"	"	"	"	"			1210/16 GPS POS N29 25.8 W079 32.6	
1300				VARIOUS COURSES ACC TO OBS.										1300/33 GPS POS N 29° 42.8 W 079 27.3	
1400							—	"	—					1400/53 GPS POS N30° 02.1 W 079 17	
1500				029	0	035	1E	7W	029	1	030			1500/74 GPS POS N 30 19.9 W 079 05	
1600	NNW 7/8	C 6/7	1014 17°C	019	0	028	2W	7W	019	1	020	294	81	1600/94 GPS POS N30° 37.2 W078° 56.5	
1700				VARIOUS COURSES DUE TO HEAVY WEATHER										1702/14 GPS POS N30° 55.3 W078° 49.0	
1800				——— " ——— " ———										1800/32 GPS POS N31° 11.0 W078° 40.8	
1900				——— " ———										1900/49 GPS POS N31° 21.3 W078° 25.8	
2000	NNW 9	C 8	1017 15°C	VARIOUS COURSE ACC TO OBS.								367	70	2000/67 GPS POS N31 31.2 W078 10.3	
2100	NNW 10	C 8		——— " ———										2030/74 GPS POS N31 34.9 W078 05.7 2100/76 GPS POS N31 38.3 W078 01.4	
2200	NNW 10	C 8	1018 14°C	——— " ———										2200/86 GPS POS N31 45.5 W077 57.0	
2300				——— " ———										2300/93 GPS POS N31 51.6 W077 43.8	
2400	NNW 9/10	C 8	1019 14°C	VARIOUS COURSES DUE TO HEAVY WEATHER								398	38	2400/98 GPS POS N31 56.1 W077° 37.4	

0000: 3 DG'S RUNNING
0000 V/L EXPERIENCING N'LY STRONG
SEAS & HEAVY SWELL. HEAVY
SHIPPING SPRAYS ALL OVER FORWARD
0055: CAPTAIN MADE UPDATED SAFETY
AND NAVIGATIONAL WARNING FOR THE
PASSENGERS THROUGH THE PA SYSTEM
0115: CAPTAIN INFORMED US MRCC
CAMSLANT ABOUT THE WEATHER
CONDITIONS AND SITUATIONS
THROUGH THE SAT-PHONE.
ALSO MADE ANNOUNCEMET FOR
THE PASSENGER ABOUT THE SAME
AT 0122 HRS SMT.
0345 CAPTAIN INFORMED US MRCC
CAMSLANT ABOUT THE PRESENT
WEATHER CONDITION, TOTAL NO
OF PASSENGERS AND CREW AND
OTHER RELEVENT RADIO EQUIPMENT
INFORMATION THROUGH THE
SAT-PHONE IN POS 32°14'N 079°07'4'N
0400 V/L EXPERIENCING N'LY STRONG
SEAS AND HEAVY SWELL. SHIPPING
SPRAYS HEAVILY ON FOC'LE.
PITCHING / POUNDING HEAVILY.

24. Reckoning at 1200 hours
Lat. by dead reckoning = ° ' Lat by obs. = 32°16.5'
Long. by dead reckoning = ° ' Long. by obs. = 078° 45.5
Length of day 24 hours 00 minutes T 35.4
Dist. by log = 331 Av speed by log = 13.8 KTS
Dist. by obs. = 343 Av speed by obs. = 14.3 KTS
ARRIVAL
Store of bunker: PAX 2599
Store of lubricating oil: CREW 1156
Store of drinking water: TOTAL 3755

0615 CAPTAIN INFORMED US MRCC
CAMSLANT ABOUT THE PRESENT
WEATHER CONDITION, ROUTE
DEVIATION TO NEW YORK
BECAUSE OF A STRONG WAVE
THAT HIT THE BRIDGE AND
OTHER RELEVANT INFORMATION
THRU THE SAT-PHONE POS 32°22.9'N 079°27.2'N
0820 CAPTAIN MADE AN ANNOUNCEMENT
FOR THE PASSENGERS REGARDING
THE PRESENT WEATHER CONDITION
COURSE DEVIATION AND SOME

NOTE: ALL THE LOG ENTRIES NOT IN THE TIME SEQUENCE.

IN ORDER TO AVOID THE STRONG WAVE
OF THE STRONG WAVE THAT HIT THE
FORWARD PART OF THE SHIP
0815 VSL ROLLING & PITCHING HEAVILY ON
HEAVY HIGH N'WLY SEA
1735 CAPTAIN MADE AN ANNOUNCEMENT
OVER THE SHIP'S PA SYSTEM REGARDING
SHIP'S DESTINATION, WEATHER UPDATE
AND OTHER RELEVANT INFORMATION
TO THE PASSENGER
1430 MASTER CONFING
1431 ECR STBY
1430 ECR / POULMAN / CNV. OFFCR NOTIFIED
INSIDE IWNM POS N 32 37.4 W 079 36.1
1433 RED ZONE SET
1431 STABILIZER IN
1437 PILOT DOOR OPEN
1439 EQUIPMENT CHECK AS PER 33 CFR
1442 THRUSTER STARTED & TESTED
1443 PILOT ON BOARD (S. POULMAN)
POS N 32°38.9 W 079 39.2
1445 PILOT DOOR CLOSED
1454 ECR NOTIFIED INSIDE 6 NM
1503 ECR NOTIFIED INSIDE 4 NM
POS N 32°41.3 W 079 44.4
1505 CHECK LIST COMPLETED
1550 FIRST SHELL DOOR OPEN
1608 FIRST LINE ASHORE / ARRIVAL
1612 GANGWAYS CONNECTED
1618 PILOT DISEMBARKED
1630 ALL LINES FAST
1631 FINISHED WITH ENGINE
1633 RED ZONE OFF
ARRIVAL CHARLESTON - STABILITY
DF: 8.67m DM: 8.47 DA: 8.27
GM: 2.09m GM$_{corr}$: -0.28m GM$_{req}$: 1.84
GM$_{req}$: 1.72m GM$_{res}$: 0.12m
0610: V/L HIT BY A STRONG WAVE, ONE
0617: PAX WITH CUT IN THE HEAD
0617* REPORTED FROM CAB NO. 9502
0618: CODE ALPHA ANNOUNCED
0626: V/L IN POS N 32°30.5 W 076°54.7
ANNOUNCEMENT MADE THAT SHIP IS
TURNING.
1030: RECIEVED CALL THROUGH THE SATELLITE
FROM RCC NORFOLK / COMSLANT USCG
AND INFORMATION GIVEN ABOUT THE
CO 247° AND SPD 20.0 KTS IN POS

0430: CONN ACC TO NSM
0500 CONN ACC TO NSM
0940 CONN ACC TO NSM
1000 CONN ACC TO NSM
1230 CONN ACC TO NSM
1300 CONN ACC TO NSM
NOW CONN ACC TO NSM
1830 CONN ACC TO NSM
2330 CONN ACC TO NSM
CONTD N 32°04.8 W 078°13.9
0055: STRONG WAVE HIT ON THE
FOCLE AND SMASHED THE CREW
JACUZZI STANDONE.
0610: SECOND CREW JACUZZI PORT
SIDE IS SMASHED AND THE
RAILINGS IN THE PENTHOUSE
BALCONY FWD FOUND RIPPED
OFF FROM ITS BASE. CONDITION
OF THE JACUZZIS (CREW) BEEN
ASSESSED AND FOUND IT TURNED
UPSIDE DOWN FROM ITS BASE.
1900 - DECK LIGHTS ON
2045 - 1 HR NOTICE TO ECR FOR
2230 - PILOT ON BOARD (S. POULMAN)
DEPARTURE STABILITY - CHARLESTON
DF: 8.66 DM: 8.44 DA: 8.24
GM: 2.05 GM$_{corr}$: -0.26 GM$_{req}$: 1.82
GM$_{req}$: 1.67m GM$_{res}$: 0.15

Date 4/17/05
[redacted]
Master

Place NORTH ATLANTIC OCEAN From MIAMI

T. day, date 16th month APRIL 2005 To NEW YORK

Signal inspection of running lights carried out at			2. Look-out set and taken in at									3. Fire Inspections carried out at					4. Other inspections. (Enter the object of inspection)							
																	Object/Place				Object/Place			
hours	hours	hours	Set hours	Place posted	Taken in hours	Set hours	Place posted	Taken in hours	Set hours	Place posted	Taken in hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours	hours
0500			0000	BRIDGE	0400							0000												
0600			0400	-11-	0800							0200												
			0800	-11-	1200							0400												
			1200	-11-	ATR							0600												

7. Ship's time	8. Wind direct. and force	9. Weather and sea	10. Barometer and temp.	11. Gyro or steering compass course	12. Error or dev.	13. Standard compass steered course	14. Dev. standard comp.	15. Magn. var.	16. Corrected standard compass course	17. Drift (Not caused by current)	18. True course sailed	19. Log reading	20. Corr. factor = Dist.	21. Fixes, bearings and other observations (Cfr. § 9 of the regulations)
0000	NNW 9/10	C 8	1019 14°C	VARIOUS COURSES DUE TO HEAVY WEATHER								398	38	0000/98 GPS POS N 31°56' W077° 37.4'
0100				—		—			"					0115/02 GPS POS N 32°00.4' W077° 30.0'
0200				—		"			"					0200/08 GPS POS N 32° 04.9' W 077° 22.0'
0300														0300/14 GPS POS N 32° 10.4' W077° 15.0'
0400	NNW 9/10	C 8	1017 15°C	VARIOUS COURSES DUE TO HEAVY WEATHER								419	32	0400/19 GPS POS N 32° 16.3' W077° 08.7'
0500						—	"	—						0500/25 GPS POS N 32 22.9 W 077 02.7
0600								—						0600/90 GPS POS N 32 28.6 W 076 47
0700														0701/ GPS POS N 32 30 W 077 05.1
0800	NNW 10	C 8	1020 14 C	VARIOUS COURSES DUE TO HEAVY WEATHER								461	44	0800/61 GPS POS N 32 34.6 W 077 23.6
0900								—						0900/ GPS POS N 32 39.3 W 077 42.7
1000	NNW 9	C 8	1023 13°C	—				"	—					1000/03 GPS POS N 32 09.2 W078 03.1
1037	NNW	C	1024					"						1037/14 GPS POS N 32 03.6 W078 16.5
1100	8	7/8	12°C	305	0	312	1E	8W	305	5	300			1100/23 GPS POS N32 06.6 W078 24.6
1135	NNW	C	1026	"	"	"	"	"	"	"	"			1136/35 GPS POS N32 12.7 W078 37.1
1200	8	7/8	11°C	304	0	310	2E	8W	304	6	298	543	78	1200/43 GPS POS N32 16.5 W078 45.5
1300	N 8	C 7	1026 11 C	301	0	307	2E	8W	301	5	296			1300/63 GPS POS N 32 24.7 W 079 07.4
1400	N 7	C 6	1026 13 C	"	"	"	"	"	"	"	"			1400/82 GPS POS N 32 34.5 W 079 26.6
1500				ALL CO'S & SPD AS PER M.O. & P.A.										1425/90 PASSING 'C' BUOY 1440 PASSING BUOY # 3/4 1446/94 PASSING BUOY # 6 1458/97 PASSING BUOY # 9/10 1514/02 PASSING BUOY # 13/14
1600	N 4	b 2/3	1025 19°C	V/L STBD ALONGSIDE TO UNION PIER TERMINAL								610	66 640	1546/10 PASSING ABEAM BUOY NO. 36 ON STBD 1608 - ARRIVAL CHARLESTON
1700														
1800														
1900														
2000	N 4	b 1	1027 17°C	STB SIDE ALONGSIDE UNION PIER TERM.										1600 GANGWAY & MOORING FREQUENTLY CHECKED
2100														
2200														
2300														
2400	N 5/6	b 3	1026 14°C	STBD SIDE ALONGSIDE TO UNION PIER TERM										2400: V/L PREPARING FOR DEPARTURE

DEPARTURE MIAMI – STABILITY

DF: 8.63 DA: 8.36 DM: 8.49

GM: 2.22m GM_{corr}: -0.25 GM_f: 1.97

GM_{req}: 1.70 GM_{res}: 0.27m

0040: PILOT ON BOARD (NITKIN)

0047: ECR STAND BY

0048: ~~PILOT ON BOARD~~ RED ZONE SET

0051: EQUIPMENT CHECK AS PER 33 CKR

0051: THRUSTERS STARTED & TESTED

0049: GANGWAYS OFF

0049: SHELL DOORS CLOSED

0053: CONNING BY MASTER

0053: CHECK LIST COMPLETED

0056: ALL LINES CLEAR/DEPARTURE

0135: PILOT DOOR OPEN

0135: THRUSTERS OFF

0138: PILOT DISEMBARKED IN POS N25°46.0' W080°04.6'

0141: PILOT DOOR CLOSED

0141: RED ZONE OFF

0146: NOTIFIED ECR OUTSIDE 4NM, LIMIT IN POS N25°46.8 W080°02.8

0154: NOTIFIED ECR OUTSIDE 6 NM LIMIT

0216: NOTIFIED ECR OUTSIDE 12 NM LIMIT IN POS N 25°53.0' W079°53.0'

0140: DRAINING POOLS & JACUZZI'S.

24 Reckoning at 12.00 hours

Lat. by dead reckoning = ° ' Lat. by obs. = 29 ° 22.5 N

Long. by dead reckoning = ° ' Long. by obs. = 079 32.7 W

Length of day 11 hours 04 minutes

Dist. by log = 212 Av. speed by log = 19.2

Dist. by obs. = 230 Av. speed by obs. = 20.8

DEPARTURE

Store of bunker: PAX: 2599

Store of lubricating oil: CREW: 1156

Store of drinking water: TOTAL: 3755

15 - CAPTAIN'S ROUTINE P.A. ANNOUNCEMENT FOR NAVIGATIONAL & SAFETY PRECAUTIONS. INFORMATION.

16 - CLOSED DK 8 & DK7 FWD DUE TO N'LY STRONG WIND

22 - STABILIZER'S OUT, DK 13 IS CLOSED

V/L PITCHING MOD'LY N'LY SWELL & STRONG SEAS.

35 - CAPT HAS MADE SAFETY, WEATHER AND NAVIGATIONAL ANNOUNCEMENT THROUGH THE PA SYSTEM FOR THE PASSENGERS.

1830 - [illegible] ON

1832 - CAPTAIN MADE AN ANNOUNCEMENT TO P.A SYSTEM FOR SAFETY & WEATHER AND ARRIVAL INFORMATION

2000 - VESSEL PITCHING ON N'LY HEAVY HIGH ROUGH SEAS AND SWELL.

2015 - 1 STBD MIPOD DISCONNECTED, 4 PUMPS ON

2020 - P & S STABILIZER'S IN

2025 - P & S STABILIZERS OUT.

2030 - STBD STABILIZER IN

2040 - CAPTAIN MADE AN ANNOUNCEMENT THROUGH PA SYSTEM. FOR WEATHER CONDITION UPDATE AND SAFETY PRECAUTION.

2206 - VESSEL PITCHING HEAVILY W/ SHIPPING SEAS AND SEA SPRAY ON F'CTLE, DECK 8 FWD + DK 9, 10, & 11. ON N'LY HEAD OF HEAVY HIGH SEAS & SWELL.

1700 - SEVERE WEATHER CHECKLIST COMPLETED

0430 - COW ACC TO NSM

0505 COW ACC TO NSM

0920 COW ACC TO NSM

1000 COW ACC TO NSM

1230 COW ACC TO NSM

1300 COW ACC TO NSM

1530 COW ACC TO NSM

1600 C.O.W ACC TO NSM

1830 C.O.W ACC TO NSM

1900 COW ACC TO NSM

2330 COW ACC TO NSM

2400 COW ACC TO NSM

M/S NORWEGIAN DAWN [redacted] OPERATION OFFICE

Date 4/17/05

[redacted]

Master