



DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION 48° DATE 1 JANUARY 1964  
AT/PASSAGE FROM PIER # 3 SOUTH, NAS TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 000              | 9             | 7                  | CR                | 30.19              | 44          | 42       | -               | -      | -    | -                     | -                | -             |
| 02        | 350              | 11            | 7                  | CR                | 30.18              | 43          | 43       | -               | -      | -    | -                     | -                | -             |
| 03        | 000              | 11            | 7                  | CR                | 30.18              | 43          | 43       | -               | -      | -    | -                     | -                | -             |
| 04        | 000              | 11            | 4                  | GF                | 30.18              | 44          | 43       | -               | -      | -    | -                     | -                | -             |
| 05        | 000              | 10            | 4                  | GF                | 30.17              | 43          | 42       | -               | -      | -    | -                     | -                | -             |
| 06        | 000              | 9             | 4                  | GF                | 30.16              | 42          | 41       | -               | -      | -    | -                     | -                | -             |
| 07        | 000              | 10            | 4                  | GF                | 30.16              | 41          | 40       | -               | -      | -    | -                     | -                | -             |
| 08        | 000              | 3             | 2                  | GF                | 30.16              | 41          | 40       | -               | -      | -    | -                     | -                | -             |
| 09        | 000              | 3             | 2                  | GF                | 30.16              | 42          | 41       | -               | -      | -    | -                     | -                | -             |
| 10        | 000              | 18            | 2                  | GF                | 30.18              | 45          | 44       | 3               | 800    | ST   | -                     | -                | -             |
| 11        | 350              | 17            | 2                  | H                 | 30.19              | 46          | 44       | 10              | 900    | ST   | -                     | -                | -             |
| 12        | 350              | 11            | 2                  | H                 | 30.16              | 46          | 43       | 9               | 1000   | ST   | -                     | -                | -             |
| 13        | 350              | 7             | 2                  | H                 | 30.13              | 47          | 43       | 5               | 12000  | AC   | -                     | -                | -             |
| 14        | 010              | 6             | 2                  | H                 | 30.12              | 47          | 43       | 9               | 1000   | ST   | -                     | -                | -             |
| 15        | CALM             | 5             | H                  | 30.10             | 50                 | 47          | 10       | 1600            | ST     | -    | -                     | -                | -             |
| 16        | 290              | 8             | 10                 | H                 | 30.11              | 54          | 51       | 10              | 1600   | ST   | -                     | -                | -             |
| 17        | 250              | 8             | 10                 | H                 | 30.10              | 54          | 51       | 9               | 1500   | ST   | -                     | -                | -             |
| 18        | 250              | 8             | 10                 | ScT               | 30.11              | 54          | 52       | 4               | 1600   | ST   | -                     | -                | -             |
| 19        | 250              | 4             | 10                 | ScT               | 30.10              | 54          | 52       | 4               | 1500   | ST   | -                     | -                | -             |
| 20        | 240              | 6             | 6                  | L                 | 30.11              | 54          | 52       | 10              | 700    | ST   | -                     | -                | -             |
| 21        | 250              | 6             | 4                  | L                 | 30.13              | 53          | 52       | 10              | 800    | ST   | -                     | -                | -             |
| 22        | 065              | 7             | 2                  | L                 | 30.15              | 51          | 50       | 10              | 800    | ST   | -                     | -                | -             |
| 23        | 065              | 7             | 1                  | L                 | 30.17              | 50          | 49       | 10              | 1000   | ST   | -                     | -                | -             |
| 24        | 310              | 14            | 7                  | bc                | 30.18              | 50          | 49       | 10              | 1000   | ST   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |                               |                                | TIME GMT | Total Cloud Amt. (Coded) | WIND              |                      | Visi-bility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |              |                  |              |                  |              |              |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|----------|--------------------------|-------------------|----------------------|---------------------|-----------------|------------|------------------------------------|----------------|--------------------------|--------------|------------------|--------------|------------------|--------------|--------------|
|                                   |                         | Oc-tant (0-3, 5-6) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) |          |                          | Direction (00-36) | Speed (Knots) (True) |                     | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9) | Height C (Coded) | Type L (0-9) | Height L (Coded) | Type M (0-9) | Type H (0-9) |
|                                   |                         |                    |                               |                                |          |                          |                   |                      |                     |                 |            |                                    |                |                          |              |                  |              |                  |              |              |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6        | 7                        | 8                 | 9                    | 10                  | 11              | 12         | 13                                 | 14             | 15                       | 16           | 17               | 18           | 19               |              |              |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      |                               | Indicator | Diff. Sea Air                 | Dew Point                     | WAVES     |                               |                |                | WAVES     |                               |                |                | ICE            |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|-----------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type | Height                        |           |                               |                               | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Sealing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25              | 26   | 27                            | 28        | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | C                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0         | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>i</sub> | r        | e           |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
17 652

EXAMINED Swiland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Wednesday 1 January, 1964  
(DAY) (DATE) (MONTH)

00-04 The three South Pier of Alameda, our location,  
California's festive Naval Aircraft Station.  
Our starboard side is to the shore,  
Held by one head wire, two breast lines, five storm pendants, and a standard double moor.  
Comes the new year, most serene,  
And the following ships are on the scene:  
There is the HANCOCK (CVA-19) and the REGULUS (AF-57) floating this night,  
Near the PICKAWAY (APA-222) and ALUDRA (AF-55) just in sight.  
The BELLATRIX (AF-62) and MARKAB (AR-23) are not far away,  
While the INTERDICTOR (AGR-13) and KOINER (DER-331) are here to stay.  
Various other Pacific Fleet ships are here on guard,  
And even more crafts from the district and yard.  
Now from the pier we receive miscellaneous services, Chief of  
Staff COMFAIRALAMEDA is here for SOPA purposes.  
But despite the quiet boredom, the OOD's in clover,  
With this poem finally written, the watch is nearly over.  
0120 ROMERO, S. F., 594 29 44, SN, USN, returned on board having been UA since 0730, 27 December  
1963. 0300 Inspected aviation gasoline pump room. Conditions normal.

*W. G. Pilat*  
W. G. PILAT  
LTJG, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0708 Received message that RADM D. J. WELSH, USN, COMFAIRALAMEDA/COMNABTWELVE assumed duties  
of SOPA SFRAN at 310210Z. 0725 Observed sunrise.

*John J. Valerio*  
J. J. VALERIO  
LTJG, USN

08-12 Moored as before. 0745 Mustered the duty section on stations. New absentees:  
BAKOVICH, T. M., 596 37 35, FN, USN, UA from 0730, 1 Jan 1964; HOSTETLER, C. F., 585 61 68,  
SA, USN, UA from 0730, 1 Jan 1964; JETT, T. G., 699 62 38, SA, USN, UA from 0730, 1 Jan 1964;  
MORGAN, R. D., 585 85 22, FN, USN, UA from 0730, 1 Jan 1964; ROCHE, R. C., 586 76 65, ETN3,  
USN, UA from 0730, 1 Jan 1964; SINCLAIR, J. W., 350 48 36, AN, USN, UA from 0500, 1 Jan 1964;  
CLIFFORD, R., 473 11 06, SN, USN, UA from 0500, 1 Jan 1964; CAPLA, E., 684 55 35, FN, USN, UA  
from 0500, 1 Jan 1964. 0950 Made daily inspection of magazines and smokeless powder samples,  
Conditions normal. 1100 Inspected aviation gasoline pump room. Conditions normal.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

12-16 Moored as before. 1500 Inspected aviation gasoline pump room. Conditions normal.

*T. I. Madley*  
T. I. MADLEY  
ENS, USNR

16-18 Moored as before. 1659 Observed sunset.

*F. L. Rusby*  
F. L. RUSBY  
LTJG, USNR

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*R. G. Farina*  
R. G. FARINA  
ENS, USNR

APPROVED:

EXAMINED:

\_\_\_\_\_  
U.S.N. COMMANDING.

\_\_\_\_\_  
U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP CORAL SEA (CVA-43)

Wednesday 1 January . 19 64  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*A. W. Deprey*  
A. W. DEPREY  
ENS, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +84 DATE 2 JANUARY 1964

AT/PASSAGE FROM PIER #3 SOUTH N.A.S. TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 310               | 14            | 7                    | CLR                 | 30.18               | 52           | 50       | —               | —      | —    | —                      | —                 | —             |
| 02        | 320               | 6             | 10                   | CLR                 | 30.20               | 50           | 48       | —               | —      | —    | —                      | —                 | —             |
| 03        | 310               | 6             | 10                   | CLR                 | 30.22               | 50           | 48       | —               | —      | —    | —                      | —                 | —             |
| 04        | 000               | 10            | 10                   | CLR                 | 30.23               | 48           | 46       | —               | —      | —    | —                      | —                 | —             |
| 05        | 000               | 10            | 10                   | CLR                 | 30.23               | 46           | 44       | —               | —      | —    | —                      | —                 | —             |
| 06        | 350               | 10            | 10                   | CLR                 | 30.25               | 46           | 44       | —               | —      | —    | —                      | —                 | —             |
| 07        | 000               | 11            | 10                   | CLR                 | 30.27               | 48           | 46       | —               | —      | —    | —                      | —                 | —             |
| 08        | 000               | 10            | 10                   | CLR                 | 30.28               | 49           | 47       | —               | —      | —    | —                      | —                 | —             |
| 09        | 350               | 12            | 10                   | CLR                 | 30.30               | 50           | 47       | —               | —      | —    | —                      | —                 | —             |
| 10        | 340               | 15            | 10                   | CLR                 | 30.31               | 52           | 48       | —               | —      | —    | —                      | —                 | —             |
| 11        | 000               | 16            | 10                   | CLR                 | 30.32               | 55           | 50       | —               | —      | —    | —                      | —                 | —             |
| 12        | 000               | 15            | 10                   | CLR                 | 30.32               | 56           | 50       | —               | —      | —    | —                      | —                 | —             |
| 13        | 000               | 6             | 10                   | CLR                 | 30.29               | 58           | 52       | —               | —      | —    | —                      | —                 | —             |
| 14        | 350               | 10            | 10                   | CLR                 | 30.26               | 61           | 51       | —               | —      | —    | —                      | —                 | —             |
| 15        | 350               | 14            | 10                   | CLR                 | 30.25               | 62           | 51       | —               | —      | —    | —                      | —                 | —             |
| 16        | 340               | 11            | 10                   | CLR                 | 30.26               | 62           | 51       | —               | —      | —    | —                      | —                 | —             |
| 17        | 360               | 7             | 10                   | CLR                 | 30.26               | 60           | 50       | —               | —      | —    | —                      | —                 | —             |
| 18        | 360               | 12            | 10                   | CLR                 | 30.26               | 58           | 51       | —               | —      | —    | —                      | —                 | —             |
| 19        | 010               | 13            | 10                   | CLR                 | 30.28               | 55           | 48       | —               | —      | —    | —                      | —                 | —             |
| 20        | 010               | 11            | 10                   | CLR                 | 30.27               | 54           | 48       | —               | —      | —    | —                      | —                 | —             |
| 21        | 010               | 10            | 10                   | CLR                 | 30.28               | 54           | 47       | —               | —      | —    | —                      | —                 | —             |
| 22        | 000               | 8             | 10                   | CLR                 | 30.31               | 52           | 46       | —               | —      | —    | —                      | —                 | —             |
| 23        | 110               | 4             | 10                   | CLR                 | 30.31               | 49           | 45       | —               | —      | —    | —                      | —                 | —             |
| 24        | 130               | 5             | 10                   | CLR                 | 30.31               | 46           | 43       | —               | —      | —    | —                      | —                 | —             |

| POSITION | ZONE     | TIME |
|----------|----------|------|
| 0800     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 1200     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 2000     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |

LEGEND: 1 — CELESTIAL  
 2 — ELECTRONIC  
 3 — VISUAL  
 4 — D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

TABLE II  
 SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |                               |                                | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                                  |                           |                                      |                           |                           |   |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|----------|--------------------------|--------------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|---|---------------------------|--------------------------------------|---------------------------|---------------------------|---|
|                                   |                         | Oc-tent (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of C <sub>L</sub> Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> Clouds (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |   |
|                                   |                         |                    |                               |                                |          |                          |                          |                      |                      |                 |            |                                    |                |   |                           |                                      |                           |                           | Y |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6        | 7                        | 8                        | 9                    | 10                   | 11              | 12         | 13                                 | 14             | 15                                      | 16                        | 17                                   | 18                        | 19                        |   |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                        | SIGNIFICANT CLOUD |                 |      |                               | Indicator | Diff. Sea Air                 | Dew Point                     | WAVES     |                               |                | WAVES          |           |                               | ICE            |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|------------------------|-------------------|-----------------|------|-------------------------------|-----------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (Inches) | Indicator         | Amount (Eights) | Type | Height                        |           |                               |                               | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Xhd            | Effect | Basing         | Distance | Orientation |
| D <sub>s</sub>       | Y <sub>s</sub>      | a                    | pp                     | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0         | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | X      | D <sub>1</sub> | r        | e           |
|                      |                     |                      |                        |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                        |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                        |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                        |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
 0000-2400

FUEL CONSUMED  
 0000-2400  
 17180

EXAMINED Swickland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Thursday 2 January 1964  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 South, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: USS HANCOCK (CVA-19), USS REGULUS (AF-57), USS PICKAWAY (APA-222), USS ALUDRA (AF-55), USS BELLATRIX (AF-62), USS MARKAB (AR-23), USS INTERDICTOR (AGR-13), USS KOINER (DER-331), plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIR-ALAMEDA. 0300 Inspected the aviation gasoline pump room. Conditions normal.

*W. C. Egg*  
W. C. EGG  
ENS, USN

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0726 Observed sunrise.

*D. E. O'Connell*  
D. E. O'CONNELL  
LT, USN

08-12 Moored as before. 0745 Mustered the crew on stations. New absentees: HOWELL, D. R., 633 39 32, SA, USN; TAYLOR, J. W., 477 42 09, AK3, USN, UA since 0730 this date. SINCLAIR, J. W., 350 48 36, AN, USN; FRAZIER, C. M., 350 48 62, AN, USN, UA since 0500 this date. 0815 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1100 Inspected aviation gasoline pump room. Conditions normal. 1115 Pursuant to BUPERS order serial 029441 of 15 October 1963 as modified by BUPERS msg 051405Z November 1963 LTJG Joseph A. MATA LAVAGE, (SC), USN, 647756 was detached from this ship with orders to report to COMSERVLANT for duty.

*D. A. Dungan*  
D. A. DUNGAN  
LT, USN

12-16 Moored as before. 1500 Inspected aviation gasoline pump room. Conditions normal.

*W. M. Johnson*  
W. M. JOHNSON  
LT, USN

16-18 Moored as before. 1700 Observed sunset.

*R. Vasquez*  
R. VASQUES  
LT, USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*R. W. Blackmar*  
R. W. BLACKMAR  
ENS, USNR

20-24 Moored as before. 2100 Inspected aviation gasoline pump room. Conditions normal.

*M. J. Dring*  
M. J. DRING  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT. U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +8<sup>U</sup> DATE 3 JANUARY 1964

AT/PASSAGE FROM PIER #3 SOUTH, NAS TO ALAMEDA CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 130               | 5             | 10                   | CLR                 | 30.31               | 46           | 43       | -               | -      | -    | -                      | -                 | -             |
| 02        | 110               | 6             | 10                   | CLR                 | 30.31               | 45           | 42       | -               | -      | -    | -                      | -                 | -             |
| 03        | 200               | 6             | 10                   | CLR                 | 30.31               | 44           | 42       | -               | -      | -    | -                      | -                 | -             |
| 04        | 210               | 6             | 10                   | CLR                 | 30.31               | 43           | 42       | -               | -      | -    | -                      | -                 | -             |
| 05        | 300               | 6             | 10                   | CLR                 | 30.31               | 44           | 43       | -               | -      | -    | -                      | -                 | -             |
| 06        | CALM              |               | 10                   | CLR                 | 30.31               | 41           | 39       | -               | -      | -    | -                      | -                 | -             |
| 07        | 300               | 2             | 10                   | SCT                 | 30.33               | 44           | 43       | 4               | 20000  | C1   | -                      | -                 | -             |
| 08        | 245               | 6             | 10                   | SCT                 | 30.33               | 46           | 46       | 4               | 20000  | C1   | -                      | -                 | -             |
| 09        | 295               | 6             | 10                   | BKN                 | 30.36               | 51           | 47       | 7               | 20000  | C1   | -                      | -                 | -             |
| 10        | 260               | 6             | 10                   | SCT                 | 30.37               | 56           | 50       | 4               | 20000  | C1   | -                      | -                 | -             |
| 11        | 245               | 6             | 10                   | BKN                 | 30.37               | 57           | 50       | 7               | 20000  | C1   | -                      | -                 | -             |
| 12        | 300               | 5             | 10                   | BKN                 | 30.35               | 59           | 47       | 6               | 20000  | C1   | -                      | -                 | -             |
| 13        | 305               | 6             | 10                   | BKN                 | 30.32               | 60           | 48       | 6               | 20000  | C1   | -                      | -                 | -             |
| 14        | 345               | 7             | 10                   | BKN                 | 30.35               | 64           | 48       | 6               | 20000  | C1   | -                      | -                 | -             |
| 15        | 000               | 8             | 10                   | BKN                 | 30.38               | 63           | 48       | 6               | 20000  | C1   | -                      | -                 | -             |
| 16        | 000               | 7             | 10                   | BKN                 | 30.37               | 63           | 47       | 6               | 20000  | C1   | -                      | -                 | -             |
| 17        | 350               | 9             | 10                   | BKN                 | 30.29               | 63           | 47       | 6               | 20000  | C1   | -                      | -                 | -             |
| 18        | 010               | 10            | 10                   | SCT                 | 30.30               | 54           | 45       | 3               | 15,000 | AC   | -                      | -                 | -             |
| 19        | 360               | 6             | 10                   | SCT                 | 30.31               | 52           | 44       | 3               | 15,000 | AC   | -                      | -                 | -             |
| 20        | 340               | 8             | 10                   | SCT                 | 30.33               | 50           | 46       | 3               | 15,000 | AC   | -                      | -                 | -             |
| 21        | 350               | 4             | 10                   | SCT                 | 30.35               | 48           | 46       | 3               | 15,000 | AC   | -                      | -                 | -             |
| 22        | 340               | 10            | 10                   | SCT                 | 30.36               | 48           | 46       | 3               | 14,000 | AC   | -                      | -                 | -             |
| 23        | 320               | 8             | 10                   | SCT                 | 30.36               | 47           | 45       | 3               | 14,000 | AC   | -                      | -                 | -             |
| 24        | 360               | 6             | 10                   | BKN                 | 30.36               | 48           | 46       | 8               | 14,000 | AC   | -                      | -                 | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1 - CELESTIAL  
 2 - ELECTRONIC  
 3 - VISUAL  
 4 - D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
 SYNOPSIS OBSERVATIONS

| ZONE TIME OF SYNOPSIS OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP     |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                           |                               |                           |                           |    |
|-----------------------------------|-------------------------|----------------------|--|--|----------|--------------------------|--------------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|--------------------------|---------------------------|-------------------------------|---------------------------|---------------------------|----|
|                                   |                         | Occi-dent (0-3, 5-8) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |    |
|                                   |                         | 1                    | 2  | 3  |          |                          | 4                        | 5                    |                      | 6               | 7          |                                    |                | 8                        | 9                         | 10                            | 11                        | 12                        | 13 |
|                                   | Y                       | Q                    | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                       | ff                   | VV                   | ww              | W          | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub>            | h                             | C <sub>M</sub>            | C <sub>H</sub>            |    |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      |                               | Indicator | Diff. Sea Air                 | Dew Point                     | WAVES     |                               |                | WAVES          |           |                               | ICE            |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|-----------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type | Height                        |           |                               |                               | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25              | 26   | 27                            | 28        | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | Y <sub>s</sub>      | a                    | pp                            | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0         | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>1</sub> | r        | o           |
|                      |                     |                      |                               |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               | 0         |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
 0000-2400

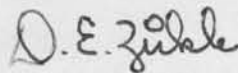
FUEL CONSUMED  
 0000-2400  
 13 371

EXAMINED Richard C. [Signature] U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)Friday3January19 64

(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 South, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus one additional head wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: USS ALUDRA (AF-55), USS BELLATRIX (AF-62), USS HANCOCK (CVA-19), USS INTERDICTOR (AGR-13), USS KOINER (DER-331), USS MARKAB (AR-23), USS PICKAWAY (APA-222), USS REGULUS (AF-57) plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.



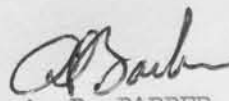
D. E. ZIRKLE  
LTJG, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0725 Observed sunrise.



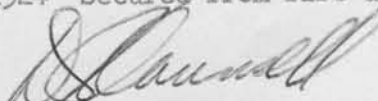
D. E. FORBES  
LTJG, USN

08-12 Moored as before. 0745 Mustered the crew at quarters. New absentees: BALLARD, W. M., 390 05 41, SN, USN, UA from 0730, 3 Jan 1964; LUCK, S. L., 545 20 16, SA, USN, UA from 0730, 3 Jan 1964. Absentees returned: HOWELL, D. R., 633 39 32, SA, USN, UA from 0730, 2 Jan 1964, returned 0750, 2 Jan 1964; TAYLOR, J. W., 47742 09, AK3, USN, UA from 0730, 2 Jan 1964, returned 1115, 2 Jan 1964; TESSIER, J. W., 389 56 14, SA, USN, UA from 0500, returned 0501, 2 Jan 1964. 0815 Made daily inspection of magazines and smokeless powder samples; Conditions normal. 0900 Commenced zone inspection. 1100 Inspected aviation gasoline pump room. Conditions normal.



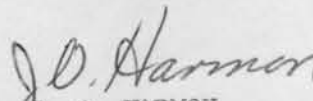
A. D. BARBER  
LTJG, USN

12-16 Moored as before. 1220 Secured from zone inspection. 1500 Inspected aviation gasoline pump room. Conditions normal. 1508 Held fire drill. 1524 Secured from fire drill.



D. J. COUNSELL  
LT, USN

16-18 Moored as before. 1701 Observed sunset.



J. O. HARMON  
LT, USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.



J. O. HARMON  
LT, USN

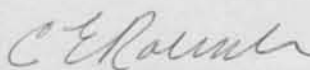
20-24 Moored as before. 2120 Pursuant to BUPERS order 038624 Ens. Robert B. HOLT, USNR 665211, was detached from this ship with orders to report to CO USS CURRITUCK (AV-7), for duty. 2300 Inspected aviation gasoline pump room. Conditions normal.



E. C. SIMMONS  
ENS, USNR

APPROVED:

EXAMINED:



C. E. ROEMER, CAPT,

U.S.N. COMMANDING.



D. WIEILAND, CDR,

U.S.N. NAVIGATOR.



DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +8<sup>th</sup> DATE 4 JANUARY 1964  
AT/PASSAGE FROM PIER # 3 SOUTH, NAS TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 000              | 6             | 10                 | BKN               | 30.34              | 46          | 44       | 8               | 12000  | AC   | -                     | -                | -             |
| 02        | 340              | 8             | 10                 | BKN               | 30.35              | 48          | 46       | 10              | 12000  | AC   | -                     | -                | -             |
| 03        | 000              | 7             | 10                 | BKN               | 30.36              | 46          | 43       | 10              | 12000  | AC   | -                     | -                | -             |
| 04        | 340              | 10            | 7                  | BKN               | 30.35              | 47          | 45       | 8               | 12000  | AC   | -                     | -                | -             |
| 05        | 340              | 10            | 7                  | BKN               | 30.35              | 47          | 45       | 8               | 12000  | AC   | -                     | -                | -             |
| 06        | 000              | 8             | 5                  | GF                | 30.35              | 45          | 44       | 8               | 12000  | AC   | -                     | -                | -             |
| 07        | 010              | 7             | 4                  | BKN               | 30.36              | 44          | 43       | 8               | 12000  | AC   | -                     | -                | -             |
| 08        | 350              | 3             | 2 1/2              | GF                | 30.37              | 42          | 41       | 3               | 20000  | CI   | -                     | -                | -             |
| 09        | CALM             |               | 4                  | GF                | 30.39              | 48          | 44       | -               | -      | -    | -                     | -                | -             |
| 10        | 260              | 6             | 5                  | H                 | 30.40              | 53          | 49       | 3               | 20000  | CI   | -                     | -                | -             |
| 11        | 260              | 9             | 5                  | H                 | 30.40              | 54          | 49       | 3               | 20000  | CI   | -                     | -                | -             |
| 12        | 250              | 10            | 6                  | H                 | 30.39              | 54          | 49       | -               | -      | -    | -                     | -                | -             |
| 13        | 270              | 10            | 7                  | CLR               | 30.36              | 56          | 50       | -               | -      | -    | -                     | -                | -             |
| 14        | 330              | 9             | 8                  | CLR               | 30.33              | 57          | 51       | -               | -      | -    | -                     | -                | -             |
| 15        | 330              | 10            | 8                  | CLR               | 30.31              | 58          | 49       | -               | -      | -    | -                     | -                | -             |
| 16        | 330              | 11            | 8                  | CLR               | 30.31              | 58          | 48       | -               | -      | -    | -                     | -                | -             |
| 17        | 310              | 8             | 8                  | CLR               | 30.31              | 55          | 48       | -               | -      | -    | -                     | -                | -             |
| 18        | 330              | 9             | 10                 | CLR               | 30.31              | 52          | 47       | -               | -      | -    | -                     | -                | -             |
| 19        | 330              | 6             | 10                 | CLR               | 30.35              | 52          | 46       | -               | -      | -    | -                     | -                | -             |
| 20        | 000              | 2             | 10                 | CLR               | 30.36              | 49          | 44       | -               | -      | -    | -                     | -                | -             |
| 21        | 010              | 6             | 10                 | CLR               | 30.37              | 48          | 45       | -               | -      | -    | -                     | -                | -             |
| 22        | 030              | 4             | 10                 | CLR               | 30.37              | 49          | 45       | -               | -      | -    | -                     | -                | -             |
| 23        | CALM             |               | 10                 | CLR               | 30.37              | 47          | 44       | -               | -      | -    | -                     | -                | -             |
| 24        | 170              | 2             | 10                 | CLR               | 30.36              | 45          | 44       | -               | -      | -    | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| A        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| A        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| A        |      | BY   |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. A                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. A                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP  |  |                                |                                  | TIME GMT | WIND                     |                              |                 | VISIBILITY | WEATHER    |                                | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS         |                |                                |                |              |
|-----------------------------------|-------------|-------------------|--|--------------------------------|----------------------------------|----------|--------------------------|------------------------------|-----------------|------------|------------|--------------------------------|------------------------------------|----------------|----------------|----------------|--------------------------------|----------------|--------------|
|                                   |             | Occur (1-7) (GMT) | Latitude (0-3, 5-8) (Degrees and tenths) | Longitude (Degrees and tenths) | Total Cloud Amt. (00-36) (Coded) |          | Direction (00-36) (True) | Speed (00-99) (True) (Knots) | Present (00-99) |            | Past (0-9) | Amount of Clouds (0-9) (Coded) |                                    |                | Type C (0-9)   | Height C (0-9) | Amount of Clouds (0-9) (Coded) | Type M (0-9)   | Type H (0-9) |
|                                   |             |                   |  |                                |                                  |          |                          |                              |                 |            |            |                                |                                    |                |                |                |                                |                |              |
| 1                                 | Y           | Q                 | L L L L                                  | L O L O                        | GG                               | N        | dd                       | ff                           | VV              | ww         | W          | PPP                            | TT                                 | N <sub>h</sub> | C <sub>L</sub> | h              | C <sub>M</sub>                 | C <sub>H</sub> |              |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. A                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      |                               | Indicator | Diff. Sea Air                 | Dew Point                     | WAVES     |                               |                |                | WAVES     |                               |                |                | ICE            |        |                |          |             |  |  |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|-----------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|--|--|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Height) | Type | Height                        |           |                               |                               | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |  |  |
| D                    | V                   | a                    | pp                            | c                 | N <sub>1</sub>  | C    | h <sub>1</sub> h <sub>2</sub> | 0         | T <sub>1</sub> T <sub>2</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | C <sub>2</sub> | K      | D <sub>1</sub> | r        | e           |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |           |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |           |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |           |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |           |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |           |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |           |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
13470

EXAMINED *Swickland Cdr*

UNITED STATES SHIP CORAL SEA (CVA-43) Saturday 4 January 1964  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 South, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus one additional head wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: USS HANCOCK (CVA-19), USS ALUDRA (AF-55), USS BELLATRIX (AF-62), USS INTERDICTION (AGR-13), USS KOINER (DER-331), USS MARKAB (AR-23), USS PICKAWAY (APA-222), USS REGULUS (AF-57) plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*D. R. Stewart*  
D. R. STEWART  
LTJG, USN

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.

*D. W. Craig*  
D. W. CRAIG  
LTJG, USN

08-12 Moored as before. 0745 Mustered the crew on stations. New absentees: none. 0800 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0800 KOINER got underway and stood out of the harbor for local operations. 1100 Inspected aviation gasoline pump room. Conditions normal.

*E. J. Kellner*  
E. J. KELLNER  
LTJG, USN

12-16 Moored as before. 1500 Inspected aviation gasoline pump room. Conditions normal.

*T. R. Barlow*  
T. R. BARLOW  
LT, USNR

16-18 Moored as before. 1620 Helicopter Utility Squadron One reported on board, LCDR Edwin C. MOORE, USN, 304299/1310 Officer-in-charge. 1702 Observed sunset.

*J. J. Valerio*  
J. J. VALERIO  
LTJG, USN

18-20 Moored as before. 1850 Held fire drill. 1900 Inspected aviation gasoline pump room. Conditions normal. 1901 Secured from fire drill.

*P. G. Parker*  
P. G. PARKER  
ENS, USNR

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal. 2330 Received report that at 2230 LAPOINTE, S. A., 596 98 98, USN, received a laceration of his left lower leg on the starboard catwalk aft; not due to his own misconduct. Treatment administered by the medical officer. Disposition: duty.

*W. G. Pilat*  
W. G. PILAT  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA 43) ZONE DESCRIPTION +8U DATE 5 JANUARY 1964  
 AT/PASSAGE FROM PIER #3 SOUTH NAVAL AIR STATION TO ALAMEDA CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 100              | 6             | 10                 | CLR               | 30.35              | 44          | 42       | -               | -      | -    | -                     | -                | -             |
| 02        | 090              | 4             | 10                 | CLR               | 30.36              | 44          | 41       | -               | -      | -    | -                     | -                | -             |
| 03        | 120              | 6             | 10                 | CLR               | 30.35              | 43          | 40       | -               | -      | -    | -                     | -                | -             |
| 04        | 010              | 4             | 10                 | CLR               | 30.35              | 43          | 40       | -               | -      | -    | -                     | -                | -             |
| 05        | CALM             |               | 10                 | CLR               | 30.35              | 44          | 40       | -               | -      | -    | -                     | -                | -             |
| 06        | CALM             |               | 10                 | CLR               | 30.35              | 44          | 40       | -               | -      | -    | -                     | -                | -             |
| 07        | 090              | 2             | 10                 | CLR               | 30.36              | 44          | 39       | -               | -      | -    | -                     | -                | -             |
| 08        | CALM             |               | 10                 | CLR               | 30.36              | 41          | 38       | -               | -      | -    | -                     | -                | -             |
| 09        | 050              | 4             | 10                 | CLR               | 30.38              | 47          | 41       | -               | -      | -    | -                     | -                | -             |
| 10        | CALM             |               | 10                 | SCT               | 30.39              | 55          | 45       | 3               | 20000  | CI   | -                     | -                | -             |
| 11        | 330              | 3             | 10                 | SCT               | 30.39              | 54          | 46       | 3               | 20000  | CI   | -                     | -                | -             |
| 12        | CALM             |               | 10                 | SCT               | 30.35              | 58          | 47       | 3               | 20000  | CL   | -                     | -                | -             |
| 13        | 340              | 4             | 10                 | SCT               | 30.34              | 58          | 48       | 3               | 20000  | CI   | -                     | -                | -             |
| 14        | CALM             |               | 10                 | SCT               | 30.33              | 58          | 48       | 3               | 20000  | CI   | -                     | -                | -             |
| 15        | CALM             |               | 10                 | SCT               | 30.33              | 58          | 48       | 3               | 20000  | CI   | -                     | -                | -             |
| 16        | CALM             |               | 10                 | BKN               | 30.30              | 57          | 49       | 6               | 20000  | CI   | -                     | -                | -             |
| 17        | 310              | 2             | 10                 | OVC               | 30.28              | 56          | 50       | 10              | 20000  | CI   | -                     | -                | -             |
| 18        | 315              | 2             | 10                 | OVC               | 30.29              | 53          | 49       | 10              | 20000  | CI   | -                     | -                | -             |
| 19        | CALM             |               | 10                 | OVC               | 30.30              | 50          | 48       | 10              | 20000  | CI   | -                     | -                | -             |
| 20        | 100              | 5             | 10                 | OVC               | 30.30              | 49          | 47       | 10              | 20000  | CI   | -                     | -                | -             |
| 21        | 140              | 4             | 10                 | SCT               | 30.30              | 47          | 45       | 3               | 20000  | CI   | -                     | -                | -             |
| 22        | CALM             |               | 10                 | SCT               | 30.31              | 47          | 43       | 3               | 20000  | CI   | -                     | -                | -             |
| 23        | 000              | 4             | 10                 | SCT               | 30.32              | 47          | 44       | 3               | 1500   | ST   | -                     | -                | -             |
| 24        | CALM             |               | 10                 | SCT               | 30.31              | 47          | 45       | 3               | 1500   | ST   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1 — CELESTIAL  
 2 — ELECTRONIC  
 3 — VISUAL  
 4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
 SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | POSITION OF SHIP        |                    |   |   | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visibility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                |                  |                |                |
|-----------------------------------|-------------------------|--------------------|---|---|----------|--------------------------|--------------------------|----------------------|--------------------|-----------------|------------|------------------------------------|----------------|--------------------------|----------------|------------------|----------------|----------------|
|                                   | Day of week (1-7) (GMT) | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths)                               | Longitude (Degrees and tenths)                              |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                    | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9)   | Height C (Coded) | Type M (0-9)   | Type H (0-9)   |
|                                   |                         |                    |   |   |          |                          |                          |                      |                    |                 |            |                                    |                |                          |                |                  |                |                |
| 1                                 | 2                       | 3                  | 4   | 5   | 6        | 7                        | 8                        | 9                    | 10                 | 11              | 12         | 13                                 | 14             | 15                       | 16             | 17               | 18             | 19             |
|                                   | Y                       | Q                  | L <sub>a</sub> L <sub>b</sub> L <sub>c</sub> L <sub>d</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                       | ff                   | VV                 | ww              | W          | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub> | h                | C <sub>M</sub> | C <sub>H</sub> |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Dir. Sea Air | Daw Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|--------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |              |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25              | 26   | 27                            | 28           | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>t</sub>      | a                    | pp                            | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0            | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>l</sub> | r        | e           |
|                      |                     |                      |                               | 8                 |                 |      | 0                             |              |                               |                               | 1         |                               |                |                |           | 1                             |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      | 0                             |              |                               |                               | 1         |                               |                |                |           | 1                             |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      | 0                             |              |                               |                               | 1         |                               |                |                |           | 1                             |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      | 0                             |              |                               |                               | 1         |                               |                |                |           | 1                             |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      | 0                             |              |                               |                               | 1         |                               |                |                |           | 1                             |                |                |                |        |                |          |             |

MILES STEAMED  
 0000-2400

FUEL CONSUMED  
 0000-2400  
 11,862

EXAMINED *Richard O.*

UNITED STATES SHIP CORAL SEA (CVA-43) Sunday 5 January 1964  
 (DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 South, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus one additional head wire, two additional breast lines, and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: USS HANCOCK (CVA-19), USS ALUDRA (AF-55), USS BELLATRIX (AF-62), USS INTERDICTOR (AGR-13), USS MARKAB (AR-23), USS PICKAWAY (APA-222), USS REGULUS (AF-57), plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal. 0725 Observed sunrise.

*P. E. Lambdin*

P. E. LAMBDIN  
ENS, USNR

04-08 Moored as before. 0450 In accordance with CFAA spdltr ser 60/5354 of 31 December 1963, ENS R. M. BRUNHAVER, 674218, USN reported on board for temporary additional duty in connection with VA-125 deployment for a period of about fourteen days. 0700 Inspected aviation gasoline pump room. Conditions normal. 0725 Observed sunrise.

*P. G. Parker*

P. G. PARKER  
ENS, USNR

08-12 Moored as before. 0745 Mustered the crew on stations. New absentees: HARRIOTT, J. R., 549 72 51, MMFN, USN; HARDY, T. R., 490 37 26, BM2, USN, UA from 0730, 5 Jan 1964. 0830 Made daily inspection of magazines and smokeless powder samples; Conditions normal. 1010 Pursuant to orders of the Commanding Officer, CORAL SEA of 3 January 1964, LCDR R. V. MORRISON, USN, 514873/1310 left the ship for temporary duty with Commanding Officer, NAS Alameda, California. 1100 Inspected aviation gasoline pump room. Conditions normal. 1110 Received a report from the Protestant Chaplain that a small Class A fire had occurred in the crews lounge resulting in damage to one chair. The fire had apparently extinguished itself.

*W. C. Egg*  
W. C. EGG  
ENS, USN

12-16 Moored as before. 1405 In accordance with Commandant Ninth Naval District order serial 140/070017 of 5 Dec 1963, Capt Joseph R. MARTELE, USNR, 104315 reported on board for temporary duty in connection with active duty training. 1500 Inspected aviation gasoline pump room. Conditions normal.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

16-18 Moored as before. 1703 Observed sunset.

*T. I. Madley*  
T. I. MADLEY  
ENS, USNR

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*F. L. Rusby*  
F. L. RUSBY  
LTJG, USNR

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*E. J. Kellner*  
E. J. KELLNER  
LTJG, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA 43) ZONE DESCRIPTION +8° DATE 6, JANUARY 1964  
AT/PASSAGE FROM PIER # 3 SOUTH N.A.S. TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 290               | 7             | 10                   | SC                  | 30.35               | 47           | 44       | 4               | 1500   | ST   | -                      | -                 | -             |
| 02        | 010               | 5             | 10                   | OVC                 | 30.35               | 46           | 44       | 10              | 1500   | ST   | -                      | -                 | -             |
| 03        | 300               | 6             | 10                   | BKN                 | 30.33               | 45           | 43       | 8               | 1500   | ST   | -                      | -                 | -             |
| 04        | 000               | 2             | 10                   | SC                  | 30.27               | 45           | 43       | 5               | 12000  | AC   | -                      | -                 | -             |
| 05        | 130               | 8             | 10                   | SC                  | 30.24               | 45           | 44       | 5               | 1500   | ST   | -                      | -                 | -             |
| 06        | 120               | 7             | 10                   | SC                  | 30.25               | 43           | 43       | 5               | 1500   | ST   | -                      | -                 | -             |
| 07        | 080               | 8             | 8                    | BKN                 | 30.25               | 45           | 44       | 7               | 12000  | AC   | -                      | -                 | -             |
| 08        | 140               | 6             | 3                    | BKN                 | 30.25               | 46           | 44       | 7               | 12000  | AC   | -                      | -                 | -             |
| 09        | CALM              | 5             | BKN                  | 30.28               | 49                  | 47           | 7        | 12000           | AC     | -    | -                      | -                 |               |
| 10        | CALM              | 5             | BKN                  | 30.29               | 51                  | 48           | 7        | 12000           | AC     | -    | -                      | -                 |               |
| 11        | CALM              | 5             | BKN                  | 30.29               | 52                  | 49           | 7        | 12000           | AC     | -    | -                      | -                 |               |
| 12        | CALM              | 5             | BKN                  | 30.29               | 52                  | 49           | 7        | 12000           | AC     | -    | -                      | -                 |               |
| 13        | 280               | 4             | 8                    | BKN                 | 30.20               | 54           | 50       | 7               | 12000  | AC   | -                      | -                 | -             |
| 14        | 280               | 4             | 8                    | BKN                 | 30.18               | 56           | 52       | 7               | 12000  | AC   | -                      | -                 | -             |
| 15        | 310               | 10            | 8                    | BKN                 | 30.18               | 56           | 53       | 8               | 3500   | ST   | -                      | -                 | -             |
| 16        | 300               | 9             | 8                    | BKN                 | 30.18               | 56           | 54       | 8               | 3500   | ST   | -                      | -                 | -             |
| 17        | 270               | 10            | 4                    | R                   | 30.15               | 53           | 52       | 8               | 3,500  | ST   | -                      | -                 | -             |
| 18        | 260               | 12            | 6                    | R                   | 30.13               | 53           | 52       | 3               | 500    | ST   | -                      | -                 | -             |
| 19        | 250               | 13            | 5                    | R                   | 30.13               | 54           | 53       | 3               | 500    | ST   | -                      | -                 | -             |
| 20        | 260               | 12            | 6                    | SC                  | 30.12               | 54           | 53       | 5               | 1,000  | ST   | -                      | -                 | -             |
| 21        | 280               | 18            | 7                    | OVC                 | 30.10               | 54           | 53       | 10              | 2,000  | ST   | -                      | -                 | -             |
| 22        | 260               | 12            | 7                    | OVC                 | 30.10               | 53           | 52       | 10              | 2,000  | ST   | -                      | -                 | -             |
| 23        | 290               | 14            | 7                    | OVC                 | 30.10               | 53           | 52       | 10              | 2,000  | ST   | -                      | -                 | -             |
| 24        | 000               | 10            | 7                    | OVC                 | 30.09               | 52           | 5        | 10              | 2,000  | ST   | -                      | -                 | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                       |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                           |                               |                           |                           |
|-----------------------------------|-------------------------|--------------------|--|--|----------|--------------------------|----------------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|--------------------------|---------------------------|-------------------------------|---------------------------|---------------------------|
|                                   |                         | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Dir-ec-tion (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |                         |                    |  |  |          |                          |                            |                      |                      |                 |            |                                    |                |                          |                           |                               |                           |                           |
| 1                                 | 2                       | 3                  | 4  | 5  | 6        | 7                        | 8                          | 9                    | 10                   | 11              | 12         | 13                                 | 14             | 15                       | 16                        | 17                            | 18                        | 19                        |
|                                   | Y                       | Q                  | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                         | ff                   | VV                   | ww              | W          | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub>            | h                             | C <sub>M</sub>            | C <sub>H</sub>            |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.   |                               | SIGNIFICANT CLOUD |                  |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|-----------------------|-------------------------------|-------------------|------------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteris-tic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eighths) | Type |                               |               |                               | Height                        | Indicator | Dir-ec-tion (00-36)           | Period         | Height         | Indicator | Dir-ec-tion (00-36)           | Period         | HEIGHT         | Kind           | Effect | Beaving        | Distance | Orientation |
| 20                   | 21                  | 22                    | 23                            | 24                | 25               | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | a                     | pp                            | C                 | N <sub>s</sub>   | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>1</sub> | r        | e           |
|                      |                     |                       |                               | 8                 |                  |      | 0                             |               |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                  |      | 0                             |               |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                  |      | 0                             |               |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                  |      | 0                             |               |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                  |      | 0                             |               |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
10,815

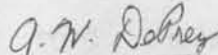
EXAMINED *Richard C. Dr*

U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)Monday 6January19 64

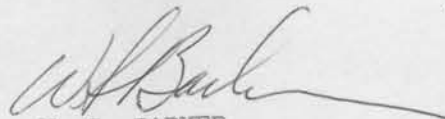
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 South, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus one additional headwire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: USS HANCOCK (CVA-19), USS REGULUS (AF-57), USS PICKAWAY (APA-222), USS ALUDRA (AF-55), USS BELLATRIX (AF-62), USS MARKAB (AR-23), USS INTERDICTOR (AGR-13) plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0100 JETT, T. C., 699 62 38, SA, USN, UA from 0730, 1 January until 2330, 5 January and accused of breaking restriction, was placed in confinement for safekeeping by order of the Commanding Officer. 0300 Inspected aviation gasoline pump room. Conditions normal.



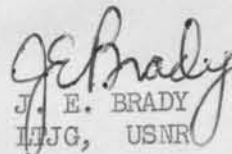
A. W. DEPREY  
ENS, USN

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0725 Observed sunrise.



W. S. BARKER  
LT, USN

08-12 Moored as before. 0745 Mustered the crew at quarters. New absentees: HENDRICKS, A., 685 82 94, SA, USN, UA from 0500, 6 Jan; LAPOINT, S. A., 596 98 98, SN, USN, UA from 0600, 6 Jan; KLINGBIEL, W. E., 661 94 14, AN, USN; CAREY, J. B., 588 73 70, ABH3, USN; FAMA, W. R., 594 70 74, AN, USN; AREND, D. E., 585 38 13, AN, USN; KELLY, W. P., 685 65 46, AN, USN; HILL, J. A., 691 35 55, FA, USN; HAYS, W. A., 589 02 25, FN, USN; DAVENPORT, J. L., 684 92 85, AA, USN; PETERSON, A. D., 275 57 01, RMC, USN, all UA from 0730, 6 Jan 1964. 0800 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0814 PICKAWAY got underway and stood out of the harbor. 0908 Commenced fueling. 1100 Inspected aviation gasoline pump room. Conditions normal. 1115 In accordance with BUPERS order 020614 of 2 August 1963, LT Fay C. HAYES, USN, 596825, reported on board for duty. 1135 The Commanding Officer held mast and imposed non-judicial punishment as follows; GRESS, B. J., 468 51 72, CS2, USN. Offense: Violation of Article 86, UCMJ. Punishment: 10 days restriction; ARTIS, L. L., 480 48 24, AN, USN. Offense: Violation of Article 86, UCMJ. Punishment: 5 days correctional custody; ENTRIKEN, J. E., 682 51 78, AA, USN. Offense: Violation of Article 86, UCMJ. Punishment: 15 days restriction; BENNETT, A. L., 684 88 47, FA, USN. Offense: Violation of Articles 86 and 92, UCMJ. Punishment: 10 days correctional custody; WALKER, W. G., 691 16 15, SA, Offense: Violation of Article 117, UCMJ. Punishment: 15 days correctional custody.



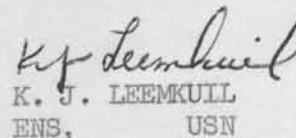
J. E. BRADY  
LTJG, USNR

12-16 Moored as before. 1247 The Special Court-Martial, CDR Robert C. HESSOM, USN, senior member, appointed by the Commanding Officer, serial L-39-63 of 26 December 1963 met in the case of WHITE, S., 543 89 56, AN, USN. 1308 USS LOWE (DER-325) stood into the harbor and moored alongside MARKAB at Pier 2 North. 1320 The Special Court-Martial which met in the case of WHITE, S., 543 89 56, AN, USN, adjourned. 1515 Inspected aviation gasoline pump room. Conditions normal.



H. J. STEINGLASS  
LTJG, USNR

16-18 Moored as before. 1615 Fueling completed, draft forward 35', 6", draft aft 35', 3".  
1704 Observed sunset.



K. J. LEEMKULL  
ENS, USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43) Monday 6 January . 19 64  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*G. M. Schlitz*  
G. M. SCHLITZ  
1st LT, USMC

20-24 Moored as before. 2107 SINCLAIR, J. W. Jr., 350 48 36, AN, USN, returned on board having been UA since 0730, 2 January 1964. By order of the Commanding Officer, he was confined pending disposition of charges. 2300 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT, U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA CVA 43 ZONE DESCRIPTION + 80 DATE 7 JANUARY 1963  
AT/PASSAGE FROM PIER #3 SOUTH NAS TO ALAMEDA CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |       | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|-------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type  |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 290               | 17            | 10                   | SCT                 | 30.05               | 53           | 52       | 5               | 1000   | ST    | -                      | -                 | -             |
| 02        | 280               | 16            | 10                   | SCT                 | 30.05               | 52           | 51       | 5               | 1000   | ST    | -                      | -                 | -             |
| 03        | 290               | 16            | 10                   | SCT                 | 30.04               | 52           | 51       | 5               | 1000   | ST    | -                      | -                 | -             |
| 04        | 300               | 17            | 10                   | SCT                 | 30.02               | 53           | 51       | 5               | 1000   | ST    | -                      | -                 | -             |
| 05        | 310               | 18            | 10                   | SCT                 | 30.01               | 52           | 50       | 5               | 1000   | ST    | -                      | -                 | -             |
| 06        | 320               | 15            | 10                   | CLR                 | 30.00               | 51           | 49       | -               | -      | -     | -                      | -                 | -             |
| 07        | 340               | 12            | 10                   | CLR                 | 30.00               | 51           | 45       | -               | -      | -     | -                      | -                 | -             |
| 08        | 330               | 8             | 10                   | ovc                 | 30.06               | 53           | 49       | 10              | 1000   | Cu Ci | 54                     | CALM              |               |
| 09        | 170               | 7             | 10                   | ovc                 | 30.07               | 53           | 49       | 10              | /      | ci    | 54                     | CALM              |               |
| 10        | 310               | 16            | 10                   | BKN                 | 30.10               | 58           | 54       | 9               | 1500   | Cu Ci | 54                     | 310               | 8             |
| 11        | 330               | 32            | 10                   | BKN                 | 30.10               | 57           | 54       | 9               | 1500   | Cu Ci | 54                     | 310               | 8             |
| 12        | 330               | 27            | 10                   | SCT                 | 30.09               | 56           | 51       | 4               | 1500   | Cu Al | 54                     | 310               | 8             |
| 13        | 330               | 24            | 10                   | SCT                 | 30.07               | 54           | 51       | 3               | 1500   | Cu Ci | 56                     | 330               | 8             |
| 14        | 310               | 12            | 10                   | SCT                 | 30.07               | 57           | 53       | 3               | 1500   | Cu Ci | 54                     | 330               | 8             |
| 15        | 330               | 30            | 10                   | BKN                 | 30.08               | 53           | 50       | 6               | 1000   | Cu Ci | 56                     | 330               | 6             |
| 16        | 330               | 35            | 10                   | SCT                 | 30.08               | 54           | 50       | 2               | 1500   | Cu Ci | 54                     | 330               | 6             |
| 17        | 340               | 26            | 10                   | SCT                 | 30.10               | 53           | 49       | 1               | /      | ci    | 56                     | 330               | 6             |
| 18        | 330               | 25            | 10                   | SCT                 | 30.10               | 54           | 50       | 1               | /      | ci    | 56                     | 330               | 6             |
| 19        | 340               | 28            | 10                   | SCT                 | 30.09               | 54           | 50       | 1               | /      | ci    | 56                     | 330               | 6             |
| 20        | 340               | 25            | 10                   | SCT                 | 30.09               | 54           | 50       | 3               | 2000   | Sc Ci | 58                     | 330               | 6             |
| 21        | 340               | 27            | 10                   | SCT                 | 30.09               | 54           | 51       | 1               | /      | ci    | 60                     | 330               | 6             |
| 22        | 330               | 28            | 10                   | SCT                 | 30.09               | 54           | 52       | 1               | /      | ci    | 60                     | 330               | 6             |
| 23        | 330               | 26            | 10                   | SCT                 | 30.09               | 55           | 52       | 1               | /      | ci    | 60                     | 330               | 6             |
| 24        | 350               | 27            | 10                   | SCT                 | 30.09               | 55           | 53       | 4               | /      | ci    | 60                     | 330               | 4             |

| POSITION | ZONE           | TIME   |
|----------|----------------|--------|
| 0800     |                |        |
| L        |                | BY     |
| λ        |                | BY     |
| 1200     |                |        |
| L        | 37° 23' 24" N  | BY 2   |
| λ        | 122° 44' 15" W | BY 2   |
| 2000     |                |        |
| L        | 36° 25' 18" N  | BY 2/3 |
| λ        | 122° 14' 12" W | BY 2/3 |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |                               |                                |                           | TIME GMT | Total Cloud Amt. (Coded) | WIND                 |                 | Visi-bil-ity (90-99) | WEATHER    |                          | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS       |                |                          |              |                |   |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|---------------------------|----------|--------------------------|----------------------|-----------------|----------------------|------------|--------------------------|------------------------------------|----------------|--------------|----------------|--------------------------|--------------|----------------|---|
|                                   |                         | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) | Dirac-tion (True) (00-36) |          |                          | Speed (True) (Knots) | Present (00-99) |                      | Past (0-9) | Amount of Clouds (Coded) |                                    |                | Type C (0-9) | Height C (0-9) | Amount of Clouds (Coded) | Type C (0-9) | Height C (0-9) |   |
|                                   |                         |                    |                               |                                |                           |          |                          |                      |                 |                      |            |                          |                                    |                |              |                |                          |              |                | Y |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6                         | 7        | 8                        | 9                    | 10              | 11                   | 12         | 13                       | 14                                 | 15             | 16           | 17             | 18                       | 19           |                |   |

| CURRENT DATA           |                           |
|------------------------|---------------------------|
| FROM                   | 1200 7 JAN 64 (ZT) (Date) |
| TO                     | 2000 7 JAN 64 (ZT) (Date) |
| SET                    | 137°(T)                   |
| DRIFT                  | 1.5 KTS                   |
| POSITION BETWEEN FIXES |                           |
| MID. L                 | 36° 54' 21" N             |
| MID. λ                 | 122° 29' 14" W            |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.   |                               | SIGNIFICANT CLOUD |                  |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES  |                               |                    | WAVES          |        |                               | ICE                |                |                |      |                |         |          |             |
|----------------------|---------------------|-----------------------|-------------------------------|-------------------|------------------|------|-------------------------------|---------------|-------------------------------|--------|-------------------------------|--------------------|----------------|--------|-------------------------------|--------------------|----------------|----------------|------|----------------|---------|----------|-------------|
|                      |                     | Characteris-tic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eighths) | Type |                               |               |                               | Height | Indicator                     | Dirac-tion (00-36) | Period         | Height | Indicator                     | Dirac-tion (00-36) | Period         | HEIGHT         | Kind | Effect         | Bearing | Distance | Orientation |
| D <sub>s</sub>       | V <sub>s</sub>      | a                     | pp                            | c                 | N <sub>s</sub>   | C    | h <sub>s</sub> h <sub>t</sub> | 0             | T <sub>s</sub> T <sub>d</sub> | 1      | d <sub>w</sub> d <sub>w</sub> | p <sub>w</sub>     | H <sub>w</sub> | 1      | d <sub>w</sub> d <sub>w</sub> | p <sub>w</sub>     | H <sub>w</sub> | c <sub>2</sub> | K    | D <sub>1</sub> | r       | e        |             |
|                      |                     |                       |                               |                   |                  |      |                               |               |                               |        |                               |                    |                |        |                               |                    |                |                |      |                |         |          |             |

MILES STEAMED  
0000-2400  
204.12

FUEL CONSUMED  
0000-2400  
80,460

EXAMINED Swickland Cdr

U. S. N. NAVIGATOR



UNITED STATES SHIP CORAL SEA (CVA-43) Tuesday 7 January 1964  
 (DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 South, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus one additional headwire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: USS HANCOCK (CVA-19), USS REGULUS (AF-57), USS ALUDRA (AF-55), USS BELLATRIX (AF-62), USS MARKAB (AR-23), USS INTERDICTOR (AGR-13), USS LOWE (DER-325), plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*M. S. Dring*  
 M. S. DRING  
 LTJG, USNR

04-08 Moored as before. 0400 Commenced preparations for getting underway. 0630 Mustered the crew on stations. 0700 Stationed the special sea detail. Inspected the aviation gasoline pump room. Conditions normal. 0725 Observed sunrise. 0735 Pursuant to BUPERS order 032808 6 Oct 1963, CAPT Donald D. ENGEN, USN, 173419, was detached from this ship with orders to report to CNO for duty. 0737 The Officer of the Deck shifted his watch to the bridge.

*R. Vasques*  
 R. VASQUES  
 LT, USN

08-12 Moored as before. 0750 Completed all preparations for getting underway. Draft: Forward: 35' 8", Aft: 35' 3". 0759 Underway for sea in compliance with COMFIRSTFLT Third Quarter Employment schedule. Maneuvering to clear the pier. Pilot Captain SILVEIRA at the conn, Captain and Navigator on the bridge. 0800 Set material condition Yoke. 0810 Steering various courses and speeds standing out of San Francisco Bay. 0827 Captain at the conn. 0853 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0900 Secured special sea detail, set the regular steaming watch. Entered international waters. 0924 c/c to 180. 1000 Flight quarters. 1020 Received absentee report. New absentees: PFALER, W. R., 597 32 10, AN, USN; MILLER, D. J., 683 39 57, FA, USN; FOSS, R. L., 592 75 48, FN, USN; BERLEY, R. Q., 391 01 42, BT3, USN, MUFFITT, R. P., 689 57 81, SN, USN, UA since 0600 this date. 1107 Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 340, speed 8 kts. 1110 Inspected aviation gasoline pump room. Conditions normal.

*C. A. Theisen*  
 C. A. THEISEN  
 ENS, USN

12-16 Steaming as before. 1155 JETT, Thomas G., 699 62 38, SA, USN, was released from confinement for safekeeping and restored to duty by order of the Commanding Officer. 1200 SINCLAIR, J. W., 350 48 36, AN, USN, was released from confinement for safekeeping and restored to duty by order of the Commanding Officer. 1335 Suspended flight operations, c/c to 165, c/s to 21 kts. 1413 c/c to 335, c/s to 8 knots. 1415 Exercised at General Quarters. 1417 Resumed flight operations, base course 335, base speed 8 kts. 1501 Secured from General Quarters. 1518 Passed USS RAINIER (AE-5) abeam to starboard range 5 miles. 1505 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
 C. WILSON  
 ENS, USN

16-18 Steaming as before. 1558 Suspended flight operations, c/c to 155, c/s to 16 kts. Sighted Pigeon Point Light, bearing 110, distance 18 miles.

*G. N. Maddox*  
 G. N. MADDOX  
 LTJG, USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)

Tuesday 7 January 1964  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

18-20 Steaming as before. 1900 Inspected aviation gasoline pump room. Conditions normal. 1938 Sighted Point Piños Light, bearing 080, distance 17 miles. 1942 Sighted Point Sur Light, bearing 126, distance 28 miles.

*D. F. Melhorn*  
D. F. MELHORN  
LT, USNR

20-24 Steaming as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT, U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION T8U DATE 8 JAN 1964  
AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERATIONS IN SAN DIEGO OP AREAS

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 050              | 6             | 10                 | SC                | 30.09              | 55          | 53       | 1               | /      | ci   | 60                    | 340              | 4             |
| 02        | 050              | 5             | 10                 | SC                | 30.10              | 55          | 52       | 1               | /      | ci   | 60                    | 340              | 4             |
| 03        | 060              | 8             | 10                 | CLR               | 30.08              | 54          | 50       | 0               |        |      | 60                    | 340              | 4             |
| 04        | 060              | 11            | 10                 | CLR               | 30.05              | 55          | 50       | 0               |        |      | 60                    | 340              | 4             |
| 05        | 060              | 13            | 10                 | CLR               | 30.03              | 55          | 50       | 0               |        |      | 60                    | 340              | 4             |
| 06        | 060              | 11            | 10                 | CLR               | 30.04              | 55          | 51       | 0               |        |      | 60                    | 340              | 4             |
| 07        | 060              | 10            | 10                 | CLR               | 30.06              | 58          | 51       | 0               |        |      | 60                    | 340              | 4             |
| 08        | 070              | 13            | 10                 | CLR               | 30.08              | 60          | 54       | 0               |        |      | 60                    | 340              | 4             |
| 09        | 080              | 18            | 10                 | CLR               | 30.12              | 61          | 56       | 0               |        |      | 60                    | 340              | 4             |
| 10        | 130              | 18            | 10                 | CLR               | 30.15              | 61          | 56       | 0               |        |      | 60                    | 340              | 4             |
| 11        | 080              | 17            | 10                 | CLR               | 30.18              | 62          | 58       | 0               |        |      | 60                    | 340              | 4             |
| 12        | 090              | 12            | 10                 | SC                | 30.16              | 63          | 59       | 1               | 1200   | cu   | 60                    | 340              | 4             |
| 13        | 100              | 10            | 10                 | CLR               | 30.15              | 63          | 57       | 0               |        |      | 60                    | 330              | 4             |
| 14        | 260              | 4             | 10                 | CLR               | 30.15              | 63          | 57       | 0               |        |      | 60                    | 330              | 4             |
| 15        | 070              | 4             | 10                 | CLR               | 30.16              | 62          | 55       | 0               |        |      | 60                    | 340              | 4             |
| 16        | 280              | 6             | 10                 | CLR               | 30.17              | 62          | 56       | 0               |        |      | 60                    | 330              | 4             |
| 17        | 300              | 4             | 10                 | CLR               | 30.19              | 61          | 55       | 0               |        |      | 60                    | 330              | 4             |
| 18        | 300              | 5             | 10                 | CLR               | 30.20              | 61          | 56       | 0               |        |      | 60                    | 340              | 4             |
| 19        | 040              | 5             | 10                 | CLR               | 30.22              | 60          | 55       | 0               |        |      | 60                    | 340              | 4             |
| 20        | 350              | 7             | 10                 | CLR               | 30.23              | 62          | 57       | 0               |        |      | 60                    | 340              | 4             |
| 21        | 070              | 8             | 10                 | CLR               | 30.24              | 63          | 56       | 0               |        |      | 59                    | 340              | 4             |
| 22        | 100              | 14            | 10                 | CLR               | 30.28              | 61          | 54       | 0               |        |      | 59                    | 340              | 4             |
| 23        | 100              | 7             | 10                 | SC                | 30.28              | 61          | 50       | 1               | 1500   | cu   | 59                    | 340              | 4             |
| 24        | 090              | 17            | 10                 | SC                | 30.27              | 60          | 49       | 1               | 1500   | sc   | 59                    | 340              | 4             |

| POSITION         | ZONE | TIME   |
|------------------|------|--------|
| 0800             |      |        |
| L 33° 27' 54" N  |      | BY 2/3 |
| λ 119° 27' 36" W |      | BY 2/3 |
| 1200             |      |        |
| L 33° 02' 02" N  |      | BY 3   |
| λ 118° 22' 12" W |      | BY 3   |
| 2000             |      |        |
| L 33° 03' 15" N  |      | BY 2/3 |
| λ 118° 11' 30" W |      | BY 2/3 |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 2000 7 JAN 64     | (Date) |
| TO 0800 8 JAN 64       | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 34° 54' 06" N   |        |
| MID. λ 120° 50' 54" W  |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 0800 8 JAN 64     | (Date) |
| TO 1200 8 JAN 64       | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 33° 12' 29" N   |        |
| MID. λ 118° 54' 54" W  |        |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP |                               |  | TIME (GMT) | Total Cloud Amt. (Coded) | WIND   |              | VISIBILITY (90-99) | WEATHER |      | PRES-SURE (mb) | Air Temp. (°F) | CLOUDS              |                          |                           |                             |                           |                           |
|-----------------------------------|-------------------------|------------------|-------------------------------|--|------------|--------------------------|--|--------------|--------------------|---------|------|----------------|----------------|---------------------|--------------------------|---------------------------|-----------------------------|---------------------------|---------------------------|
|                                   |                         | Ocean            | Latitude (Degrees and tenths) | Longitude (Degrees and tenths)               |            |                          | Direction (True)                             | Speed (True) |                    | Present | Past |                |                | Barometer Corrected | Amount of Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (0-9) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |                         | Y                | Q                             | L <sub>a</sub> L <sub>s</sub> L <sub>o</sub> |            |                          | L <sub>o</sub> L <sub>s</sub> L <sub>a</sub> | GG           |                    | N       | dd   |                |                | ff                  | VV                       | ww                        | W                           | PPP                       | TT                        |
| 1                                 | 2                       | 3                | 4                             | 5  | 6          | 7                        | 8  | 9            | 10                 | 11      | 12   | 13             | 14             | 15                  | 16                       | 17                        | 18                          | 19                        |                           |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 1200 8 JAN 64     | (Date) |
| TO 2000 8 JAN 64       | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 33° 02' 39" N   |        |
| MID. λ 118° 16' 51" W  |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |  |  |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|--|--|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |  |  |
| D <sub>s</sub>       | V <sub>s</sub>      | s                    | pp                            | C                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>t</sub> | 0             | T <sub>s</sub> T <sub>t</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | C <sub>2</sub> | K      | D <sub>1</sub> | r        | e           |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |  |

MILES STEAMED  
0000-2400  
419.01

FUEL CONSUMED  
0000-2400  
129,346

EXAMINED Suteland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Wednesday 8 January 1964  
(DAY) (DATE) (MONTH)

00-04 Steaming independently enroute from Alameda, California to San Diego, California operating areas in accordance with COMFIRSTFLT 3rd Quarter Employment schedule. Formation course 155, speed 21 kts. General condition of readiness five, material condition Yoke set second deck and below. 0006 Passed USS HANSON (DDR-832) abeam to port distance 4 miles. 0043 Commenced dumping parachute flares, M131 fuses, fragmentation bombs and other explosives in ammunition dumping area W532. 0058 Completed dumping ammunition. 0230 c/c to 168. 0257 c/c to 150. 0300 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

04-08 Steaming as before. 0400 c/c to 110. 0636 c/c to 125. 0700 Inspected aviation gasoline pump room. Conditions normal. 0702 Observed sunrise.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

08-12 Steaming as before. 0745 Mustered the crew on stations. New absentees: none. 0800 c/s to 16 kts. 0830 c/c to 137. 0832 Flight quarters. 0857 c/s to 20 kts. 0916 Inspected magazines and smokeless powder samples; conditions normal. 0928 c/c to 090. 0940 c/c to 045. 0951 c/c to 120. 0959 Commenced maneuvering on various courses and speeds while operating aircraft. Base course 120, base speed 18 kts. 1039 c/c to 080, c/s to 14 kts. 1100 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
C. WILSON  
ENS, USN

12-16 Steaming as before. 1333 Suspended flight operations, c/c to 295, c.s to 25 kts. 1425 Resumed flight operations. Base course 295, speed 25 kts. 1442 Base course 100. 1500 Inspected aviation gasoline pump room. Conditions normal. 1524 Base course 280.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

16-18 Steaming as before. 1610 Inspected aviation gasoline pump room. Conditions normal. 1645 c/s to 21 kts. 1702 Observed sunset. 1710 Suspended flight operations. 1717 c/c to 115. 1730 USS TAUSSIG (DD-746) and USS MARSHALL (DD-676) made rendezvous with this ship and took night plane guard stations. 1740 c/c to 295. 1750 Resumed flight operations, base course 295, base speed 21 kts.

*D. F. Melhorn*  
D. F. MELHORN  
LT, USNR

18-20 Steaming as before. 1817 Suspended flight operations. c/c to 115. 1826 c/c to 145. 1828 c/s to 25 kts. 1925 c/c to 035, c/s to 20 kts. 1930 Resumed flight operations. Base course 035, speed 15 kts.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)

Wednesday 8 January 1964  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Steaming as before. 2205 Completed flight operations. c/c to 300, c/s to 10 kts. 2300 c/c to 180. Inspected aviation gasoline pump room. Conditions normal. 2324 Secured from flight quarters.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS USS CORAL SEA (CVA-43) ZONE DESCRIPTION 784 DATE 9 JANUARY 1964  
AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERA TO INS IN SAN DIEGO OP AREAS

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |       | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|-------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type  |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 080              | 10            | 10                 | SCT               | 30.27              | 58          | 48       | 1               | 1500   | SC    | 60                    | 330              | 4             |
| 02        | 070              | 8             | 10                 | SCT               | 30.28              | 59          | 48       | 1               | 1500   | SC    | 60                    | 330              | 4             |
| 03        | 060              | 9             | 10                 | CLR               | 30.27              | 58          | 47       | 0               |        |       | 60                    | 330              | 4             |
| 04        | 070              | 12            | 10                 | CLR               | 30.25              | 59          | 47       | 0               |        |       | 60                    | 330              | 4             |
| 05        | 080              | 7             | 10                 | SCT               | 30.26              | 59          | 47       | 1               | 1500   | SC    | 60                    | 330              | 4             |
| 06        | 060              | 6             | 10                 | OVC               | 30.26              | 59          | 49       | 10              | 1500   | SC Ci | 60                    | 330              | 4             |
| 07        | 050              | 10            | 10                 | SCT               | 30.27              | 59          | 48       | 5               | /      | ci    | 60                    | 330              | 4             |
| 08        | 030              | 7             | 10                 | BKN               | 30.28              | 59          | 48       | 9               | /      | ci    | 60                    | 330              | 4             |
| 09        | 040              | 7             | 10                 | SCT               | 30.30              | 61          | 51       | 5               | /      | ci    | 64                    | 330              | 4             |
| 10        | 360              | 7             | 10                 | SCT               | 30.31              | 61          | 52       | 2               | /      | ci    | 64                    | 330              | 4             |
| 11        | 030              | 10            | 10                 | SCT               | 30.30              | 60          | 50       | 1               | /      | ci    | 64                    | 330              | 4             |
| 12        | 010              | 5             | 10                 | SCT               | 30.27              | 60          | 50       | 1               | /      | ci    | 64                    | 330              | 4             |
| 13        | 300              | 11            | 10                 | SCT               | 30.24              | 59          | 51       | 1               | /      | ci    | 64                    | 330              | 4             |
| 14        | 280              | 17            | 10                 | CLR               | 30.21              | 60          | 53       | 0               |        |       | 64                    | 330              | 4             |
| 15        | 290              | 17            | 10                 | CLR               | 30.21              | 60          | 53       | 0               |        |       | 64                    | 330              | 4             |
| 16        | 300              | 14            | 10                 | CLR               | 30.20              | 60          | 50       | 0               |        |       | 64                    | 330              | 4             |
| 17        | 310              | 13            | 10                 | CLR               | 30.18              | 61          | 52       | 0               |        |       | 64                    | 330              | 4             |
| 18        | 300              | 16            | 10                 | CLR               | 30.17              | 59          | 50       | 0               |        |       | 64                    | 330              | 4             |
| 19        | 310              | 16            | 10                 | CLR               | 30.17              | 59          | 51       | 0               |        |       | 64                    | 330              | 4             |
| 20        | 300              | 18            | 10                 | SCT               | 30.15              | 58          | 53       | 1               | 1500   | SC    | 64                    | 330              | 4             |
| 21        | 300              | 8             | 10                 | SCT               | 30.16              | 58          | 54       | 1               | 1500   | SC    | 64                    | 330              | 4             |
| 22        | 290              | 22            | 10                 | SCT               | 30.14              | 58          | 52       | 1               | 1500   | SC    | 64                    | 330              | 4             |
| 23        | 290              | 18            | 10                 | CLR               | 30.12              | 57          | 53       | 0               |        |       | 64                    | 330              | 4             |
| 24        | 290              | 17            | 10                 | CLR               | 30.11              | 58          | 54       | 0               |        |       | 64                    | 330              | 4             |

| POSITION                | ZONE          | TIME |
|-------------------------|---------------|------|
| 0800                    |               |      |
| L <u>32° 28' 48" N</u>  | BY <u>2/3</u> |      |
| λ <u>118° 13' 42" W</u> | BY <u>2/3</u> |      |
| 1200                    |               |      |
| L <u>32° 47' 00" N</u>  | BY <u>2/3</u> |      |
| λ <u>118° 09' 36" W</u> | BY <u>2/3</u> |      |
| 2000                    |               |      |
| L <u>33° 24' 12" N</u>  | BY <u>2/3</u> |      |
| λ <u>118° 45' 42" W</u> | BY <u>2/3</u> |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA                             |  |
|--|--|
| FROM <u>2000 9 JAN 64</u><br>(ZT) (Date) |  |
| TO <u>0800 9 JAN 64</u><br>(ZT) (Date)   |  |
| SET                                      |  |
| DRIFT                                    |  |
| POSITION BETWEEN FIXES                   |  |
| MID. L. <u>32° 46' 02" N</u>             |  |
| MID. λ <u>118° 12' 36" W</u>             |  |

| CURRENT DATA                             |  |
|--|--|
| FROM <u>0800 9 JAN 64</u><br>(ZT) (Date) |  |
| TO <u>1200 9 JAN 64</u><br>(ZT) (Date)   |  |
| SET                                      |  |
| DRIFT                                    |  |
| POSITION BETWEEN FIXES                   |  |
| MID. L. <u>32° 37' 54" N</u>             |  |
| MID. λ <u>118° 11' 39" W</u>             |  |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP |  |  |               | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                 | Visi-bility (90-99) | WEATHER    |                      | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS         |                  |                |                  |              |              |
|-----------------------------------|-------------|------------------|--|--|---------------|----------|--------------------------|--------------------------|-----------------|---------------------|------------|----------------------|------------------------------------|----------------|----------------|------------------|----------------|------------------|--------------|--------------|
|                                   |             | Oc-tant          | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               | Speed (Knots) |          |                          | Direction (True) (00-36) | Present (00-99) |                     | Past (0-9) | Amount of CL (Coded) |                                    |                | Type C (0-9)   | Height C (Coded) | Type L (0-9)   | Height L (Coded) | Type M (0-9) | Type H (0-9) |
|                                   |             |                  |  |  |               |          |                          |                          |                 |                     |            |                      |                                    |                |                |                  |                |                  |              |              |
| 1                                 | Y           | Q                | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG            | N        | dd                       | ff                       | VV              | ww                  | W          | PPP                  | TT                                 | N <sub>h</sub> | C <sub>L</sub> | h                | C <sub>M</sub> | C <sub>H</sub>   |              |              |

| CURRENT DATA                             |  |
|--|--|
| FROM <u>1200 9 JAN 64</u><br>(ZT) (Date) |  |
| TO <u>2000 9 JAN 64</u><br>(ZT) (Date)   |  |
| SET                                      |  |
| DRIFT                                    |  |
| POSITION BETWEEN FIXES                   |  |
| MID. L. <u>33° 05' 36" N</u>             |  |
| MID. λ <u>119° 17' 39" W</u>             |  |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND. | SIGNIFICANT CLOUD |                |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               | WAVES          |                |                   | ICE                           |                |                |                |         |                |             |   |
|----------------------|---------------------|---------------------|-------------------|----------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|---|
|                      |                     |                     | Indicator         | Amount (Egths) | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Bearing | Distance       | Orientation |   |
| D <sub>s</sub>       | V <sub>s</sub>      | a                   | pp                | C              | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>1</sub> | r           | e |
|                      |                     |                     |                   |                |                |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |
|                      |                     |                     |                   |                |                |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |
|                      |                     |                     |                   |                |                |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |
|                      |                     |                     |                   |                |                |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |

MILES STEAMED  
0000-2400  
296.96

FUEL CONSUMED  
0000-2400  
115,826

EXAMINED Hubelund Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)Thursday 9 January19 64

(DAY) (DATE) (MONTH)

00-04 Steaming in company with USS MARSHALL (DD-676) and USS TAUSSIG (DD-746) operating in the San Diego operating areas in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Formation course 180, speed 10 kts. SOPA and OTC is Commanding Officer this ship. General condition of readiness five, material condition Yoke set second deck and below. 0300 Inspected aviation gasoline pump room. Conditions normal.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

04-08 Steaming as before. 0400 c/c to 270. Released MARSHALL and TAUSSIG to exercise independently. 0630 c/c to 071. 0641 c/c to 069. 0656 Observed sunrise. 0700 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
C. WILSON  
ENS, USN

08-12 Steaming as before. 0745 Mustered the crew on stations. New absentees: none. 0830 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0835 Commenced air gunnery exercise. 0844 c/c to 090. 0855 Commenced firing runs to starboard. 0922 c/c to 270. 0943 Commenced firing runs to port. 0949 Ceased firing. Secured from gunnery exercise. Ammunition expended: 10 rounds 5"/54 Cal. AA Common and 47 rounds 5"/54 Cal. fragmenting projectiles with 57 rounds full service smokeless powder cartridges with no casualties. 0950 c/c to 290, c/s to 23 kts. 1000 Flight quarters. 1034 c/c to 090. 1045 c/s to 20 kts. 1058 Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 045, speed 19 kts. 1100 Inspected aviation gasoline pump room. Conditions normal.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

12-16 Steaming as before. 1215 Inspected aviation gasoline pump room. Conditions normal. 1223 Altered base course to 350, speed 22 kts continuing flight operations. 1408 c/c to 155. 1445 Resumed flight operations, base course 308, speed 16 kts. 1515 Passed USS BON HOMME RICHARD (CVA-31), with COMCARDIV Five embarked abeam to port. Received permission to proceed on duties assigned.

*D. F. Melhorn*  
D. F. MELHORN  
LT, USNR

16-18 Steaming as before. 1600 Inspected aviation gasoline pump room. Conditions normal. 1605 Suspended flight operations, c/c to 130, c/s to 25 kts. 1627 c/c to 150. 1703 Observed sunset. 1707 c/c to 320. 1708 c/s to 18 kts. 1713 c/s to 15 kts. 1715 Resumed flight operations. Base course 320, speed 14 kts.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

18-20 Steaming as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)

Thursday 9 January

1964

(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Steaming as before. 2020 Received report that at 1600 a box from a plane starter was blown off accidentally by a jet and struck NOON, D. R., 593 02 02, AMSAN, USN on right foot causing laceration and possible sprain right ankle; not due to his own misconduct. Treatment administered by Medical Officer. Disposition: returned to duty; That at 1838 while cutting line BROWNE, J. (n), 687 78 30, AN, USN, received a laceration of the middle finger right hand when his knife slipped; not due to his own misconduct. Treatment administered by Medical Officer. Disposition: returned to duty. 2038 Suspended flight operations, c/c to 130, c/s to 25 kts. 2105 Resumed flight operations, base course 310, speed 10 kts. 2300 Inspected aviation gasoline pump room. Conditions normal.

*C. A. Theisen*  
 C. A. THEISEN  
 ENS, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
 C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
 D. WIELAND, CDR,

U.S.N. NAVIGATOR.



DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +8<sup>u</sup> DATE 10 JANUARY 1964

AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERATIONS IN SAN DIEGO OP AREAS

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |       | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|-------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type  |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 250              | 12            | 10                 | CLR               | 30.09              | 57          | 53       | 0               |        |       | 64                    | 330              | 3             |
| 02        | 250              | 10            | 10                 | SCT               | 30.10              | 56          | 53       | 1               | 1500   | SC    | 64                    | 330              | 3             |
| 03        | 250              | 10            | 10                 | SCT               | 30.09              | 57          | 53       | 1               | 1500   | SC    | 64                    | 330              | 3             |
| 04        | 260              | 10            | 10                 | SCT               | 30.07              | 57          | 53       | 3               | 1500   | SC Ci | 64                    | 330              | 3             |
| 05        | 250              | 11            | 10                 | SCT               | 30.07              | 57          | 54       | 3               | 1500   | SC Ci | 64                    | 330              | 3             |
| 06        | 320              | 23            | 10                 | SCT               | 30.08              | 57          | 54       | 2               | 1500   | SC Ci | 64                    | 330              | 3             |
| 07        | 350              | 20            | 10                 | SCT               | 30.08              | 58          | 54       | 2               | 1500   | SC Ci | 64                    | 330              | 3             |
| 08        | 320              | 18            | 10                 | SCT               | 30.08              | 58          | 54       | 1               | /      | CI    | 64                    | 330              | 3             |
| 09        | 330              | 13            | 10                 | SCT               | 30.09              | 61          | 56       | 2               | /      | CI    | 64                    | 330              | 3             |
| 10        | 310              | 18            | 10                 | SCT               | 30.11              | 60          | 56       | 5               | 1500   | CU Ci | 64                    | 330              | 3             |
| 11        | 320              | 28            | 10                 | SCT               | 30.10              | 59          | 56       | 4               | 1500   | CU Ci | 64                    | 330              | 3             |
| 12        | 310              | 27            | 10                 | SCT               | 30.07              | 58          | 54       | 3               | 1500   | CU Si | 64                    | 330              | 4             |
| 13        | 310              | 26            | 10                 | SCT               | 30.05              | 58          | 53       | 2               | /      | CI    | 64                    | 330              | 7             |
| 14        | 310              | 28            | 10                 | BKN               | 30.02              | 58          | 54       | 6               | /      | CI    | 64                    | 330              | 7             |
| 15        | 300              | 33            | 10                 | SCT               | 30.00              | 58          | 52       | 3               | /      | CI    | 64                    | 330              | 7             |
| 16        | 300              | 26            | 10                 | SCT               | 30.01              | 58          | 51       | 2               | /      | CI    | 64                    | 330              | 7             |
| 17        | 310              | 23            | 10                 | CLR               | 30.00              | 59          | 52       | 0               |        |       | 64                    | 330              | 7             |
| 18        | 310              | 26            | 10                 | CLR               | 30.00              | 58          | 51       | 0               |        |       | 64                    | 330              | 7             |
| 19        | 320              | 26            | 10                 | CLR               | 30.00              | 56          | 51       | 0               |        |       | 64                    | 330              | 7             |
| 20        | 320              | 18            | 10                 | SCT               | 30.00              | 56          | 51       | 1               | 2500   | SC    | 64                    | 330              | 7             |
| 21        | 350              | 9             | 10                 | SCT               | 30.01              | 57          | 51       | 1               | 2500   | SC    | 64                    | 330              | 7             |
| 22        | 350              | 20            | 10                 | SCT               | 30.02              | 59          | 51       | 1               | 2500   | SC    | 64                    | 330              | 7             |
| 23        | 340              | 20            | 10                 | SCT               | 30.03              | 58          | 52       | 2               | 2500   | SC    | 64                    | 330              | 7             |
| 24        | 340              | 22            | 10                 | SCT               | 30.03              | 58          | 53       | 1               | 2500   | SC    | 64                    | 330              | 7             |

| POSITION                | ZONE          | TIME |
|-------------------------|---------------|------|
| 0800                    |               |      |
| L <u>32° 29' 48" N</u>  | BY <u>2</u>   |      |
| λ <u>118° 34' 06" W</u> | BY <u>2</u>   |      |
| 1200                    |               |      |
| L <u>32° 09' 45" N</u>  | BY <u>2</u>   |      |
| λ <u>118° 42' 09" W</u> | BY <u>2</u>   |      |
| 2000                    |               |      |
| L <u>33° 02' 12" N</u>  | BY <u>2/3</u> |      |
| λ <u>119° 08' 42" W</u> | BY <u>2/3</u> |      |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA                 |             |
|------------------------------|-------------|
| FROM <u>2000 9 JAN 64</u>    | (ZT) (Date) |
| TO <u>0800 10 JAN 64</u>     | (ZT) (Date) |
| SET <u>239° (T)</u>          |             |
| DRIFT <u>0.1 KTS</u>         |             |
| POSITION BETWEEN FIXES       |             |
| MID. L <u>32° 57' 00" N</u>  |             |
| MID. λ <u>118° 39' 54" W</u> |             |

| CURRENT DATA                 |             |
|------------------------------|-------------|
| FROM <u>0800 10 JAN 64</u>   | (ZT) (Date) |
| TO <u>1200 10 JAN 64</u>     | (ZT) (Date) |
| SET                          |             |
| DRIFT                        |             |
| POSITION BETWEEN FIXES       |             |
| MID. L <u>32° 19' 46" N</u>  |             |
| MID. λ <u>118° 28' 08" W</u> |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP  |  |  | TIME GMT | Total Cloud Amt. (Code) | WIND   |                      | Visibility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                  |                           |                              |                           |                           |    |
|-----------------------------------|-------------|-------------------|--|--|----------|-------------------------|--|----------------------|--------------------|-----------------|------------|------------------------------------|----------------|-------------------------|---------------------------|------------------------------|---------------------------|---------------------------|----|
|                                   |             | Occur (1-7) (GMT) | Latitude (0-3, 5-8) (Degrees and tenths) | Longitude (Degrees and tenths)               |          |                         | Direction (00-36) (True)                     | Speed (True) (Knots) |                    | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Code) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Code) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |    |
|                                   |             | Y                 | Q  | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> |          |                         | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG                   |                    | N               | dd         |                                    |                | ff                      | VV                        | ww                           | W                         | PPP                       | TT |
| 1                                 |             | 2                 | 3  | 4  | 5        | 6                       | 7  | 8                    | 9                  | 10              | 11         | 12                                 | 13             | 14                      | 15                        | 16                           | 17                        | 18                        | 19 |

| CURRENT DATA                 |             |
|------------------------------|-------------|
| FROM <u>1200 10 JAN 64</u>   | (ZT) (Date) |
| TO <u>2000 10 JAN 64</u>     | (ZT) (Date) |
| SET                          |             |
| DRIFT                        |             |
| POSITION BETWEEN FIXES       |             |
| MID. L <u>32° 35' 59" N</u>  |             |
| MID. λ <u>118° 55' 26" W</u> |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Fifths) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Beating        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25              | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | ■                    | pp                            | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>i</sub> | r        | e           |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400  
222.89

FUEL CONSUMED  
0000-2400  
54,166

EXAMINED W. J. Ireland U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Friday 10 January 1964  
(DAY) (DATE) (MONTH)

00-04 Steaming in company with (USS) MARSHALL (DD-676) and (USS) TAUSSIG (DD-746) operating in the San Diego Op Area in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Present course 300, speed 10 knots. SOPA and OTC is Commanding Officer this ship. General condition of readiness five, material condition Yoke is set second deck and below. 0001 c/c to 170. 0300 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
C. WILSON  
ENS, USN

04-08 Steaming as before. 0500 c/c to 120. 0605 Manned replenishment stations 3, 7 and 8. 0631 c/c to 140. 0646 c/s to 12 kts. 0658 Observed sunrise. 0650 MARSHALL and TAUSSIG released from station, maneuvering to come alongside. Replenishment course 140, speed 12 kts. 0700 TAUSSIG commenced approach to port. 0700 Inspected aviation gasoline pump room. Conditions normal. 0715 MARSHALL commenced approach to starboard. 0725 Hose connected to TAUSSIG. 0727 Commenced pumping to TAUSSIG. 0736 Hose connected to MARSHALL. 0737 Commenced pumping to MARSHALL.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

08-12 Steaming as before. 0745 Mustered the crew on stations. New absentees: none. Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0810 Ceased pumping to TAUSSIG. 0817 TAUSSIG maneuvering clear. 0840 Ceased pumping to MARSHALL. 0852 MARSHALL maneuvering clear. 0854 c/c to 200, c/s to 10 kts. 0902 Flight quarters. 0910 Passed (USS) TOWERS (DDG-9) abeam to starboard, distance 8 miles, granted TOWERS permission to proceed on duties assigned. 0925 Received report that at 2330, 9 Jan 1964, while pulling chocks, CHANDLER, A. D., 692 36 73, AN, USN, received a foreign body in his right eye. Treatment administered by the Medical Officer. Disposition: duty. 1100 Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 320, speed 8 kts. 1135 Sighted (USS) BUCHANNAN (DDG-14) with COMDESDIV 152 embarked abeam to starboard, distance 8 miles.

*D. F. Melhorn*  
D. F. MELHORN  
LT, USNR

12-16 Steaming as before. 1340 While on a horizontal elevator in hangar bay one, DIAL, D. F., 584 23 43, AN, USN, received an abrasion on his left leg; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 1432 F8, BuNo 145401 of VF 124, pilot CDR Thadues M. TAYLOR, USN, 390060, sustained loss of starboard landing gear and minor wing damage upon recovery. Pilot sustained no injuries. Damage to aircraft: major. 1433 Suspended flight operations. 1435 c/c to 050, c/s to 20 kts. 1445 While removing a pendant wire on an aircraft on the flight deck, DUNCAN, D. W., 588 00 61, ABE3, USN, lacerated his right thumb; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 1456 Resumed flight operations. Base course 320, speed 8 kts. 1500 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

16-18 Steaming as before. 1619 By order of the Commanding Officer, ARTIS, L. L., 480 48 24, AN, USN, was released from correctional custody and restored to duty. 1630 Inspected aviation gasoline pump room. Conditions normal. 1707 Suspended flight operations, c/c to 110, c/s to 15 kts. 1738 Resumed flight operations. Base course 320, speed 8 kts.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)

Friday 10 January . 1964  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

18-20 Steaming as before. 1900 Inspected aviation gasoline pump room. Conditions normal.  
1933 Received report that at 1525, that while carrying trash cans up a ladder, HACK, H.,  
290 31 97, AA, USN, slipped and fell down the ladder, cutting his lip on a step; not due  
to his own misconduct. Treatment administered by the Medical Officer. Disposition: restored  
to duty.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

20-24 Steaming as before. 2113 Completed flight operations, c/c to 136, c/s to 10 kts.  
2140 c/c to 140. 2300 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
C. WILSON  
ENS, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT, U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +8<sup>U</sup> DATE 11 JANUARY 1964

AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERATIONS IN SAN DIEGO OP AREAS

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 340               | 22            | 10                   | SCT                 | 30.03               | 58           | 53       | 3               | /      | ci   | 64                     | 330               | 7             |
| 02        | 340               | 19            | 10                   | BKN                 | 30.05               | 57           | 54       | 6               | /      | ci   | 64                     | 330               | 7             |
| 03        | 330               | 21            | 10                   | BKN                 | 30.05               | 58           | 53       | 6               | /      | ci   | 64                     | 330               | 7             |
| 04        | 330               | 24            | 10                   | BKN                 | 30.05               | 59           | 54       | 6               | /      | ci   | 64                     | 330               | 7             |
| 05        | 340               | 31            | 10                   | SCT                 | 30.06               | 58           | 53       | 1               | /      | ci   | 64                     | 330               | 7             |
| 06        | 080               | 18            | 10                   | SCT                 | 30.07               | 60           | 49       | 2               | /      | ci   | 64                     | 330               | 7             |
| 07        | 080               | 18            | 10                   | SCT                 | 30.08               | 60           | 50       | 2               | /      | ci   | 64                     | 330               | 6             |
| 08        | 070               | 12            | 10                   | SCT                 | 30.12               | 60           | 50       | 4               | /      | ci   | 62                     | 330               | 6             |
| 09        | 060               | 14            | 10                   | SCT                 | 30.14               | 61           | 51       | 4               | /      | ci   | 62                     | 330               | 5             |
| 10        | 100               | 09            | 10                   | BKN                 | 30.16               | 61           | 51       | 9               | /      | ci   | 62                     | 330               | 5             |
| 11        | 110               | 12            | 10                   | BKN                 | 30.15               | 61           | 51       | 6               | /      | ci   | 62                     | 330               | 3             |
| 12        | 080               | 14            | 10                   | BKN                 | 30.14               | 60           | 50       | 9               | /      | ci   | 62                     | 330               | 3             |
| 13        | 050               | 11            | 10                   | BKN                 | 30.12               | 60           | 49       | 9               | /      | ci   | 64                     | 330               | 3             |
| 14        | 350               | 07            | 10                   | BKN                 | 30.17               | 59           | 49       | 9               | /      | ci   | 64                     | 330               | 3             |
| 15        | 340               | 6             | 10                   | BKN                 | 30.13               | 60           | 50       | 6               | /      | ci   | 64                     | 340               | 3             |
| 16        | 350               | 4             | 10                   | SCT                 | 30.12               | 60           | 48       | 5               | /      | ci   | 62                     | 340               | 3             |
| 17        | 350               | 10            | 10                   | SCT                 | 30.12               | 60           | 48       | 5               | /      | ci   | 62                     | 340               | 3             |
| 18        | 330               | 9             | 10                   | SCT                 | 30.14               | 60           | 49       | 5               | /      | ci   | 62                     | 340               | 3             |
| 19        | 320               | 13            | 10                   | BKN                 | 30.15               | 59           | 49       | 6               | /      | ci   | 62                     | 340               | 3             |
| 20        | 040               | 7             | 10                   | SCT                 | 30.15               | 61           | 50       | 4               | /      | ci   | 62                     | 340               | 3             |
| 21        | 360               | 7             | 10                   | SCT                 | 30.15               | 60           | 50       | 3               | /      | ci   | 62                     | 340               | 3             |
| 22        | 050               | 14            | 10                   | SCT                 | 30.17               | 61           | 49       | 2               | /      | ci   | 62                     | 340               | 3             |
| 23        | 100               | 9             | 10                   | SCT                 | 30.17               | 62           | 48       | 4               | /      | ci   | 62                     | 340               | 3             |
| 24        | 100               | 8             | 10                   | OVC                 | 30.16               | 59           | 46       | 10              | /      | ci   | 62                     | 340               | 3             |

| POSITION         | ZONE     | TIME |
|------------------|----------|------|
| 0800             |          |      |
| L 32° 24' 24" N  | BY 1-2-3 |      |
| λ 118° 34' 24" W | BY 1-2-3 |      |
| 1200             |          |      |
| L 32° 32' 15" N  | BY 2/3   |      |
| λ 118° 19' 30" W | BY 2/3   |      |
| 2000             |          |      |
| L 33° 17' 48" N  | BY 2/3   |      |
| λ 117° 59' 30" W | BY 2/3   |      |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM 2000 10 JAN 64    | (ZT) (Date) |
| TO 0900 11 JAN 64      | (ZT) (Date) |
| SET 330° (T)           |             |
| DRIFT 0.2 KTS          |             |
| POSITION BETWEEN FIXES |             |
| MID. L 32° 43' 18" N   |             |
| MID. λ 118° 51' 33" W  |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM 0800 10 JAN 64    | (ZT) (Date) |
| TO 1200 11 JAN 64      | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L 32° 28' 20" N   |             |
| MID. λ 118° 26' 57" W  |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                |                  |                |                |
|-----------------------------------|-------------------------|--------------------|--|--|----------|--------------------------|--------------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|--------------------------|----------------|------------------|----------------|----------------|
|                                   |                         | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9)   | Height C (Coded) | Type CM (0-9)  | Type CH (0-9)  |
| 1                                 | 2                       | 3                  | 4  | 5  | 6        | 7                        | 8                        | 9                    | 10                   | 11              | 12         | 13                                 | 14             | 15                       | 16             | 17               | 18             | 19             |
|                                   | Y                       | Q                  | L <sub>a</sub> L <sub>b</sub> L <sub>c</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                       | ff                   | VV                   | ww              | W          | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub> | h                | C <sub>M</sub> | C <sub>H</sub> |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM 1200 11 JAN 64    | (ZT) (Date) |
| TO 2000 11 JAN 64      | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L 32° 55' 01" N   |             |
| MID. λ 118° 09' 30" W  |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Tenths) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25              | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | A                    | PP                            | C                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>i</sub> | r        | e           |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400  
339.71

FUEL CONSUMED  
0000-2400  
68.063

EXAMINED [Signature] U. S. N. NAVIGATOR

UNITED STATES SHIP

CORAL SEA (CVA-43)

Saturday 11 January 1964  
(DAY) (DATE) (MONTH)

00-04 Steaming in company with (USS) MARSHALL (DD-676) and (USS) TAUSSIG (DD-746) operating in the San Diego Area in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Formation course 140, speed 10 knots. SOPA and OTC is Commanding Officer this ship. General condition of readiness five, material condition Yoke is set second deck and below. 0058 Obtained radar contacts bearing 166, range 23 miles. 0115 Contacts identified as (USS) BON HOMME RICHARD (CVA-31) and (USS) BENNINGTON (CVS-20) in company with screening destroyers. 0135 c/c to 160. 0155 Passed carrier task group abeam to port, 1500 yards. 0204 c/c to 140. 0300 Inspected aviation gasoline pump room. Conditions normal.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

04-08 Steaming as before. 0530 c/c to 270. 0657 Observed sunrise. 0700 Inspected aviation gasoline pump room. Conditions normal.

*D. F. Melhorn*  
D. F. MELHORN  
LT, USNR

08-12 Steaming as before. 0745 Mustered the crew on stations. New absentees: none. 0921 c/c to 270. 0926 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0944 c/c to 175. 1000 Flight quarters. 1025 c/c to 000. c/s to 15 kts. 1026 c/s to 20 kts. 1050 c/c to 130. 1100 Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 110, speed 16 kts. 1130 Inspected aviation gasoline pump room. Conditions normal.

*J. C. Coffman*  
J. C. COFFMAN  
LTJG, USN

12-16 Steaming as before. 1320 While standing beside the number 1 elevator pit hatch, KAYNE, T. A., 682 11 80, AN, USN, received multiple lacerations of the forehead and right eyebrow when the hatch swung closed and struck him on the head; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 1458 Received report that at 0745 while going through the number 4 thrust, CORDELL, R. C., 353 44 10, FN, USN, received a laceration on the forehead when the hatch on a scuttle fell on his head; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. Received report that at 0930 while engaged in spray painting MORSS, G. L., 529 39 01, A03, USN received chemical conjunctivitis, O. U. when paint came through his mask and got into his eyes; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. Received report that at 1130 while engaged in spray painting BANACHOWICZ, W. A., 595 91 63, AN, USN, received chemical conjunctivitis, O. U., when paint came through his mask and got into his eyes; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 1500 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

16-18 Steaming as before. 1545 Suspended flight operations, c/c to 180. 1630 Resumed flight operations. Base course 020, speed 23 kts. 1705 Observed sunset. 1708 Suspended flight operations. c/c to 200. 1727 Resumed flight operations. Base course 020, speed 21 kts.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)

Saturday 11 January . 1964  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

18-20 Steaming as before. 1906 Inspected aviation gasoline pump room. Conditions normal.  
1915 c/c to 000. 1924 c/c to 335. 1935 Suspended flight operations. c/c to 160, c/s  
to 25 kts.

*C. Wilson*  
C. WILSON  
ENS, USN

20-24 Steaming as before. 2110 Resumed flight operations. Base course 000, speed 21  
kts. 2157 Suspended flight operations, c/s to 17 kts. 2204 c/c to 190. 2215 c/c to  
230. 2233 Resumed flight operations. Base course 113, speed 18 kts. 2240 Sighted  
flares bearing 021, distance 10 miles. 2300 Inspected aviation gasoline pump room.  
Conditions normal. 2309 c/c to 260, c/s to 10 kts. 2327 Secured from flight operations.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION F8<sup>4</sup> DATE 12 JANUARY 1964

AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERATIONS TO IN SAN DIEGO OP AREAS

TABLE I

Table I: Hourly weather observations. Columns include Zone Time, Wind (Direction, Force), Visibility, Weather, Barometer, Temperature (Dry Bulb, Wet Bulb), Clouds (Amount, Height, Type), Sea Water Temperature, and Waves (Direction, Height).

Position and Time Log: Lists celestial/electronic/visual fixes with position (Lat, Lon) and time.

LEGEND: 1 - CELESTIAL, 2 - ELECTRONIC, 3 - VISUAL, 4 - D. R.

Current Data: FROM 2000 11 JAN 64 TO 0800 12 JAN 64. SET 091 (T). DRIFT 0.1 KTS.

Current Data: FROM 0800 12 JAN 64 TO 1200 12 JAN 64. MID. L 32° 23' 59" N, MID. L 118° 19' 36" W.

TABLE II  
SYNOPTIC OBSERVATIONS

Table II: Synoptic Observations. Columns include Zone Time of Synoptic Observation, Day of Week, Position of Ship (Latitude, Longitude), Time (GMT), Wind (Direction, Speed), Weather (Present, Past), Pressure (Barometer Corrected), Air Temp., and Clouds (Amount, Type).

Current Data: FROM 1200 12 JAN 64 TO 2000 12 JAN 64. MID. L 32° 49' 09" N, MID. L 118° 27' 48" W.

Table III: Significant Cloud and Wave Data. Columns include Course of Ship, 3-Hour Press. Tend., Significant Cloud (Amount, Type, Height), Waves (Direction, Period, Height), and Ice.

MILES STEAMED 0000-2400: 294.81

FUEL CONSUMED 0000-2400: 87.188

EXAMINED

*[Signature]* U. S. N. NAVIGATOR

## FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

## DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP CORAL SEA (CVA-43)Sunday 12 January . 1964  
(DAY) (DATE) (MONTH)

00-04 Steaming in company with (USS) MARSHALL (DD-676) and (USS) TAUSSIG (DD-746) operating in the San Diego area in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Formation course 260, speed 10 kts. SOPA and OTC is Commanding Officer this ship. General condition of readiness five, material condition Yoke is set second deck and below. 0011 c/c to 290. 0041 c/c to 257. 0100 While cutting a grapefruit at 2250, 11 January 1964, CONANT, R. V., 596 13 30, FN, USN, received a laceration on the ring finger left hand; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. While walking through a hatch at 2320, 11 January 1964, SHEETS, T. N., 597 28 88, AN, USN, received a lacerated forehead when he hit his head on the top of the hatch; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 0110 Sighted Pyramid Head Light bearing 280, distance 23 miles. 0215 Sighted China Point Light bearing 290, distance 17 miles. 0300 Inspected aviation gasoline pump room. Conditions normal.

*W. N. Johnson*  
W. N. JOHNSON  
LT, USN

04-08 Steaming as before. 0500 c/c to 130. 0655 Observed sunrise. 0700 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

08-12 Steaming as before. 0745 Mustered the crew on stations. New absentees: none. 0810 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0900 c/c to 310. 0910 Flight quarters for launching one helicopter. 0925 c/c to 040. 0929 c/c to 310. 1005 Commenced operating one helicopter. 1100 Flight quarters. Inspected aviation gasoline pump room. Conditions normal. 1119 c/s to 13 kts.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

12-16 Steaming as before. 1200 Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 090, speed 25 kts. 1405 Suspended flight operations. c/c to 190, c/s to 20 kts. 1435 Resumed flight operations. Base course 350, speed 19 kts. 1500 Inspected aviation gasoline pump room. Conditions normal.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

16-18 Steaming as before. 1615 Suspended flight operations. 1617 c/c to 180, c/s to 25 kts. 1704 Observed sunset. 1725 c/c to 325, c/s to 20 kts. 1730 Resumed flight operations. Base course 320, speed 20 kts.

*C. Wilson*  
C. WILSON  
ENS, USN

18-20 Steaming as before. 1900 Inspected aviation gasoline pump room. Conditions normal. 1921 c/s to 10 kts. 1926 Suspended flight operations. c/c to 120. 1956 Secured from flight operations.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

TO BE FORWARDED TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH



FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP

CORAL SEA (CVA-43)

Sunday

12

January

1964

(DAY)

(DATE)

(MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Steaming as before. 2025 Sighted Pyramid Head Light bearing 172, distance 18 miles. 2030 While walking on the hangar deck, BARROWS, D. H., 686 71 11, AN, USN, received a lacerated forehead when he walked into the tail of an aircraft; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 2151 c/c to 180. 2300 Inspected aviation gasoline pump room. Conditions normal.

*W. N. Johnson*  
W. N. JOHNSON  
LT, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION 184 DATE 13 JANUARY 1964

AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERATION TO IN SAN DIEGO OP AREAS

TABLE I

| ZONE TIME | WIND              |               | VISI-BILITY (Miles) | WEATH-ER (Symbols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |       | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|---------------------|--------------------|---------------------|--------------|----------|-----------------|--------|-------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                     |                    |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type  |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 350               | 11            | 10                  | SCT                | 30.11               | 58           | 51       | 1               | —      | ci    | 64                     | 310               | 2             |
| 02        | 360               | 13            | 10                  | SCT                | 30.12               | 58           | 51       | 1               | —      | ci    | 64                     | 310               | 2             |
| 03        | 360               | 7             | 10                  | SCT                | 30.09               | 58           | 52       | 1               | —      | ci    | 64                     | 310               | 2             |
| 04        | 040               | 9             | 10                  | SCT                | 30.09               | 58           | 50       | 2               | 1200   | sc ci | 64                     | 310               | 2             |
| 05        | 060               | 8             | 10                  | SCT                | 30.08               | 58           | 51       | 1               | —      | ci    | 64                     | 310               | 2             |
| 06        | 070               | 10            | 10                  | SCT                | 30.10               | 57           | 50       | 1               | 1200   | sc    | 64                     | 310               | 2             |
| 07        | 090               | 10            | 10                  | SCT                | 30.11               | 60           | 49       | 1               | —      | ci    | 64                     | 310               | 2             |
| 08        | 350               | 18            | 10                  | SCT                | 30.13               | 58           | 49       | 1               | —      | ci    | 64                     | 310               | 2             |
| 09        | 350               | 7             | 10                  | CLR                | 30.15               | 57           | 47       | 0               |        |       | 64                     | 310               | 2             |
| 10        | 360               | 6             | 10                  | CLR                | 30.17               | 61           | 49       | 0               |        |       | 64                     | 310               | 2             |
| 11        | 070               | 6             | 10                  | CLR                | 30.16               | 62           | 50       | 0               |        |       | 62                     | 310               | 2             |
| 12        | 080               | 9             | 10                  | CLR                | 30.16               | 61           | 49       | 0               |        |       | 62                     | 310               | 2             |
| 13        | 070               | 4             | 10                  | CLR                | 30.11               | 62           | 50       | 0               |        |       | 62                     | 310               | 2             |
| 14        | 360               | 13            | 10                  | CLR                | 30.10               | 59           | 48       | 0               |        |       | 62                     | 310               | 2             |
| 15        | 300               | 13            | 10                  | CLR                | 30.10               | 59           | 51       | 0               |        |       | 62                     | 310               | 2             |
| 16        | 310               | 6             | 10                  | CLR                | 30.10               | 63           | 52       | 0               |        |       | 62                     | 310               | 2             |
| 17        | 340               | 11            | 10                  | CLR                | 30.08               | 60           | 50       | 0               |        |       | 62                     | 310               | 2             |
| 18        | 310               | 12            | 10                  | CLR                | 30.08               | 60           | 49       | 0               |        |       | 62                     | 310               | 2             |
| 19        | 310               | 18            | 10                  | CLR                | 30.10               | 59           | 49       | 0               |        |       | 62                     | 310               | 2             |
| 20        | 300               | 15            | 10                  | CLR                | 30.10               | 58           | 50       | 0               |        |       | 62                     | 310               | 2             |
| 21        | 300               | 24            | 10                  | SCT                | 30.11               | 58           | 50       | 3               | —      | ci    | 62                     | 310               | 2             |
| 22        | 270               | 9             | 10                  | SCT                | 30.10               | 59           | 53       | 2               | —      | ci    | 62                     | 310               | 2             |
| 23        | 260               | 10            | 10                  | SCT                | 30.09               | 58           | 54       | 2               | —      | ci    | 62                     | 310               | 2             |
| 24        | 280               | 8             | 10                  | SCT                | 30.07               | 57           | 53       | 1               | —      | ci    | 62                     | 310               | 2             |

| POSITION         | ZONE   | TIME |
|------------------|--------|------|
| 0800             |        |      |
| L 33° 23' 06" N  | BY 3   |      |
| λ 118° 08' 15" W | BY 3   |      |
| 1200             |        |      |
| L 32° 52' 12" N  | BY 3/3 |      |
| λ 118° 07' 06" W | BY 3/3 |      |
| 2000             |        |      |
| L 33° 13' 24" N  | BY 3   |      |
| λ 118° 33' 14" W | BY 3   |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 2000 12 JAN 64    | (Date) |
| TO 0800 13 JAN 64      | (Date) |
| SET 180°(T)            |        |
| DRIFT 0.45 KTS         |        |
| POSITION BETWEEN FIXES |        |
| MID. L 33° 15' 30" N   |        |
| MID. λ 118° 18' 14" W  |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 0800 13 JAN 64    | (Date) |
| TO 1200 13 JAN 64      | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 33° 07' 39" N   |        |
| MID. λ 118° 07' 40" W  |        |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP  |                                     |  | TIME GMT | Total Cloud Am. (Coded) | WIND   |                      | Visi-bility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |              |                  |              |              |
|-----------------------------------|-------------|-------------------|-------------------------------------|--|----------|-------------------------|--|----------------------|---------------------|-----------------|------------|------------------------------------|----------------|--------------------------|--------------|------------------|--------------|--------------|
|                                   |             | Occur (1-7) (GMT) | Lat (0-3, 5-8) (Degrees and tenths) | Long (Degrees and tenths)                    |          |                         | Dir (00-36) (True)                           | Speed (True) (Knots) |                     | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9) | Height C (Coded) | Type M (0-9) | Type H (0-9) |
|                                   |             | Y                 | Q                                   | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> |          |                         | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG                   |                     | N               | dd         |                                    |                | ff                       | VV           | ww               | W            | PPP          |
| 1                                 | 2           | 3                 | 4                                   | 5  | 6        | 7                       | 8  | 9                    | 10                  | 11              | 12         | 13                                 | 14             | 15                       | 16           | 17               | 18           | 19           |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 1200 13 JAN 64    | (Date) |
| TO 2000 13 JAN 64      | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 33° 02' 48" N   |        |
| MID. λ 118° 20' 10" W  |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND. | SIGNIFICANT CLOUD |      |                |           | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |        |                               | WAVES          |                   |        | ICE                           |                |                |                |          |                |   |   |  |
|----------------------|---------------------|---------------------|-------------------|------|----------------|-----------|-------------------------------|---------------|-------------------------------|-------------------------------|--------|-------------------------------|----------------|-------------------|--------|-------------------------------|----------------|----------------|----------------|----------|----------------|---|---|--|
|                      |                     |                     | Amount (Eights)   | Type | Height         | Indicator |                               |               |                               | Direction (00-36)             | Period | Height                        | Indicator      | Direction (00-36) | Period | HEIGHT                        | Kind           | Effect         | Beating        | Distance | Orientation    |   |   |  |
| D <sub>s</sub>       | v <sub>s</sub>      | a                   | pp                | c    | N <sub>s</sub> | C         | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub>    | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K        | D <sub>i</sub> | r | e |  |
|                      |                     |                     |                   |      |                |           |                               |               |                               |                               |        |                               |                |                   |        |                               |                |                |                |          |                |   |   |  |
|                      |                     |                     |                   |      |                |           |                               |               |                               |                               |        |                               |                |                   |        |                               |                |                |                |          |                |   |   |  |
|                      |                     |                     |                   |      |                |           |                               |               |                               |                               |        |                               |                |                   |        |                               |                |                |                |          |                |   |   |  |
|                      |                     |                     |                   |      |                |           |                               |               |                               |                               |        |                               |                |                   |        |                               |                |                |                |          |                |   |   |  |

MILES STEAMED  
0000-2400  
269.17

FUEL CONSUMED  
0000-2400  
131.442

EXAMINED

*Richard Cdr*

U. S. N. NAVIGATOR

## FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

## DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP CORAL SEA (CVA-43) Monday 13 January 19 64  
 (DAY) (DATE) (MONTH)

00-04 Steaming in company with (USS) MARSHALL (DD-676) and (USS) TAUSSIG (DD-746) operating in San Diego areas in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Formation course 180, speed 10 kts. SOPA and OTC is Commanding Officer this ship. General condition of readiness five and material condition Yoke are set. 0140 c/c to 000. 0240 Sighted Pyramid Head Light bearing 340, 21 miles. 0300 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
 D. E. ZIRKLE  
 LTJG, USNR

04-08 Steaming as before. 0657 Observed sunrise. 0700 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Armstrong*  
 D. L. ARMSTRONG  
 LTJG, USNR

08-12 Steaming as before. 0745 Mustered the crew on stations. No new absentees. 0829 Maneuvered to standby station astern of (USS) MANATEE (AO-58). 0846 Commenced approach to port side of oiler, Captain at the conn. 0920 Received first fuel hose. 0922 Commenced receiving fuel. 1100 Inspected aviation gasoline pump room. Conditions normal.

*C. A. Theisen*  
 C. A. THEISEN  
 ENS, USN

12-16 Steaming as before. 1240 All lines clear. 1241 c/c to 175, c/s to 20 kts. 1243 c/c to 070. 1245 Secured from refueling stations. 1249 Commenced flight operations. Base course 070, base speed 20 kts. 1250 Suspended flight operations. c/c to 185, c/s to 23 kts. 1259 Resumed flight operations. Base course 185, base speed 23 kts. 1311 Suspended flight operations. c/c to 040, c/s to 17 kts. 1317 Resumed flight operations. Base course 040, base speed 17 kts. 1400 While picking up knife in forward bake shop ILKENHONS, J. L., 689 51 84, ICFN, USN, received first degree burns on his left hand and fingers. Not due to own misconduct. Treated by Medical Officer and returned to duty. 1447 Received report that at 1015 BRUNER, T. L., 599 87 49, ABEAN, USN, received laceration of right hand while lifting boxes. Not due to own misconduct. Treated by Medical Officer and returned to duty. 1500 Inspected aviation gasoline pump room. Conditions normal. 1503 Suspended flight operations. c/c to 195, c/s to 10 kts. 1547 c/c to 180.

*C. Wilson*  
 C. WILSON  
 ENS, USN

16-18 Steaming as before. 1617 c/c to 195. 1633 c/s to 23 kts. 1644 Resumed flight operations. Base course 330, speed 20 kts. 1706 Observed sunset.

*G. N. Maddox*  
 G. N. MADDOX  
 LTJG, USN

18-20 Steaming as before. 1844 Sighted Santa Barbara Island bearing 295, distance 23 miles. 1900 Inspected aviation gasoline pump room. Conditions normal. 1907 Suspended flight operations. c/c to 140, c/s to 20 kts.

*W. N. Johnson*  
 W. N. JOHNSON  
 LT, USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP

CORAL SEA (CVA-43)

Monday

13

January

1964

(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Steaming as before. 1949 c/c to 320. 1956 c/s to 15 kts. 1959 Resumed flight operations. Base course 320, speed 10 kts. 2000 While working on the flight deck, TOWNER, S. A., 583 79 79, AT3, USN, received contusions and abrasions to his right foot and toes; not due to his own misconduct. Treatment administered by Medical Department. Disposition: sickbay. 2149 Suspended flight operations. c/c to 180. 2300 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*

D. E. ZIRKLE  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION T8<sup>U</sup> DATE 14 JANUARY 1964

AT/PASSAGE FROM SEA, CONDUCTING FLIGHT OPERATIONS TO IN SAN DIEGO OP AREAS

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 280               | 8             | 10                   | SCT                 | 30.06               | 58           | 53       | 1               | /      | CI   | 62                     | 310               | 2             |
| 02        | 250               | 13            | 10                   | SCT                 | 30.06               | 57           | 53       | 5               | 1500   | SC   | 62                     | 310               | 2             |
| 03        | 270               | 10            | 10                   | SCT                 | 30.05               | 57           | 52       | 4               | 1500   | SC   | 62                     | 310               | 4             |
| 04        | 290               | 22            | 10                   | SCT                 | 30.04               | 56           | 52       | 3               | 1500   | SC   | 62                     | 310               | 4             |
| 05        | 290               | 23            | 7                    | BKN                 | 30.02               | 56           | 54       | 8               | 1000   | SC   | 62                     | 310               | 4             |
| 06        | 300               | 33            | 10                   | BKN                 | 30.00               | 55           | 52       | 7               | 1000   | SC   | 62                     | 310               | 4             |
| 07        | 300               | 35            | 10                   | SCT                 | 30.00               | 55           | 51       | 5               | 1000   | SC   | 62                     | 310               | 4             |
| 08        | 300               | 40            | 10                   | SCT                 | 29.90               | 56           | 50       | 4               | 1000   | CU   | 62                     | 310               | 4             |
| 09        | 300               | 39            | 10                   | SCT                 | 29.97               | 57           | 50       | 3               | 1200   | SC   | 62                     | 310               | 5             |
| 10        | 310               | 37            | 10                   | SCT                 | 29.99               | 56           | 50       | 3               | 1200   | CU   | 62                     | 310               | 6             |
| 11        | 310               | 33            | 10                   | SCT                 | 29.99               | 58           | 50       | 3               | 1200   | CU   | 62                     | 310               | 6             |
| 12        | 320               | 32            | 10                   | SCT                 | 29.70               | 58           | 51       | 3               | 1200   | CU   | 62                     | 310               | 5             |
| 13        | 360               | 30            | 10                   | CLR                 | 29.95               | 59           | 50       | 0               |        |      | 62                     | 310               | 5             |
| 14        | 310               | 20            | 10                   | CLR                 | 29.95               | 63           | 54       | 0               |        |      | 62                     | 310               | 6             |
| 15        | 320               | 26            | 10                   | CLR                 | 29.99               | 63           | 56       | 0               |        |      | 62                     | 310               | 6             |
| 16        | 330               | 30            | 10                   | CLR                 | 29.99               | 59           | 51       | 0               |        |      | 62                     | 310               | 5             |
| 17        | 340               | 16            | 10                   | CLR                 | 30.00               | 57           | 48       | 0               |        |      | 62                     | 310               | 5             |
| 18        | 310               | 20            | 10                   | CLR                 | 30.03               | 57           | 48       | 0               |        |      | 62                     | 310               | 5             |
| 19        | 330               | 26            | 10                   | CLR                 | 30.05               | 57           | 48       | 0               |        |      | 62                     | 310               | 5             |
| 20        | 330               | 20            | 10                   | CLR                 | 30.06               | 58           | 51       | 0               |        |      | 62                     | 310               | 5             |
| 21        | 330               | 20            | 10                   | CLR                 | 30.08               | 58           | 51       | 0               |        |      | 62                     | 310               | 5             |
| 22        | 320               | 6             | 10                   | CLR                 | 30.09               | 58           | 49       | 0               |        |      | 62                     | 310               | 5             |
| 23        | 280               | 8             | 10                   | CLR                 | 30.10               | 58           | 53       | 0               |        |      | 62                     | 310               | 5             |
| 24        | 300               | 6             | 10                   | CLR                 | 30.11               | 59           | 52       | 0               |        |      | 62                     | 310               | 5             |

| POSITION         | ZONE   | TIME |
|------------------|--------|------|
| 0800             |        |      |
| L 32° 31' 49" N  | BY 2/3 |      |
| λ 118° 13' 12" W | BY 2/3 |      |
| 1200             |        |      |
| L 33° 00' 12" N  | BY 2/3 |      |
| λ 118° 21' 42" W | BY 2/3 |      |
| 2000             |        |      |
| L 32° 45' 48" N  | BY 2/3 |      |
| λ 118° 46' 00" W | BY 2/3 |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 2000 13 JAN 64    | (Date) |
| TO 0800 14 JAN 64      | (Date) |
| SET 178° (T)           |        |
| DRIFT 0.3 KTS          |        |
| POSITION BETWEEN FIXES |        |
| MID. L 32° 52' 36" N   |        |
| MID. λ 118° 23' 13" W  |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 0800 14 JAN 64    | (Date) |
| TO 1200 14 JAN 64      | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 32° 46' 00" N   |        |
| MID. λ 118° 17' 27" W  |        |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of Week | POSITION OF SHIP |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visi-bil-ity (90-99) | WEATHER |         | PRES-SURE Baro-meter Cor-rected (mb) | Air Temp. (°F) | CLOUDS                   |                |              |                |                |
|-----------------------------------|-------------|------------------|--|--|----------|--------------------------|--------------------------|----------------------|----------------------|---------|---------|--------------------------------------|----------------|--------------------------|----------------|--------------|----------------|----------------|
|                                   |             | Occ-lat          | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                      | Present | Past    |                                      |                | Amount of Clouds (Coded) | Type C (0-9)   | Type L (0-9) | Type M (0-9)   | Type H (0-9)   |
|                                   |             | (1-7) (GMT)      | (0-3, 5-8)                                   | (Degrees and tenths)                         |          |                          | (Degrees and tenths)     | (00-36)              |                      | (Knots) | (00-99) |                                      |                | (0-9)                    | (0-9)          | (0-9)        | (0-9)          | (0-9)          |
| 1                                 | Y           | Q                | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                       | ff                   | VV                   | ww      | W       | PPP                                  | TT             | N <sub>h</sub>           | C <sub>L</sub> | h            | C <sub>M</sub> | C <sub>H</sub> |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 1200 14 JAN 64    | (Date) |
| TO 2000 14 JAN 64      | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 32° 53' 00" N   |        |
| MID. λ 118° 33' 51" W  |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND. | SIGNIFICANT CLOUD |      |                |           | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |        |                               | WAVES          |                   |        | ICE                           |                |                |                |          |                |   |   |  |
|----------------------|---------------------|---------------------|-------------------|------|----------------|-----------|-------------------------------|---------------|-------------------------------|-------------------------------|--------|-------------------------------|----------------|-------------------|--------|-------------------------------|----------------|----------------|----------------|----------|----------------|---|---|--|
|                      |                     |                     | Amount (Eight)    | Type | Height         | Indicator |                               |               |                               | Direction (00-36)             | Period | Height                        | Indicator      | Direction (00-36) | Period | HEIGHT                        | Kind           | Effect         | Bearing        | Distance | Orientation    |   |   |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                   | pp                | C    | N <sub>s</sub> | C         | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub>    | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K        | D <sub>i</sub> | r | e |  |
|                      |                     |                     |                   |      |                |           |                               |               |                               |                               |        |                               |                |                   |        |                               |                |                |                |          |                |   |   |  |

MILES STEAMED  
0000-2400  
239.82

FUEL CONSUMED  
0000-2400  
64.942

EXAMINED

*W. J. Ireland*

U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43) Tuesday 14 January 1964  
(DAY) (DATE) (MONTH)

00-04 Steaming in company with (USS) MARSHALL (DD-676) and (USS) TAUSSIG (DD-746) operating in San Diego areas in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Formation course 000, speed 10 kts. SOPA and OTC is Commanding Officer this ship. General condition of readiness five and material condition yoke are set. 0059 c/c to 180. 0300 Inspected aviation gasoline pump room. Conditions normal. 0334 c/c to 090.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

04-08 Steaming as before. 0610 c/c to 320. 0647 c/c to 110. 0656 Observed sunrise. 0700 Inspected aviation gasoline pump room. Conditions normal. 0715 Helicopter flight quarters.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

08-12 Steaming as before. 0745 Mustered the crew on stations. New absentees: none. 0750 Secured helicopter operations. 0800 Exercised at General Quarters. 0932 c/c to 320. 0939 Secured from General Quarters. 1029 Made daily inspection of magazines and smokeless powder samples; conditions normal. 1030 Received report that at 0100 while skylarking in compartment B-327-L HUGHES, R. F., 544 03 39, MM2, USN, received a laceration to his right eye lid when he slipped and fell. Treatment administered by the Medical Officer. Disposition: duty. 1100 Inspected aviation gasoline pump room. Conditions normal. 1110 Pursuant to orders of the Commanding Officer JACKSON, C. (n), 591 72 83, SA, USNR, was placed in confinement for safekeeping.

*C. Wilson*  
C. WILSON  
ENS, USN

12-16 Steaming as before. 1230 Flight quarters. 1312 Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 325, speed 10 kts. 1343 Suspended flight operations, c/c to 240, c/s to 21 kts. 1350 c/c to 225. 1352 Secured from flight quarters. 1417 Commenced maneuvering on various courses and speeds while running San Clemente Island measured mile for pitometer calibration. Base course 150, 330. 1500 Inspected aviation gasoline pump room. Conditions normal.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

16-18 Steaming as before. 1600 Detached MARSHALL and TAUSSIG to proceed on duty assigned. 1709 Observed sunset. 1722 Completed pitometer calibration. c/c to 330. 1724 c/s to 13 kts.

*W. N. Johnson*  
W. N. JOHNSON  
LT, USN

18-20 Steaming as before. 1800 c/c to 180, c/s to 10 kts. Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP CORAL SEA (CVA-43)

Tuesday 14 January . 19 64  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Steaming as before. 2156 Received report that at 1915 while stepping over boxes on the forward mess deck BONNOT, T. R., 587 06 66, SN, USN, received a laceration of the scalp when he struck his head on a hatch combing; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 2300 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT.

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR.

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION T8<sup>U</sup> DATE 15 JANUARY 1964

AT/PASSAGE FROM SEA, ENROUTE FROM SAN TO DIEGO OF AREAS TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 290               | 6             | 10                   | CLR                 | 30.11               | 58           | 52       | 0               |        |      | 62                     | 310               | 4             |
| 02        | 320               | 23            | 10                   | CLR                 | 30.11               | 56           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 03        | 320               | 17            | 10                   | CLR                 | 30.11               | 56           | 50       | 0               |        |      | 62                     | 310               | 4             |
| 04        | 310               | 12            | 10                   | CLR                 | 30.10               | 57           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 05        | 290               | 15            | 10                   | CLR                 | 30.10               | 57           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 06        | 290               | 18            | 10                   | CLR                 | 30.10               | 58           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 07        | 330               | 10            | 10                   | CLR                 | 30.12               | 57           | 53       | 0               |        |      | 62                     | 310               | 4             |
| 08        | 320               | 7             | 10                   | CLR                 | 30.15               | 58           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 09        | 300               | 7             | 10                   | CLR                 | 30.17               | 58           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 10        | CALM              |               | 10                   | CLR                 | 30.20               | 61           | 54       | 0               |        |      | 62                     | 310               | 4             |
| 11        | 110               | 7             | 10                   | CLR                 | 30.19               | 59           | 53       | 0               |        |      | 62                     | 310               | 4             |
| 12        | 140               | 4             | 10                   | CLR                 | 30.17               | 60           | 54       | 0               |        |      | 62                     | 310               | 4             |
| 13        | CALM              |               | 10                   | CLR                 | 30.15               | 61           | 54       | 0               |        |      | 62                     | 310               | 4             |
| 14        | 150               | 4             | 10                   | CLR                 | 30.30               | 61           | 54       | 0               |        |      | 62                     | 310               | 4             |
| 15        | 050               | 7             | 10                   | CLR                 | 30.15               | 58           | 51       | 0               |        |      | 62                     | 310               | 4             |
| 16        | CALM              |               | 10                   | CLR                 | 30.15               | 59           | 51       | 0               |        |      | 62                     | 310               | 2             |
| 17        | 290               | 17            | 10                   | CLR                 | 30.17               | 61           | 54       | 0               |        |      | 62                     | 310               | 2             |
| 18        | 280               | 14            | 10                   | CLR                 | 30.20               | 61           | 53       | 0               |        |      | 62                     | 310               | 2             |
| 19        | 280               | 8             | 10                   | CLR                 | 30.21               | 58           | 52       | 0               |        |      | 62                     | 310               | 2             |
| 20        | 280               | 5             | 10                   | CLR                 | 30.21               | 57           | 50       | 0               |        |      | 62                     | 310               | 2             |
| 21        | 300               | 10            | 10                   | CLR                 | 30.22               | 56           | 51       | 0               |        |      | 62                     | 310               | 2             |
| 22        | 310               | 9             | 10                   | CLR                 | 30.24               | 55           | 50       | 0               |        |      | 62                     | 310               | 2             |
| 23        | 340               | 11            | 10                   | CLR                 | 30.24               | 55           | 50       | 0               |        |      | 60                     | 310               | 2             |
| 24        | 340               | 12            | 10                   | CLR                 | 30.25               | 55           | 50       | 0               |        |      | 58                     | 310               | 2             |

| POSITION         | ZONE | TIME |
|------------------|------|------|
| 0800             |      |      |
| L 32° 27' 12" N  | BY 2 |      |
| λ 117° 53' 18" W | BY 2 |      |
| 1200             |      |      |
| L 32° 39' 30" N  | BY 2 |      |
| λ 117° 40' 36" W | BY 2 |      |
| 2000             |      |      |
| L 34° 16' 18" N  | BY 3 |      |
| λ 119° 24' 18" W | BY 3 |      |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 2000 14 JAN 64    | (Date) |
| TO 0800 15 JAN 64      | (Date) |
| SET 175°(T)            |        |
| DRIFT 0.35 KTS         |        |
| POSITION BETWEEN FIXES |        |
| MID. L 32° 36' 30" N   |        |
| MID. λ 118° 18' 39" W  |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 0800 15 JAN 64    | (Date) |
| TO 1200 15 JAN 64      | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 32° 33' 21" N   |        |
| MID. λ 117° 46' 57" W  |        |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP    |  |  |                                | TIME GMT | Total Cloud Amt. (Coded) | WIND               |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                           |                           |                               |                           |
|-----------------------------------|-------------|---------------------|--|--|--------------------------------|----------|--------------------------|--------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|----------------------------------|---------------------------|-------------------------------|---------------------------|
|                                   |             | Occ-ent (1-7) (GMT) | Latitude (0-3, S-S)                          | Longitude (Degrees and tenths)               | Longitude (Degrees and tenths) |          |                          | Dirac-tion (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of C <sub>L</sub> (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Coded) | Type C <sub>M</sub> (0-9) |
| 1                                 | 2           | 3                   | 4  | 5  | 6                              | 7        | 8                        | 9                  | 10                   | 11                   | 12              | 13         | 14                                 | 15             | 16                               | 17                        | 18                            | 19                        |
|                                   | Y           | Q                   | L <sub>s</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG                             | N        | dd                       | ff                 | VV                   | ww                   | W               | PPP        | TT                                 | N <sub>h</sub> | C <sub>L</sub>                   | h                         | C <sub>M</sub>                | C <sub>H</sub>            |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM 1200 15 JAN 64    | (Date) |
| TO 2000 15 JAN 64      | (Date) |
| SET                    |        |
| DRIFT                  |        |
| POSITION BETWEEN FIXES |        |
| MID. L 33° 27' 54" N   |        |
| MID. λ 118° 32' 27" W  |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.   |                        | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               |                | WAVES          |           |                               |                | ICE            |                |        |                |           |              |
|----------------------|---------------------|-----------------------|------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|-----------|--------------|
|                      |                     | Charac-teristic (0-9) | Amount (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |               |                               | Height                        | Indicator | Dirac-tion (00-36)            | Period         | Height         | Indicator | Dirac-tion (00-36)            | Period         | HEIGHT         | Kind           | Effect | Bear-ing       | Dis-tance | Orien-tation |
| 20                   | 21                  | 22                    | 23                     | 24                | 25              | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42        | 43           |
| D <sub>s</sub>       | V <sub>s</sub>      | a                     | pp                     | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>1</sub> | r         | a            |
|                      |                     |                       |                        |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |           |              |
|                      |                     |                       |                        |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |           |              |
|                      |                     |                       |                        |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |           |              |
|                      |                     |                       |                        |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |           |              |

MILES STEAMED  
0000-2400  
385.83

FUEL CONSUMED  
0000-2400  
79.184

EXAMINED *[Signature]* U. S. N. NAVIGATOR



UNITED STATES SHIP CORAL SEA (CVA-43)Wednesday 15 January, 1964

(DAY) (DATE) (MONTH)

00-04 Steaming independently in San Diego operating areas in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Formation course 180, speed 10 knots. General condition of readiness five, material condition Yoke set second deck and below. 0100 c/c to 000. 0300 Inspected aviation gasoline pump room. Conditions normal. 0310 c/c to 040.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

04-08 Steaming as before. 0400 c/c to 090. 0523 Sighted Pyramid Head Light bearing 005, distance about 25 miles. 0657 Observed sunrise. 0700 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
C. WILSON  
ENS, USN

08-12 Steaming as before. 0733 c/c to 060. 0745 Mustered the crew on stations. New absentees: none. Commenced maneuvering on various courses and speeds while conducting air gunnery exercise. Base courses 270, 180 and 090, speed 8 kts. 0817 Commenced firing runs to port. 0852 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0916 Commenced firing runs to starboard. 1005 Completed air gunnery exercise. Ammunition expended: 45 rounds 5"/54 cal. non-fragmenting projectiles with 45 rounds full service flashless powder cartridges with no casualties. Commenced maneuvering on various courses and speeds while conducting flight operations. Base course 000, speed 20 kts. 1043 Base course 100. 1115 While working on the Quarterdeck, LITTLE, D. H., 473 36 21, SN, USN, received a laceration to the forehead when his head struck a bulkhead; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 1130 Inspected aviation gasoline pump room. Conditions normal. 1130 Suspended flight operations, c/c to 305, c/s to 27 kts.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

12-16 Steaming as before. 1326 Resumed flight operations. Base course 305, speed 27 kts. 1420 Exercised at general quarters. 1500 Inspected aviation gasoline pump room. Conditions normal. 1556 Secured from general quarters. 1600 Suspended flight operations, c/c to 324, c/s to 25 kts.

*W. N. Johnson*  
W. N. JOHNSON  
LT, USN

16-18 Steaming as before. 1615 While descending a ladder, BLUDSO, D. E., 587 16 38, FN, USN, fell and received a laceration on the left hand. Treatment administered by the Medical Officer. Disposition: duty. 1654 Secured from flight quarters. 1700 c/c to 320. 1710 Observed sunset. 1719 c/c to 280. 1731 c/s to 20 kts.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG, USNR

18-20 Steaming as before. 1751 c/s to 21 kts. 1831 Passed Santa Barbara Light abeam to starboard, distance 14 miles. 1900 Inspected aviation gasoline pump room. Conditions normal. 1935 Sighted Point Conception Light bearing 309, distance 20 miles.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

FOR OFFICIAL USE ONLY

UNITED STATES SHIP CORAL SEA (CVA-43) Wednesday 15 January 1964  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Steaming as before. 2035 c/s to 18 kts. 2037 c/c to 290. 2043 c/s to 21 kts.  
2054 c/s to 15 kts. 2055 c/c to 291, c/s to 21 kts. 2056 c/c to 340. 2058 c/c to 000.  
2101 c/c to 300. 2230 c/c to 336. 2300 Inspected aviation gasoline pump room. Conditions normal.

*C. A. Theisen*  
C. A. THEISEN  
ENS, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT.

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR.

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION TSU DATE 16 JANUARY 1964  
AT/PASSAGE FROM PIER # 3 THREE NORTH TO NAS, ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMP-ERATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 320               | 15            | 10                   | CR                  | 30.25               | 55           | 51       | 0               |        |      | 62                     | CALM              |               |
| 02        | 340               | 19            | 10                   | CR                  | 30.25               | 55           | 50       | 0               |        |      | 62                     | CALM              |               |
| 03        | 340               | 20            | 10                   | CR                  | 30.25               | 54           | 50       | 0               |        |      | 62                     | CALM              |               |
| 04        | 000               | 18            | 10                   | SC                  | 30.24               | 54           | 50       | 1               | 1600   | CU   | 62                     | CALM              |               |
| 05        | 010               | 15            | 10                   | SC                  | 30.25               | 52           | 50       | 1               | 1600   | SC   | 62                     | CALM              |               |
| 06        | 010               | 8             | 10                   | BKN                 | 30.26               | 52           | 50       | 7               | 1600   | SC   | 62                     | CALM              |               |
| 07        | 120               | 6             | 10                   | ovc                 | 30.28               | 50           | 48       | 10              | 1200   | SC   | 62                     | CALM              |               |
| 08        | 140               | 7             | 8                    | ovc                 | 30.30               | 44           | 40       | 10              | 2300   | ST   | -                      | -                 | -             |
| 09        | 150               | 8             | 8                    | ovc                 | 30.30               | 45           | 40       | 10              | 2300   | ST   | -                      | -                 | -             |
| 10        | 130               | 9             | 10                   | ovc                 | 30.31               | 46           | 41       | 10              | 2300   | ST   | -                      | -                 | -             |
| 11        | 150               | 8             | 8                    | ovc                 | 30.29               | 49           | 49       | 10              | 3000   | ST   | -                      | -                 | -             |
| 12        | 160               | 5             | 6                    | BKN                 | 30.27               | 53           | 48       | 8               | 3500   | CS   | -                      | -                 | -             |
| 13        | 150               | 6             | 6                    | ovc                 | 30.25               | 53           | 49       | 10              | 3500   | CS   | -                      | -                 | -             |
| 14        | 150               | 4             | 8                    | ovc                 | 30.22               | 53           | 49       | 10              | 2300   | SC   | -                      | -                 | -             |
| 15        | 150               | 6             | 10                   | ovc                 | 30.22               | 55           | 51       | 10              | 1800   | SC   | -                      | -                 | -             |
| 16        | 160               | 10            | 10                   | ovc                 | 30.17               | 54           | 50       | 10              | 1600   | SC   | -                      | -                 | -             |
| 17        | 160               | 10            | 6                    | L                   | 30.14               | 53           | 50       | 10              | 2300   | SC   | -                      | -                 | -             |
| 18        | 160               | 9             | 2                    | L                   | 30.14               | 51           | 50       | 10              | 1400   | SC   | -                      | -                 | -             |
| 19        | 110               | 8             | 7                    | L                   | 30.14               | 51           | 50       | 10              | 1700   | SC   | -                      | -                 | -             |
| 20        | 140               | 7             | 7                    | L                   | 30.15               | 51           | 50       | 10              | 1500   | SC   | -                      | -                 | -             |
| 21        | 150               | 6             | 10                   | L                   | 30.15               | 52           | 51       | 10              | 1500   | SC   | -                      | -                 | -             |
| 22        | 150               | 7             | 10                   | L                   | 30.14               | 52           | 51       | 10              | 1100   | SC   | -                      | -                 | -             |
| 23        | CALM              |               | 10                   | SC                  | 30.14               | 51           | 51       | 5               | 1000   | ST   | -                      | -                 | -             |
| 24        | 170               | 6             | 10                   | SC                  | 30.12               | 50           | 50       | 5               | 1000   | ST   | -                      | -                 | -             |

| POSITION                | ZONE        | TIME |
|-------------------------|-------------|------|
| 0800                    |             |      |
| L <u>37° 41' 48" N</u>  | BY <u>2</u> |      |
| <u>λ 122° 39' 00" W</u> | BY <u>2</u> |      |
| 1200                    |             |      |
| L _____                 | BY _____    |      |
| <u>λ _____</u>          | BY _____    |      |
| 2000                    |             |      |
| L _____                 | BY _____    |      |
| <u>λ _____</u>          | BY _____    |      |

LEGEND: 1 -- CELESTIAL  
2 -- ELECTRONIC  
3 -- VISUAL  
4 -- D. R.

| CURRENT DATA                 |        |
|------------------------------|--------|
| FROM <u>2000 15 JAN 64</u>   | (Date) |
| TO <u>0800 16 JAN 64</u>     | (Date) |
| SET <u>153° (T)</u>          |        |
| DRIFT <u>0.4 KTS</u>         |        |
| POSITION BETWEEN FIXES       |        |
| MID. L <u>35° 59' 03" N</u>  |        |
| MID. <u>λ 121° 01' 39" W</u> |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____             | (Date) |
| TO _____               | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. <u>λ _____</u>    |        |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP    |  |                                | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                       | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                      |                |                  |                |                |
|-----------------------------------|-------------|---------------------|--|--------------------------------|----------|--------------------------|--------------------------|-----------------------|----------------------|-----------------|------------|------------------------------------|----------------|-----------------------------|----------------|------------------|----------------|----------------|
|                                   |             | Oc-cant (1-7) (GMT) | Latitude (0-3, 5-8) (Degrees and tenths) | Longitude (Degrees and tenths) |          |                          | Direction (00-36) (True) | Speed (00-99) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of CL Clouds (Coded) | Type C (0-9) L | Height C (0-9) L | Type M (0-9)   | Type H (0-9)   |
|                                   |             |                     |  |                                |          |                          |                          |                       |                      |                 |            |                                    |                |                             |                |                  |                |                |
| 1                                 | Y           | Q                   | 1111                                     | 1010                           | GG       | N                        | dd                       | ff                    | VV                   | ww              | W          | PPP                                | TT             | N <sub>h</sub>              | C <sub>L</sub> | h                | C <sub>M</sub> | C <sub>H</sub> |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____             | (Date) |
| TO _____               | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. <u>λ _____</u>    |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                           | SIGNIFICANT CLOUD |                |      | Indicator of Diff. Sea Air    | Dew Point of | WAVES                         |                               |                   | WAVES                         |                |                | ICE               |                               |                |                |                |         |                |             |   |  |
|----------------------|---------------------|----------------------|---------------------------|-------------------|----------------|------|-------------------------------|--------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|---|--|
|                      |                     | Characteristic (0-9) | Amount Change (in tenths) | Indicator         | Amount (Eight) | Type |                               |              | Height                        | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Bearing | Distance       | Orientation |   |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                        | C                 | N <sub>s</sub> | C    | h <sub>s</sub> h <sub>s</sub> | 0            | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>i</sub> | r           | e |  |
|                      |                     |                      |                           |                   |                |      |                               | 0            |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                           |                   |                |      |                               | 0            |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                           |                   |                |      |                               | 0            |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                           |                   |                |      |                               | 0            |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                           |                   |                |      |                               | 0            |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |   |  |

MILES STEAMED  
0000-2400  
187.49

FUEL CONSUMED  
0000-2400  
78.542

EXAMINED W. W. Ireland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Thursday 16 January 1964  
(DAY) (DATE) (MONTH)

00-04 Steaming independently enroute from the San Diego operating areas to San Francisco Bay in accordance with COMFIRSTFLT Third Quarter Employment Schedule. Present course 336, speed 21 kts. General condition of readiness five, material condition yoke set second deck and below. 0020 c/c to 334. 0237 Sighted Point Sur Light bearing 013, distance 22 miles. 0300 Inspected aviation gasoline pump room. Conditions normal.

*C. Wilson*  
C. WILSON  
ENS, USN

04-08 Steaming as before. 0404 c/c to 338. 0443 Sighted Point Pinos Light bearing 087, distance 16 miles abeam to starboard. 0455 Sighted Pigeon Point Light bearing 002, distance 27 miles. 0621 c/c to 355. 0630 Passed Pigeon Point Light abeam to starboard, distance 15 miles. 0641 Sighted Point Mantara Light Bearing 324 distance about 30 miles. 0700 Inspected aviation gasoline pump room. Conditions normal. c/s to 16 kts. 0708 c/c to 000. 0733 c/s to 21 kts. 0724 Observed sunrise.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

08-12 Steaming as before. 0735 Sighted San Francisco Lightship bearing 000, distance 17 miles. 0741 c/c to 355. 0743 c/c to 350. 0745 Mustered the crew on stations. New absentees: none. 0753 c/c to 355. 0804 Commanding Officer at the conn. 0817 Passed San Francisco Lightship abeam to port distance 1 mile. 0819 Commenced steering various courses and speeds conforming to Bonita channel. 0830 Stationed special sea and anchor detail. Navigator on the bridge. 0843 Entered Inland Waters. Draft: fwd: 35' 3", aft 34' 11". 0851 Passed under Golden Gate Bridge. Commenced steering various courses and speeds conforming to San Francisco Harbor. 0910 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0928 Passed under San Francisco - Oakland Bay Bridge. Commenced steering various courses and speeds while proceeding to Berth 35, anchorage 9, San Francisco Harbor. 0934 The Operations Officer assumed the conn. 1002 Anchored in Berth 35, anchorage 9, San Francisco, California in 8 fathoms of water, mud bottom with 60 fathoms of chain to the starboard anchor on the following bearings. Point Avisadero 089, KSFO Radio Tower 114, North Breakwater, NAS Alameda 019. Ships present include (USS) RANGER (CVA-61) and various units of the U. S. Pacific Fleet plus yard and district craft. SOPA is COMFAIRALAMEDA. 1015 OOD assumed the conn. 1031 YO 116 alongside port quarter. 1100 Inspected aviation gasoline pump room. Conditions normal.

*W. N. Johnson*  
W. N. JOHNSON  
LT, USN

12-16 Anchored as before. 1330 Stationed the special sea and anchor detail. 1350 Completed all preparations for getting underway. Captain, Navigator and pilot, Captain G.C. PETERSON on the bridge. 1355 Underway for berth 3 North, NAS Alameda, California; pilot at the conn. Maneuvering to clear the anchorage. 1406 c/c to 346, c/s to 15 kts. 1412 c/s to 10 kts. Maneuvering to conform with the channel entrance. 1429 Passed buoy No. 2 abeam to starboard, distance 50 yards. 1426 Passed buoy No. 4 abeam to starboard, distance 50 yards. 1430 Passed buoy No. 6 abeam to starboard, distance 50 yards. 1435 Walked the port anchor out to 15 fathoms at the waters edge. 1445 Moored starboard side to berth 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire, two additional breast lines and five storm pendants; the port anchor on the bottom, chain tending aft, fifteen fathoms at the water's edge. Receiving miscellaneous services from the pier. Ships present include: (USS) REGULUS (AF-57), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KENNEBEC (AO-36), (USS) LOWE (DER-325) and various units of the U. S. Pacific Fleet and yard and district craft. SOPA is COMFAIRALAMEDA. 1500 Inspected aviation gasoline pump room. Conditions normal. 1525 Secured the special sea detail. 1530 Pilot left the ship.

*D. J. Mc Pherson*  
D. J. Mc PHERSON  
LCDR, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP

CORAL SEA (CVA-43)

Thursday

16

January

1964

(DAY)

(DATE)

(MONTH)

SMOOTH REMARKS--CONTINUED

16-18 Moored as before. 1714 Observed sunset. 1740 Pursuant to BUPERS order 034049 November, LCDR Richard R. SKEEN, USN, 584930 was detached from this ship with orders to report to Commanding Officer ATKRON 126 for duty.

*T. R. Barlow*  
T. R. BARLOW  
LT, USNR

18-20 Moored as before. 1850 Inspected aviation gasoline pump room. Conditions normal.

*P. E. Lambdin*  
P. E. LAMBDIN  
ENS, USNR

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*R. P. Schneider*  
R. P. SCHNEIDER  
LT, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT.

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (C-V-A-43) ZONE DESCRIPTION +80 DATE 17, JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH N.A.S. TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 160               | 5             | 10                   | ST                  | 30.10               | 50           | 50       | 5               | 1,000  | ST   | -                      | -                 | -             |
| 02        | CA LM             | 10            | 10                   | ST                  | 30.10               | 50           | 50       | 5               | 1,000  | ST   | -                      | -                 | -             |
| 03        | CA LM             | 10            | 10                   | ST                  | 30.10               | 50           | 50       | 5               | 1,000  | ST   | -                      | -                 | -             |
| 04        | 030               | 4             | 0                    | F                   | 30.31               | 47           | 47       | 0               |        |      |                        |                   |               |
| 05        | 140               | 5             | 0                    | F                   | 30.04               | 46           | 46       | 0               |        |      |                        |                   |               |
| 06        | 150               | 4             | 5                    | CLD                 | 30.13               | 47           | 47       | 0               |        |      |                        |                   |               |
| 07        | 130               | 4             | 10                   | BKN                 | 30.09               | 47           | 47       | 7               | 1,000  | SC   | -                      | -                 | -             |
| 08        | 100               | 6             | 6                    | BKN                 | 30.07               | 47           | 47       | 7               | 12,000 | SC   | -                      | -                 | -             |
| 09        | 140               | 6             | 6                    | BKN                 | 30.07               | 47           | 47       | 7               | 12,000 | SC   | -                      | -                 | -             |
| 10        | 140               | 6             | 6                    | BKN                 | 30.07               | 47           | 47       | 7               | 12,000 | SC   | -                      | -                 | -             |
| 11        | 150               | 6             | 7                    | BRN                 | 30.05               | 47           | 47       | 7               | 12,000 | SC   | -                      | -                 | -             |
| 12        | 200               | 4             | 7                    | BKN                 | 30.02               | 50           | 48       | 8               | 11,000 | ST   | -                      | -                 | -             |
| 13        | 210               | 2             | 9                    | BKN                 | 29.98               | 52           | 49       | 8               | 10,000 | ST   | -                      | -                 | -             |
| 14        | 210               | 2             | 10                   | OVc                 | 29.95               | 54           | 51       | 10              | 10,000 | ST   | -                      | -                 | -             |
| 15        | 210               | 10            | 10                   | OVc                 | 29.92               | 54           | 50       | 10              | 10,000 | ST   | -                      | -                 | -             |
| 16        | 210               | 18            | 10                   | OVc                 | 29.89               | 53           | 50       | 10              | 8,000  | ST   | -                      | -                 | -             |
| 17        | 200               | 17            | 10                   | OVc                 | 29.87               | 51           | 49       | 10              | 8,000  | ST   | -                      | -                 | -             |
| 18        | 200               | 17            | 10                   | OVc                 | 29.87               | 51           | 49       | 10              | 8,000  | ST   | -                      | -                 | -             |
| 19        | 190               | 18            | 5                    | BKN                 | 29.82               | 50           | 50       | 8               | 5,000  | ST   | -                      | -                 | -             |
| 20        | 190               | 17            | 2                    | BKN                 | 29.82               | 50           | 50       | 8               | 11,000 | ST   | -                      | -                 | -             |
| 21        | 210               | 12            | 3                    | SC                  | 29.81               | 52           | 52       | 5               | 10,000 | ST   | -                      | -                 | -             |
| 22        | 210               | 12            | 3                    | SC                  | 29.81               | 52           | 52       | 5               | 10,000 | ST   | -                      | -                 | -             |
| 23        | 290               | 18            | 10                   | SC                  | 29.89               | 51           | 50       | 5               | 1,000  | ST   | -                      | -                 | -             |
| 24        | 290               | 12            | 10                   | OVc                 | 30.84               | 51           | 49       | 10              | 5,000  | ST   | -                      | -                 | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                       |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                                  |                           |                                      |                           |                           |
|-----------------------------------|-------------------------|--------------------|--|--|----------|--------------------------|----------------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|---|---------------------------|--------------------------------------|---------------------------|---------------------------|
|                                   |                         | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Dir-ec-tion (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of C <sub>L</sub> Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> Clouds (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |                         |                    |  |  |          |                          |                            |                      |                      |                 |            |                                    |                |   |                           |                                      |                           |                           |
| 1                                 | 2                       | 3                  | 4  | 5  | 6        | 7                        | 8                          | 9                    | 10                   | 11              | 12         | 13                                 | 14             | 15                                      | 16                        | 17                                   | 18                        | 19                        |
|                                   | Y                       | Q                  | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                         | ff                   | VV                   | ww              | W          | PPP                                | TT             | N <sub>h</sub>                          | C <sub>L</sub>            | h                                    | C <sub>M</sub>            | C <sub>H</sub>            |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25              | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>i</sub> | r        | e           |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
16 449

EXAMINED W. Ireland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP

CORAL SEA (CVA-43)

Friday 17

January

19 64

(DAY) (DATE) (MONTH)

00-04 Moored starboard side to pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and sternwire, two additional breast lines and five storm pendants. The port anchor is on the bottom, tending aft, fifteen fathoms at the water's edge. Receiving miscellaneous services from the pier. Ships present include: (USS) NITRO (AE-23), (USS) REGULUS (AF-57), (USS) ALUDRA (AF-55), (USS) BELLATRIX (AF-62), (USS) LOWE (DER-325), (USS) KENNEBEC (AO-36), (USS) MARKAB (AR-23), and various units of the Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0030 McCORD, C. L., 596 31 49, FA, USN, received a frontal scalp laceration as the result of falling down a ladder; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 0300 Inspected aviation gasoline pump room. Conditions normal.

*W. G. Pilat*  
W. G. PILAT  
LTJG, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0715 Mustered the crew at quarters. 0723 Observed sunrise.

*B. S. Creech*  
B. S. CREECH  
LT, USNR

08-12 Moored as before. 0855 Received daily absentee report. New absentees: DUNLAP, D. J., 596 17 34, FN, USN, UA from 0500, 17 Jan 1964; SHERROD, J. T., 598 83 00, FA, USN, UA from 0500, 17 Jan 1964; HOLLIS, M. A., 541 19 60, AR, USN, UA from 0500, 17 Jan 1964; GROLBERG, R. D., 538 63 53, FN, USN, UA from 0700, 17 Jan 1964; KELLY, T. L., 685 01 29, SN, USN, UA from 0700, 17 Jan 1964; MARTIN, J. W., 684 86 87, SN, USN, UA from 0700, 17 Jan 1964; BROADDOS, L. G., 687 17 24, AN, USN, UA from 0700, 17 Jan 1964; WALKER, A. T., 370 74 18, SA, USN, UA from 0700, 17 Jan 1964; CALDWELL, W. C., 588 95 60, GMG3, USN, UA from 0700, 17 Jan 1964; McFAIRLIN, L. L., 542 86 31, ABFAN, USN, UA from 0700, 17 Jan 1964; CUTTING, T. N., 540 59 81, ABFAN, USN, UA from 0700, 17 Jan 1964. 1000 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1005 The (USS) PICTOR (AF-54) stood into the harbor and moored alongside pier No. 2. 1015 CALDWELL, W. C., 588 95 60, GMG3, USN, returned on board having been AWOL since 0700, 17 Jan 1964. 1050 The (USS) CAIMAN (SS-323) stood into the harbor and moored alongside pier No. 3. 1100 Inspected aviation gasoline pump room. Conditions normal.

*L. G. Brunhaver*  
L. G. BRUNHAVER  
LTJG, USNR

12-16 Moored as before. 1500 Inspected aviation gasoline pump room. Conditions normal.

*A. W. Deprey*  
A. W. DEPREY  
ENS, USN

16-18 Moored as before. 1615 Inspected aviation gasoline pump room. Conditions normal.  
1714 Observed sunset.

*K. W. Donohoe*  
K. W. DONOHOE  
LTJG, USNR

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.  
1915 While engaged in repairing a bearing BLACKINGTON, Fred (n), FN, 903 85 12, cut his left hand when a bearing puller slipped. Treatment administered by the Medical Officer. Disposition: duty.

*W. C. Egg*  
W. C. EGG  
ENS, USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP CORAL SEA (CVA-43)

Friday 17 January . 19 64  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*R. G. Farina*

R. G. FARINA  
ENS, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.



DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +80 DATE 18 JANUARY 1964

AT/PASSAGE FROM PIER #3 NORTH, NAS TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 290               | 10            | 10                   | SCT                 | 29.84               | 51           | 49       | 5               | 1500   | ST   | -                      | -                 | -             |
| 02        | 290               | 12            | 10                   | SCT                 | 29.84               | 51           | 49       | 4               | 1500   | ST   | -                      | -                 | -             |
| 03        | 300               | 10            | 10                   | SCT                 | 29.84               | 48           | 46       | 4               | 6000   | ST   | -                      | -                 | -             |
| 04        | 310               | 10            | 10                   | SCT                 | 29.85               | 49           | 47       | 4               | 4500   | ST   | -                      | -                 | -             |
| 05        | 300               | 6             | 10                   | SCT                 | 29.85               | 48           | 46       | 5               | 4000   | ST   | -                      | -                 | -             |
| 06        | 260               | 4             | 10                   | BKN                 | 29.86               | 46           | 45       | 8               | 4500   | ST   | -                      | -                 | -             |
| 07        | 260               | 4             | 10                   | SCT                 | 29.88               | 49           | 47       | 3               | 4500   | ST   | -                      | -                 | -             |
| 08        | 180               | 3             | 10                   | SCT                 | 29.90               | 48           | 46       | 4               | 4500   | ST   | -                      | -                 | -             |
| 09        | 200               | 2             | 10                   | BKN                 | 29.92               | 50           | 48       | 7               | 2500   | ST   | -                      | -                 | -             |
| 10        | CALM              |               | 10                   | BKN                 | 29.94               | 52           | 49       | 8               | 3800   | ST   | -                      | -                 | -             |
| 11        | 195               | 2             | 10                   | BKN                 | 29.96               | 54           | 51       | 6               | 3700   | ST   | -                      | -                 | -             |
| 12        | 230               | 4             | 10                   | BKN                 | 29.93               | 54           | 50       | 7               | 3700   | ST   | -                      | -                 | -             |
| 13        | 270               | 11            | 10                   | BKN                 | 29.91               | 53           | 49       | 6               | 3500   | ST   | -                      | -                 | -             |
| 14        | 250               | 10            | 10                   | BKN                 | 29.93               | 53           | 49       | 7               | 3500   | ST   | -                      | -                 | -             |
| 15        | 250               | 10            | 10                   | SCT                 | 29.94               | 52           | 49       | 3               | 2000   | ST   | -                      | -                 | -             |
| 16        | 240               | 12            | 10                   | SCT                 | 29.95               | 51           | 49       | 4               | 2000   | ST   | -                      | -                 | -             |
| 17        | 260               | 10            | 7                    | R                   | 29.91               | 50           | 49       | 5               | 2000   | ST   | -                      | -                 | -             |
| 18        | 240               | 12            | 8                    | R                   | 29.92               | 50           | 49       | 5               | 2000   | ST   | -                      | -                 | -             |
| 19        | 240               | 8             | 8                    | L                   | 29.93               | 50           | 49       | 5               | 2000   | ST   | -                      | -                 | -             |
| 20        | 230               | 9             | 10                   | SCT                 | 29.945              | 50           | 49       | 5               | 1800   | ST   | -                      | -                 | -             |
| 21        | 150               | 10            | 8                    | BKN                 | 29.95               | 50           | 49       | 7               | 5000   | ST   | -                      | -                 | -             |
| 22        | 200               | 12            | 8                    | SCT                 | 29.95               | 50           | 49       | 5               | 2000   | ST   | -                      | -                 | -             |
| 23        | 180               | 13            | 7                    | L                   | 29.96               | 50           | 49       | 5               | 2500   | ST   | -                      | -                 | -             |
| 24        | 170               | 12            | 10                   | L                   | 29.96               | 50           | 49       | 5               | 2000   | ST   | -                      | -                 | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP    |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visi-bil-ity (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                           |                           |                               |                           |                           |
|-----------------------------------|-------------|---------------------|--|--|----------|--------------------------|--------------------------|----------------------|----------------------|-----------------|------------|------------------------------------|----------------|----------------------------------|---------------------------|-------------------------------|---------------------------|---------------------------|
|                                   |             | Oc-tant (1-7) (GMT) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of C <sub>L</sub> (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |             |                     |  |  |          |                          |                          |                      |                      |                 |            |                                    |                |                                  |                           |                               |                           |                           |
| 1                                 | 2           | 3                   | 4  | 5  | 6        | 7                        | 8                        | 9                    | 10                   | 11              | 12         | 13                                 | 14             | 15                               | 16                        | 17                            | 18                        | 19                        |
|                                   | Y           | Q                   | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                       | ff                   | VV                   | ww              | W          | PPP                                | TT             | N <sub>h</sub>                   | C <sub>L</sub>            | h                             | C <sub>M</sub>            | C <sub>H</sub>            |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (in and tenths) | Indicator         | Amount (Eight) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                            | 24                | 25             | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | c                 | N <sub>s</sub> | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>1</sub> | r        | a           |
|                      |                     |                      |                               | 8                 |                |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                               | 8                 |                |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
17.048

EXAMINED J. Ireland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP

CORAL SEA (CVA-43)

Saturday

18

January

19 64

(DAY) (DATE) (MONTH)

00-04 Moored starboard side to pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and sternwire, two additional breast lines and five storm pendants. The port anchor is on the bottom, tending aft, fifteen fathoms at the waters edge. Receiving miscellaneous services from the pier. Ships present include: (USS) NITRO (AE-23), (USS) REGULUS (AF-57), (USS) ALUDRA (AF-55), (USS) BELLATRIX (AR-23), (USS) KENNEBEC (AO-36), (USS) MARKAB (AR-23) (USS) PICTOR (AE-54) and various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIR ALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Jones*

D. L. JONES  
LT, USNR

04-08 Moored as before. 0610 LCDR Robert E. JAMISON, USNR-R, 569084, having completed temporary duty in connection with reserve training cruise in accordance with COM8 order 11100002, left the ship. 0645 LT George D. DETWILER, USNR-R, 514205, having completed temporary duty in connection with reserve training curise in accordance with COM13 order 692 left the ship. 0650 Captain Frank W. LOVERING, USNR-R, 286811, having completed temporary duty in connection with reserve training cruise in accordance COM9 order 140/0700169/27 left the ship. 0700 Inspected aviation gasoline pump room. Conditions normal. 0723 Observed sunrise.

*D. E. O'Connell*

D. E. OCONNEL  
LT, USN

08-12 Moored as before. 0730 Pursuant to COMNAVAIRPAC TAD order 40774 of 11 Dec, LTJG B. E. THORP, USNR, 654858 departed the ship for temporary duty with Fleet Training Center, San Diego. 0817 (USS) CAIMAN (SS-323) got underway and stood out of the harbor. 0855 EMERY, W. J., 2900520, AN, USN, returned on board having been UA since 0600 this date. 0928 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1100 Inspected aviation gasoline pump room. Conditions normal. 1115 Received daily absentee report. New absentees: EDGAR, J. B., 594 32 68, SA, USN; HUGHES, R. E., 544 03 34, MM2, USN, ELLIOTT, W. L., 546 98 35, DC3, USN, HAYWOOD, H. W., 588 80 56, MM3, USN all UA from 0700 this date; HENDRICKS, A., 685 82 94, SA, USN and EMERY, W. J., 290 05 20, AN, USN all UA from 0600 this date. JONES, J. R., 682 97 53, SA, USN, UA from 0315 this date. 1130 Pursuant to orders of the Commandant Ninth Naval District, CAPT J. R. MARTELLE, USNR-R 104315, CDR H. J. HAPPEL, USNR-R, 116159, LCDR G. R. BABIGIAN, USNR-R 534557, LCDR H. E. DRAKE, USNR-R 315279, LCDR J. B. BROWN, USNR-R 533825, LCDR J. E. JENSEN, USNR-R, 428808, LT J. J. GOOD, USNR-R 541983, LT J. M. KOHLER, USNR-R 576737, and CWO2 L. F. ERNST, USNR-R 333936 were detached from temporary reserve duty aboard this ship with orders to report to Commandant Ninth Naval District for duty.

*D. E. Zirkle*

D. E. ZIRKLE  
LTJG, USNR

12-16 Moored as before. 1500 Inspected aviation gasoline pump room. Conditions normal.

*M. J. Dring*

M. J. DRING  
LTJG, USNR

16-18 Moored as before. 1630 Pursuant to BUPERS order 024423, 27 Aug 1963, LT Benjamin F. HAVERFIELD, USN, 584160, was detached from this ship with orders to report to CO, LTPHOTORON 63 for duty. 1715 Observed sunset.

*S. A. Finkelstein*

S. A. FINKELSTEIN  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP

CORAL SEA (CVA-43)

Saturday

18

January

1964

(DAY)

(DATE)

(MONTH)

SMOOTH REMARKS--CONTINUED

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*R.W. Blackmar*  
R. W. BLACKMAR  
ENS, USNR

20-24 Moored as before. 2200 Inspected aviation gasoline pump room. Conditions normal.

*D.E. Forbes*  
D. E. FORBES  
LTJG, USN

*[Faint, mostly illegible text and signatures in the lower middle section of the page]*

APPROVED:

EXAMINED:

*C.E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. ...*  
D. ...

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (C-V-A-43) ZONE DESCRIPTION +8° DATE 19 JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH D.A.S. TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Symbols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|--------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                    |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 170               | 10            | 10                   | ScT                | 29.94               | 49           | 49       | 4               | 700    | ST   | -                      | -                 | -             |
| 02        | 160               | 16            | 10                   | ScT                | 29.94               | 49           | 49       | 3               | 700    | ST   | -                      | -                 | -             |
| 03        | 170               | 14            | 10                   | ScT                | 29.94               | 49           | 49       | 4               | 700    | ST   | -                      | -                 | -             |
| 04        | 200               | 10            | 5                    | ScT                | 29.94               | 51           | 51       | 4               | 600    | ST   | -                      | -                 | -             |
| 05        | 190               | 8             | 2                    | Rw                 | 29.93               | 51           | 51       | 4               | 500    | ST   | -                      | -                 | -             |
| 06        | 170               | 10            | 8                    | Rw                 | 29.93               | 51           | 50       | 4               | 500    | ST   | -                      | -                 | -             |
| 07        | 170               | 14            | 10                   | L                  | 29.94               | 52           | 51       | 3               | 500    | ST   | -                      | -                 | -             |
| 08        | 145               | 13            | 6                    | R                  | 29.95               | 52           | 51       | 3               | 500    | ST   | -                      | -                 | -             |
| 09        | 145               | 18            | 10                   | ScT                | 29.96               | 51           | 50       | 3               | 600    | ST   | -                      | -                 | -             |
| 10        | 146               | 18            | 10                   | ScT                | 29.97               | 51           | 50       | 3               | 600    | ST   | -                      | -                 | -             |
| 11        | 160               | 15            | 6                    | BkN                | 29.99               | 52           | 51       | 7               | 1000   | SC   | -                      | -                 | -             |
| 12        | 160               | 15            | 7                    | R                  | 29.99               | 52           | 52       | 6               | 500    | ST   | -                      | -                 | -             |
| 13        | 190               | 12            | 7                    | R                  | 29.96               | 54           | 53       | 6               | 800    | ST   | -                      | -                 | -             |
| 14        | 170               | 12            | 7                    | R                  | 29.94               | 55           | 53       | 7               | 800    | ST   | -                      | -                 | -             |
| 15        | 180               | 12            | 5                    | R                  | 29.94               | 55           | 53       | 6               | 700    | ST   | -                      | -                 | -             |
| 16        | 190               | 10            | 3                    | R                  | 29.26               | 53           | 53       | 6               | 500    | ST   | -                      | -                 | -             |
| 17        | 180               | 12            | 7                    | BkN                | 29.25               | 53           | 52       | 6               | 750    | ST   | -                      | -                 | -             |
| 18        | 180               | 18            | 5                    | R                  | 29.25               | 53           | 52       | 6               | 750    | ST   | -                      | -                 | -             |
| 19        | 170               | 14            | 8                    | R                  | 29.25               | 52           | 50       | 6               | 500    | ST   | -                      | -                 | -             |
| 20        | 170               | 12            | 8                    | R                  | 29.25               | 52           | 51       | 6               | 800    | ST   | -                      | -                 | -             |
| 21        | 180               | 15            | 10                   | ScT                | 29.95               | 52           | 51       | 4               | 2500   | SC   | -                      | -                 | -             |
| 22        | 170               | 14            | 5                    | BkN                | 29.95               | 52           | 51       | 7               | 2200   | SC   | -                      | -                 | -             |
| 23        | 170               | 16            | 7                    | BkN                | 29.93               | 53           | 51       | 7               | 2300   | SC   | -                      | -                 | -             |
| 24        | 180               | 16            | 5                    | BkN                | 29.93               | 53           | 51       | 7               | 2300   | SC   | -                      | -                 | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP     |                               |  | TIME GMT | WIND   |                     |               | VISI-BIL-ITY (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                           |                           |                              |                           |                           |
|-----------------------------------|-------------------------|----------------------|-------------------------------|--|----------|--|---------------------|---------------|----------------------|-----------------|------------|------------------------------------|----------------|----------------------------------|---------------------------|------------------------------|---------------------------|---------------------------|
|                                   |                         | Occi-dent (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths)               |          | Total Cloud Amt. (Coded)                     | Dir-ec-tion (00-36) | Speed (Knots) |                      | Present (00-99) | Past (0-9) |                                    |                | Amount of C <sub>L</sub> (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Code) | Type C <sub>M</sub> (8-9) | Type C <sub>H</sub> (0-9) |
|                                   |                         | Y                    | Q                             | L <sub>1</sub> L <sub>2</sub> L <sub>3</sub> |          | L <sub>0</sub> L <sub>1</sub> L <sub>2</sub> | GG                  | N             |                      | dd              | ff         |                                    |                | VV                               | ww                        | W                            | PPP                       | TT                        |
| 1                                 | 2                       | 3                    | 4                             | 5  | 6        | 7  | 8                   | 9             | 10                   | 11              | 12         | 13                                 | 14             | 15                               | 16                        | 17                           | 18                        | 19                        |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.   |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               |                | WAVES          |           |                               |                | ICE            |                |        |                |          |             |
|----------------------|---------------------|-----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristics (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |               |                               | Height                        | Indicator | Dir-ec-tion (00-36)           | Period         | Height         | Indicator | Dir-ec-tion (00-36)           | Period         | HEIGHT         | Kind           | Effect | Beaufort       | Distance | Orientation |
| 20                   | 21                  | 22                    | 23                            | 24                | 25              | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>1</sub>       | V <sub>1</sub>      | a                     | pp                            | C                 | N <sub>1</sub>  | C    | h <sub>1</sub> h <sub>2</sub> | 0             | T <sub>1</sub> T <sub>2</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>1</sub> | r        | e           |
|                      |                     |                       |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                       |                               | 8                 |                 |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
20,409

EXAMINED Swickland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43) Sunday 19 January . 19 64  
 (DAY) (DATE) (MONTH)

00-04 Moored starboard side to pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional headwire and sternwire, two additional breast lines and five storm pendants. The port anchor is on the bottom, tending aft, 15 fathoms at the waters edge. Receiving miscellaneous services from the pier. Ships present include: (USS) REGULUS (AF-57), (USS) ALUDRA (AF-55), (USS) BELLATRIX (AF-62), (USS) LOWE (DER-325), (USS) KENNEBEC (AO-36), (USS) MARKAB (AR-23), (USS) PICTOR (AF-54) and various other units of the U.S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*J. E. Brady*  
 J. E. BRADY  
 LTJG, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
 0715 Mustered the duty section on stations. 0723 Observed sunrise.

*H. J. Steinglass*  
 H. J. STEINGLASS  
 LTJG, USNR

08-12 Moored as before. 0900 Received daily absentee report. New absentees: CLARK, J. O., 534 57 57, SA, USN; RALSTON, E. J., 595 12 64, AN, USN, FALLER, C. C., 598 01 53, SN, USN, all UA from 0700, 19 Jan 1964. 1100 Inspected aviation gasoline pump room. Conditions normal. 1138 Received report that JONES, L. H., 586 25 22, EMFN, USN, fell while riding motorcycle, receiving abrasions on left knee and sholder; not due to his own misconduct. Treatment administered by Medical Officer. Disposition: duty.

*D. L. Armstrong*  
 D. L. ARMSTRONG  
 LTJG, USNR

12-16 Moored as before. 1500 Inspected aviation gasoline pump room. Conditions normal.  
 1520 Commenced fire drill. 1535 Secured from fire drill.

*S. C. Simmons*  
 S. C. SIMMONS  
 ENS, USNR

16-18 Moored as before. 1635 (USS) CAIMAN (SS-323) stood into the harbor and moored alongside pier 3 South. 1717 Observed sunset.

*J. M. Sobierski*  
 J. M. SOBIERSKI  
 LTJG, USN

18-20 Moored as before. 1835 Ens C.R. TEMPLIN, USNR, 665632, and ENS R. (n) LITTLEFIELD, USNR 671439 having completed temporary duty with Fleet Training Center, San Diego, returned on board and resumed thier regular duties. 1900 Inspected aviation gasoline pump room. Conditions normal.

*W. F. Rope*  
 W. F. ROPE  
 LTJG USNR

20-24 Moored as before. 2030 ARENDS, D. E., 585 38 13, AN, USN, returned on board having been UA since 0730, 6 January 1964. LAPOINT, S. A., 596 98 98, AN, USN, returned on board having been UA since 0600, 6 Jan 1964. 2300 Inspected aviation gasoline pump room. Conditions normal.

*V. M. Peters*  
 V. M. PETERS  
 LT, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
 C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
 D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION +8U DATE 20 JANUARY 19 64

AT/PASSAGE FROM PIER THREE NORTH, NAS, TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 170              | 16            | 7                  | BKN               | 29.93              | 53          | 51       | 7               | 2300   | SC   | -                     | -                | -             |
| 02        | 160              | 11            | 10                 | BKN               | 29.89              | 51          | 50       | 7               | 2300   | SC   | -                     | -                | -             |
| 03        | 160              | 11            | 10                 | BKN               | 29.90              | 52          | 51       | 7               | 2300   | SC   | -                     | -                | -             |
| 04        | 170              | 17            | 10                 | BKN               | 29.78              | 54          | 52       | 7               | 2300   | SC   | -                     | -                | -             |
| 05        | 180              | 15            | 8                  | BKN               | 29.78              | 53          | 52       | 7               | 1700   | SC   | -                     | -                | -             |
| 06        | 180              | 13            | 12                 | BKN               | 29.76              | 52          | 52       | 7               | 1100   | SC   | -                     | -                | -             |
| 07        | 150              | 23            | 6                  | BKN               | 29.79              | 51          | 51       | 7               | 1100   | SC   | -                     | -                | -             |
| 08        | 150              | 20            | 7                  | BKN               | 29.77              | 53          | 52       | 7               | 1700   | SC   | -                     | -                | -             |
| 09        | 150              | 22            | 10                 | BKN               | 29.75              | 53          | 52       | 7               | 1700   | SC   | -                     | -                | -             |
| 10        | 150              | 22            | 10                 | BKN               | 29.75              | 53          | 51       | 7               | 1700   | SC   | -                     | -                | -             |
| 11        | 160              | 18            | 10                 | BKN               | 29.75              | 54          | 52       | 7               | 1700   | SC   | -                     | -                | -             |
| 12        | 180              | 24            | 10                 | BKN               | 29.65              | 56          | 53       | 7               | 1000   | SC   | -                     | -                | -             |
| 13        | 160              | 14            | 10                 | OVC               | 29.61              | 54          | 53       | 10              | 600    | ST   | -                     | -                | -             |
| 14        | 160              | 30-40         | 10                 | SCT               | 29.56              | 56          | 54       | 5               | 300    | ST   | -                     | -                | -             |
| 15        | 190              | 30-40         | 3                  | OVC               | 29.52              | 56          | 54       | 10              | 600    | ST   | -                     | -                | -             |
| 16        | 190              | 38-48         | 2                  | R                 | 29.48              | 56          | 54       | 10              | 600    | ST   | -                     | -                | -             |
| 17        | 180              | 30            | 2                  | R                 | 29.43              | 53          | 52       | 10              | 600    | ST   | -                     | -                | -             |
| 18        | 170              | 18            | 3                  | R                 | 29.42              | 53          | 52       | 10              | 600    | ST   | -                     | -                | -             |
| 19        | 010              | 21            | 3                  | R                 | 29.42              | 46          | 46       | 10              | 600    | ST   | -                     | -                | -             |
| 20        | 025              | 10            | 3                  | R                 | 29.43              | 44          | 44       | 10              | 600    | ST   | -                     | -                | -             |
| 21        | 030              | 9             | 3                  | R                 | 29.45              | 43          | 43       | 10              | 600    | ST   | -                     | -                | -             |
| 22        | 130              | 6             | 8                  | R                 | 29.49              | 43          | 43       | -               | -      | -    | -                     | -                | -             |
| 23        | 320              | 8             | 6                  | R                 | 29.50              | 42          | 42       | -               | -      | -    | -                     | -                | -             |
| 24        | 130              | 6             | 10                 | OVC               | 29.56              | 42          | 41       | 10              | 3200   | ST   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 — CELESTIAL  
 2 — ELECTRONIC  
 3 — VISUAL  
 4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
 SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of Week (1-7) (GMT) | POSITION OF SHIP  |                               |   | TIME GMT | Total Cloud Amt. (Coded) | WIND   |               | VISIBILITY (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                           |                               |                           |                           |
|-----------------------------------|-------------------------|-------------------|-------------------------------|---|----------|--------------------------|--|---------------|--------------------|-----------------|------------|------------------------------------|----------------|--------------------------|---------------------------|-------------------------------|---------------------------|---------------------------|
|                                   |                         | Octant (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths)                              |          |                          | Direction (00-36)                            | Speed (Knots) |                    | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |                         | Y                 | Q                             | L <sub>a</sub> L <sub>b</sub> L <sub>c</sub> L <sub>d</sub> |          |                          | L <sub>o</sub> L <sub>1</sub> L <sub>2</sub> | GG            |                    | N               | dd         |                                    |                | ff                       | VV                        | ww                            | W                         | PPP                       |
| 1                                 | 2                       | 3                 | 4                             | 5   | 6        | 7                        | 8  | 9             | 10                 | 11              | 12         | 13                                 | 14             | 15                       | 16                        | 17                            | 18                        | 19                        |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               |                | WAVES          |                   |                               |                | ICE            |                |         |                |             |   |  |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|---|--|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Amount (Eight)    | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Seating | Distance       | Orientation |   |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | C                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>1</sub> | r           | e |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |

MILES STEAMED  
 0000-2400

FUEL CONSUMED  
 0000-2400  
 21,654

EXAMINED Whiteland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43) Monday 20 January 19 64  
 (DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional headwire and sternwire, two additional breast lines, five storm pendants and fifteen fathoms of chain to the waters edge on the port anchor. Receiving miscellaneous services from the pier. SOPA is COMFAIRALAMEDA. Ships present include: (USS) KENNEBEC (AO-36), (USS) REGULUS (AF-57), (USS) ALUDRA (AF-55), (USS) BELLATRIX (AF-62), (USS) PICTOR (AF-54), (USS) MARKAB (AR-23) and various units of the U. S. Pacific Fleet, yard and district craft. 0015 DUNLAP, D. J., 596 17 34, FN, USN, and SHERROD, M. T., 598 83 00, FA, USN, returned on board having been UA since 0500, 17 January 1964. 0035 Lower deck security patrol, post No. 2 reported smoke. 0045 Determined smoke to be from an oven in bake shop. Forced access, secured oven and removed charred rolls. Special watch posted. 0050 FALLER, C. C., 598 01 53, AN, USN, returned on board having been UA since 0700, 19 January 1964. 0300 Inspected aviation gasoline pump room. Conditions normal.

*J. C. Coffman*  
 J. C. COFFMAN  
 LTJG, USN

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal. 0700 Pursuant to COMNAVAIRPAC ltr serial 40943 of 2 January 1964 LTJG Lewis G. BRUNHAVER, USNR, left the ship for temporary additional duty under instruction at U. S. Naval Station, Treasure Island, San Francisco, California. 0715 Mustered the crew at quarters. 0740 Pursuant to CVA43 ltr ser 1321/1 of 17 January 1964 LCDR Robert S. GALLAGHER, USN, left the ship for temporary additional duty with VR-21 detachment, U. S. Naval Air Station, Alameda, California.

*A. D. Barber*  
 A. D. BARBER  
 LTJG, USN

08-12 Moored as before. 0808 KENNEBEC got underway and stood out of the harbor. 0840 LCDR Robert S. GALLAGHER, USN, having completed temporary duty with VR-21 returned on board and resumed his regular duties. 0850 REGULUS got underway and stood out of the harbor. 1015 Received daily absentee report: New absentees: STOREY, J. W., 596 19 63, SN, USN; TANNER, W. R., 686 35 07, SA, USN; WILLIAMS, J. R., 544 06 38, SN, USN; HIGGINS, M. A., 482 95 01, A03, USN; VAN SCHUYCK, G. A., 684 28 83, AN, USN; YOUNG, J. R. 587 00 80, AN, USN; WHITE, D. N., 542 12 27, SN, USN; BOURLAND, A. B., 631 29 92, ACCM, USN; FREEMAN, H. E., 587 67 38, ICFN, USN; MEISNER, W. N., 685 29 96, FA, USN; FLEENOR, J. D., 686 54 25, FN, USN; DRIVER, H. (n), 371 26 51, SN, USN; SINCLAIR, J. W., AN, USN all UA since 0700 this date.

*R. P. Schneider*  
 R. P. SCHNEIDER  
 LT, USNR

12-16 Moored as before. 1145 Inspected aviation gasoline pump room. Conditions normal. 1147 Pursuant to BUPERS order 017565(1) 9 Sept 1963, CDR Paul W. RATTE, USN, 447840, was detached from this ship with orders to report to COMDR, 32nd NORAD Region Staff for duty. 1220 Received report of daily inspection of magazines and smokeless powder samples. Conditions normal.

*P. E. Lambdin*  
 P. E. LAMBIDIN  
 ENS, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)Monday 20 January . 19 64  
(DAY) (DATE) (MONTH)

## SMOOTH REMARKS--CONTINUED

16-18 Moored as before. 1600 Inspected aviation gasoline pump room. Conditions normal. 1610 CERENSA, J. W., 588 62 03, ADJ3, USN, received chemical burn, right eye as result of battery exploding; not due to his own misconduct. Treatment administered by Medical Department. Disposition:duty. 1700 Inspected aviation gasoline pump room. Conditions normal. 1719 Observed sunset. 1800 The Commanding Officer held mast and imposed punishment as follows: CASEY, M. L., 689 05 86, AN, USN, offense: Absent from appointed place of duty. Punishment: Five days extra duty and ten days restriction. LORMS, P. E., 661 48 53, SA, USN offense: Failed to obey lawful order or regulation. Punishment: 15 days extra duty and 15 days restriction. MAZUREK, J. R., 237 73 62, AA, USN, offense: UA from 0730, 6 Jan until 2107, 6 Jan 1964. Loss of I. D. card. Punishment: 24 days restriction and 10 days extra duty. KLINGEBIEL, W. F., 661 94 14, AN, USN, offense: Drunk, loss of I. D. card and UA from 0730, 6 Jan until 1505, 6 Jan 1964. Punishment: 5 days extra duty. FOSTER, P. M., 684 90 09, AN, USN, offense: Possession of false armed forces I. D. card. Punishment: Summary Court Martial. CHASE, D. J., 529 63 18, SN, USN, offense: Larceny of personal property. Punishment: Summary Court Martial. HARRIS, G. B., 592 01 15, SN, USN, offense: Drinking as a minor and absent from appointed place of duty. Punishment: 15 days extra duty and 15 days restriction. ROMERO, S. F., 594 29 44, SN, USN, offense: Disobeying a lawful order and regulation. Punishment: 10 days extra duty and 15 days restriction. CLARK, J. O., 534 51 57, SA, USN, offense: Failed to relieve the life boat watch, absent from his appointed place of duty, failed to pay debts. Punishment: 15 days extra duty and 15 days restriction. JACKSON, C. Jr., 591 73 83, SA, USNR, offense: Assault, unauthorized possession of a knife, wrongful appropriation of a knife, destruction of military property. Punishment: 30 days correctional custody. SHIELDS, T. E., 543 12 71, EM2, USN, offense: Drinking as a minor. Punishment: 15 days restriction. COOPER, W. L., 327 41 48, BT2, USN, offense: Drunk and disorderly conduct in public. Punishment: 15 days restriction. ARMSTRONG, D. L., 584 86 82, SN, USN, offense: UA from 0730, 27 Dec until 30 Dec 1963. Punishment: 15 days extra duty, and 15 days restriction. EDGAR, J. B., 594 32 68, SA, USN, offense: UA from 0700, 18 Jan until 0830, 20 Jan 1964. Punishment: 15 days restriction and 15 days extra duty.

*B. S. Creech*  
B. S. CREECH  
LT, USNR

18-20 Moored as before. 1845 Held fire drill. 1900 Inspected aviation gasoline pump room. Conditions normal. 1905 Secured from fire drill.

*E. J. Kellner*  
E. J. KELLNER  
LTJG, USN

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*W. G. Pilat*  
W. G. PILAT  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT, U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR, U.S.N. NAVIGATOR.



DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION 484 DATE 21 JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH N.A.S. TO FLAMINGO, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Sym-bols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|---------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                     |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 190               | 9             | 10                   | ScT                 | 29.59               | 43           | 42       | 5               | 10,00  | ST   | —                      | —                 | —             |
| 02        | 150               | 14            | 10                   | BKN                 | 29.63               | 45           | 43       | 7               | 3200   | ST   | —                      | —                 | —             |
| 03        | 250               | 7             | 10                   | OVC                 | 29.67               | 45           | 43       | 10              | 3500   | ST   | —                      | —                 | —             |
| 04        | 250               | 7             | 10                   | OVC                 | 29.70               | 43           | 41       | 10              | 3500   | ST   | —                      | —                 | —             |
| 05        | 160               | 8             | 10                   | ScT                 | 29.70               | 44           | 42       | 5               | 3500   | ST   | —                      | —                 | —             |
| 06        | 170               | 17            | 10                   | ScT                 | 29.70               | 47           | 45       | 2               | 3500   | ST   | —                      | —                 | —             |
| 07        | 140               | 16            | 10                   | BKN                 | 29.72               | 46           | 45       | 9               | 3500   | ST   | —                      | —                 | —             |
| 08        | 150               | 14            | 10                   | BKN                 | 29.73               | 47           | 45       | 9               | 2000   | ST   | —                      | —                 | —             |
| 09        | 150               | 16            | 10                   | BKN                 | 29.73               | 48           | 45       | 9               | 2000   | ST   | —                      | —                 | —             |
| 10        | 150               | 21            | 10                   | BKN                 | 29.73               | 48           | 46       | 8               | 1500   | ST   | —                      | —                 | —             |
| 11        | 160               | 24            | 10                   | BKN                 | 29.74               | 48           | 46       | 9               | 1500   | ST   | —                      | —                 | —             |
| 12        | 170               | 20            | 4                    | BKN                 | 29.72               | 48           | 46       | 9               | 2200   | ST   | —                      | —                 | —             |
| 13        | 180               | 18            | 10                   | ScT                 | 29.69               | 48           | 44       | 4               | 1500   | ST   | —                      | —                 | —             |
| 14        | 190               | 20            | 10                   | BKN                 | 29.76               | 48           | 44       | 9               | 2000   | ST   | —                      | —                 | —             |
| 15        | 190               | 12            | 4                    | RW                  | 29.63               | 47           | 45       | 9               | 700    | ST   | —                      | —                 | —             |
| 16        | 170               | 7             | 7                    | RW                  | 29.64               | 46           | 45       | 9               | 700    | ST   | —                      | —                 | —             |
| 17        | 160               | 10            | 8                    | RW                  | 29.62               | 47           | 45       | 10              | 1,000  | ST   | —                      | —                 | —             |
| 18        | 190               | 14            | 10                   | RW                  | 29.61               | 47           | 45       | 10              | 1500   | ST   | —                      | —                 | —             |
| 19        | 180               | 19            | 10                   | L                   | 29.59               | 47           | 46       | 8               | 8,000  | ST   | —                      | —                 | —             |
| 20        | 180               | 14            | 10                   | L                   | 29.58               | 48           | 45       | 5               | 10,00  | ST   | —                      | —                 | —             |
| 21        | 180               | 14            | 10                   | L                   | 29.58               | 48           | 45       | 6               | 10,00  | ST   | —                      | —                 | —             |
| 22        | 280               | 10            | 10                   | L                   | 29.60               | 46           | 45       | 6               | 2,200  | ST   | —                      | —                 | —             |
| 23        | 170               | 7             | 10                   | L                   | 29.61               | 45           | 43       | 8               | 4500   | ST   | —                      | —                 | —             |
| 24        | 270               | 18            | 3                    | RW                  | 29.61               | 44           | 43       | 9               | 4500   | ST   | —                      | —                 | —             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND           |                | Visi-bil-ity (90-99) | WEATHER |         | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                           |                               |                           |                           |
|-----------------------------------|-------------|------------------|--|--|----------|--------------------------|----------------|----------------|----------------------|---------|---------|------------------------------------|----------------|--------------------------|---------------------------|-------------------------------|---------------------------|---------------------------|
|                                   |             | Occ-ant          | Latitude                                     | Longitude                                    |          |                          | Direction      | Speed          |                      | Present | Past    |                                    |                | Amount of Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (00-36) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |             | (1-7) (GMT)      | (0-3, 5-8) (Degrees and tenths)              | (Degrees and tenths)                         |          |                          | (True) (00-36) | (True) (Knots) |                      | (00-99) | (00-99) |                                    |                | (0-9)                    | (00-36)                   | (0-9)                         | (0-9)                     |                           |
| 1                                 | Y           | Q                | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd             | ff             | VV                   | ww      | W       | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub>            | h                             | C <sub>M</sub>            | C <sub>H</sub>            |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                        | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               |                | WAVES          |                   |                               |                | ICE            |                |         |                |             |    |
|----------------------|---------------------|----------------------|------------------------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|----|
|                      |                     | Characteristic (0-9) | Amount (mb and tenths) | Amount (Eights)   | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Beating | Distance       | Orientation |    |
| 20                   | 21                  | 22                   | 23                     | 24                | 25             | 26     | 27                            | 28            | 29                            | 30                            | 31                | 32                            | 33             | 34             | 35                | 36                            | 37             | 38             | 39             | 40      | 41             | 42          | 43 |
| D <sub>s</sub>       | Y <sub>s</sub>      | a                    | pp                     | C                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>1</sub> | r           | e  |
|                      |                     |                      |                        | 8                 |                |        | 0                             |               |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                        | 8                 |                |        | 0                             |               |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                        | 8                 |                |        | 0                             |               |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                        | 8                 |                |        | 0                             |               |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                        | 8                 |                |        | 0                             |               |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
27331

EXAMINED W. W. Ireland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43) Tuesday 21 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and stern wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: (USS) ALUDRA (AF-55), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) LOWE (DER-325) and various units of the U. S. Pacific Fleet, yard and district craft. SOPA is Chief of Staff COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*J. W. Ward*

J. W. WARD  
ENS, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0715 Mustered the crew on stations. 0722 Observed sunrise.

*W. D. Keener*

W. D. KEENER  
LTJG, USN

08-12 Moored as before. 0900 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0957 (USS) CAIMAN (SS-323) got underway and stood out of the harbor. 1015 LOGGINS, R. L., 691 37 66, FA, USN, returned on board having been UA from 0700, 21 Jan 1964. 1040 (USS) LOWE (DER-325) got underway and stood out of the harbor. 1043 Received daily absentee report: New absentees: HALL, L. (n), 688 94 58, AA, USN, UA from 0700, 21 Jan 1964. 1100 Inspected aviation gasoline pump room. Conditions normal. 1108 JONES, J. R., 682 97 53, AA, USN, was delivered on board by the Shore Patrol having been UA from 0315, 17 Jan 1964. 1119 YOUNG, J. R., 587 00 08, AN, USN, and VAN SCHOYCK, G. A., 684 28 83, AN, USN, returned on board having been UA from 0700, 20 January 1964. 1126 Received report that HUTTON, J. G., 688 37 28, FA, USN, received second degree burns to his right shoulder when condensate from steamline lifted the safety while he was on watch in the evaporators; not due to his own misconduct. Treatment administered by the Medical Department. Disposition: duty.

*T. I. Madley*

T. I. MADLEY  
ENS, USNR

12-16 Moored as before. 1450 By order of Commanding Officer, WALKER, W. G., 691 16 15, SA, USN, ERSKIN, J. E., 684 61 48, FA, USN, and BENNETT, A. L., 684 88 47, SN, USN, were released from confinement and restored to duty. 1500 Inspected aviation gasoline pump room. Conditions normal.

*R. Littlefield*

R. LITTLEFIELD  
ENS, USNR

16-18 Moored as before. 1646 Held fire drill. 1705 Secured from fire drill. 1719 Observed sunset.

*G. N. Maddox*

G. N. MADDOX  
LTJG, USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*F. L. Rusby*

F. L. RUSBY  
LTJG, USNR

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*M. D. Swartz*

M. D. SWARTZ  
LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CUA-43) ZONE DESCRIPTION +80 DATE 22 JANUARY 1964  
AT/PASSAGE FROM PIER #THREE NORTH TO NAS ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 260              | 4             | 10                 | RW                | 29.63              | 44          | 43       | 9               | 2500   | ST   | -                     | -                | -             |
| 02        | 330              | 8             | 10                 | RW                | 29.66              | 43          | 41       | 8               | 2500   | ST   | -                     | -                | -             |
| 03        | 300              | 8             | 10                 | SCT               | 29.68              | 43          | 41       | 5               | 3200   | ST   | -                     | -                | -             |
| 04        | 270              | 14            | 10                 | BKN               | 29.70              | 44          | 40       | 8               | 3200   | ST   | -                     | -                | -             |
| 05        | 000              | 10            | 10                 | OVC               | 29.70              | 42          | 40       | 10              | 8000   | ST   | -                     | -                | -             |
| 06        | 030              | 6             | 10                 | OVC               | 29.72              | 42          | 40       | 10              | 8000   | ST   | -                     | -                | -             |
| 07        | 010              | 10            | 8                  | OVC               | 29.76              | 42          | 41       | 10              | 2500   | ST   | -                     | -                | -             |
| 08        | 010              | 12            | 6                  | BKN               | 29.81              | 42          | 41       | 7               | 2000   | ST   | -                     | -                | -             |
| 09        | 010              | 12            | 6                  | BKN               | 29.81              | 42          | 41       | 7               | 2000   | ST   | -                     | -                | -             |
| 10        | 220              | 4             | 8                  | SCT               | 29.86              | 47          | 45       | 5               | 1800   | ST   | -                     | -                | -             |
| 11        | 150              | 4             | 10                 | SCT               | 29.88              | 44          | 43       | 5               | 1800   | ST   | -                     | -                | -             |
| 12        | 290              | 14            | 10                 | SCT               | 29.87              | 47          | 41       | 4               | 1500   | ST   | -                     | -                | -             |
| 13        | 280              | 17            | 10                 | SCT               | 29.87              | 47          | 43       | 4               | 1800   | ST   | -                     | -                | -             |
| 14        | 320              | 5             | 10                 | SCT               | 29.88              | 48          | 43       | 4               | 1800   | ST   | -                     | -                | -             |
| 15        | 240              | 10            | 10                 | SCT               | 29.88              | 49          | 45       | 4               | 1800   | ST   | -                     | -                | -             |
| 16        | 240              | 10            | 10                 | SCT               | 29.88              | 49          | 45       | 4               | 1800   | ST   | -                     | -                | -             |
| 17        | 280              | 13            | 10                 | SCT               | 29.92              | 47          | 41       | 5               | 1200   | SC   | -                     | -                | -             |
| 18        | 280              | 12            | 10                 | SCT               | 29.92              | 47          | 41       | 5               | 1200   | SC   | -                     | -                | -             |
| 19        | 260              | 8             | 10                 | SCT               | 29.93              | 46          | 41       | 5               | 1200   | SC   | -                     | -                | -             |
| 20        | 260              | 8             | 10                 | BKN               | 29.97              | 47          | 43       | 7               | 3900   | SC   | -                     | -                | -             |
| 21        | 200              | 4             | 10                 | SCT               | 29.98              | 46          | 43       | 5               | 4000   | SC   | -                     | -                | -             |
| 22        | 120              | 2             | 10                 | SCT               | 30.00              | 44          | 42       | 5               | 4000   | SC   | -                     | -                | -             |
| 23        | 170              | 14            | 10                 | SCT               | 30.01              | 44          | 42       | 5               | 4300   | SC   | -                     | -                | -             |
| 24        | 160              | 11            | 10                 | BKN               | 30.04              | 44          | 42       | 7               | 3000   | ST   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP   |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visibility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) (°F) | Air Temp. (°F) | CLOUDS                   |                |              |                |                |              |
|-----------------------------------|-------------|--------------------|--|--|----------|--------------------------|--------------------------|----------------------|--------------------|-----------------|------------|---|----------------|--------------------------|----------------|--------------|----------------|----------------|--------------|
|                                   |             | Octant (1-7) (GMT) | Latitude (0-3, 5-8) (Degrees and tenths)     | Longitude (Degrees and tenths)               |          |                          | Direction (00-36) (True) | Speed (Knots) (True) |                    | Present (00-99) | Past (0-9) |   |                | Amount of Clouds (Coded) | Type C (0-9)   | Height (0-9) | Type L (0-9)   | Type M (0-9)   | Type H (0-9) |
|                                   |             |                    |  |  |          |                          |                          |                      |                    |                 |            |   |                |                          |                |              |                |                |              |
| 1                                 | Y           | Q                  | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>0</sub> L <sub>0</sub> L <sub>0</sub> | GG       | N                        | dd                       | H                    | VV                 | ww              | W          | PPP                                     | TT             | N <sub>h</sub>           | C <sub>L</sub> | h            | C <sub>M</sub> | C <sub>H</sub> |              |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               | WAVES          |                |                   | ICE                           |                |                |                |         |                |             |    |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|----|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Amount (Eights)   | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Bearing | Distance       | Orientation |    |
| 20                   | 21                  | 22                   | 23                            | 24                | 25             | 26     | 27                            | 28            | 29                            | 30                            | 31                | 32                            | 33             | 34             | 35                | 36                            | 37             | 38             | 39             | 40      | 41             | 42          | 43 |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | C                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>i</sub> | r           | e  |
|                      |                     |                      |                               |                   | 8              |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   | 8              |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   | 8              |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   | 8              |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   | 8              |        |                               | 0             |                               |                               | 1                 |                               |                |                | 1                 |                               |                |                |                |         |                |             |    |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
8,959

EXAMINED

*W. W. Wiland*

U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Wednesday 22 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and stern wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present: (USS) ALUDRA (AF-55), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23) and various units of the U. S. Pacific Fleet, yard and district craft. SOPA is Chief of Staff, COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*W. C. Egg*  
W. C. EGG  
ENS, USN

04-08 Moored as before. 0700 Inspected aviation pump room. Conditions normal. 0715 Mustered the crew on stations. 0721 Observed sunrise.

*A. W. Deprey*  
A. W. DEPREY  
ENS, USN

08-12 Moored as before. 0750 Received word at 0630 this date that RADM D. J. WELSH, USN, COMFAIRALAMEDA/COMNARTWELVE assumed SOPA San Francisco. 0754 Pursuant to BUPERS order 022104, LCDR Milton R. WIRTHLIN Jr. (DC), USN, 556235 was detached from this ship with orders to report to Naval Dental Clinic, Washington, D. C. for duty. 0807 PICTOR got underway and stood out of the harbor. 0830 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0930 Received daily report of absentees: New absentees: CAVALLI, F. P., 597 31 38, AN, USN UA since 0700 22 Jan 1964. 1100 Inspected aviation gasoline pump room. Conditions normal.

*G. M. Schlitz*  
G. M. SCHLITZ  
1st LT, USMC

12-16 Moored as before. 1400 Inspected aviation gasoline pump room. Conditions normal.

*K. J. Leemkuil*  
K. J. LEEMKUIL  
ENS, USN

16-18 Moored as before. 1558 PICTOR stood into the harbor and moored alongside pier 2 North. 1618 Held fire drill. 1631 Secured from fire drill. 1702 DUNLAP, J. D., 596 17 34, FA, USN accused of violation of Article 125 UCMJ on this date was placed in confinement for safekeeping by order of the Commanding Officer pending disposition of charges. 1720 Observed sunset.

*G. A. Dungan*  
G. A. DUNGAN  
LT, USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*W. N. Johnson*  
W. N. JOHNSON  
LT, USN

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*R. Vasques*  
R. VASQUES  
LT, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT, U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA 43) ZONE DESCRIPTION +8° DATE 23 JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH NAVAL AIR STATION TO ALAMEDA CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 100              | 6             | 10                 | BKN               | 30.05              | 43          | 42       | 7               | 3000   | ST   | -                     | -                | -             |
| 02        | 120              | 8             | 10                 | BKN               | 30.06              | 42          | 41       | 7               | 2500   | ST   | -                     | -                | -             |
| 03        | 210              | 8             | 8                  | L                 | 30.08              | 43          | 42       | 10              | 2100   | ST   | -                     | -                | -             |
| 04        | 170              | 4             | 10                 | SCT               | 30.08              | 42          | 40       | 5               | 3000   | SC   | -                     | -                | -             |
| 05        | 110              | 6             | 10                 | SCT               | 30.09              | 41          | 40       | 3               | 3000   | SC   | -                     | -                | -             |
| 06        | 120              | 8             | 10                 | SCT               | 30.11              | 41          | 40       | 2               | 3000   | SC   | -                     | -                | -             |
| 07        | 140              | 7             | 10                 | SCT               | 30.13              | 42          | 41       | 2               | 3000   | SC   | -                     | -                | -             |
| 08        | 130              | 10            | 8                  | SCT               | 30.14              | 41          | 41       | 2               | 1500   | SC   | -                     | -                | -             |
| 09        | 130              | 10            | 10                 | SCT               | 30.19              | 43          | 42       | 2               | 1800   | SC   | -                     | -                | -             |
| 10        | 130              | 10            | 10                 | SCT               | 30.21              | 45          | 43       | 2               | 1800   | SC   | -                     | -                | -             |
| 11        | 130              | 10            | 10                 | SCT               | 30.22              | 45          | 43       | 2               | 1800   | SC   | -                     | -                | -             |
| 12        | 150              | 6             | 10                 | SCT               | 30.23              | 50          | 43       | 2               | 1800   | SC   | -                     | -                | -             |
| 13        | 150              | 6             | 10                 | SCT               | 30.23              | 50          | 46       | 2               | 1800   | SC   | -                     | -                | -             |
| 14        | 210              | 4             | 10                 | SCT               | 30.22              | 50          | 45       | 4               | 10000  | ST   | -                     | -                | -             |
| 15        | 280              | 2             | 10                 | SCT               | 30.22              | 50          | 45       | 3               | 2000   | SC   | -                     | -                | -             |
| 16        | 340              | 2             | 6                  | R                 | 30.24              | 48          | 45       | 3               | 2400   | SC   | -                     | -                | -             |
| 17        | 340              | 2             | 6                  | R                 | 30.25              | 48          | 45       | 3               | 2400   | SC   | -                     | -                | -             |
| 18        | CALM             | 6             | R                  | 30.25             | 47                 | 44          | 10       | 10000           | SC     | -    | -                     | -                |               |
| 19        | 100              | 5             | 10                 | OVC               | 30.26              | 48          | 45       | 10              | 10000  | SC   | -                     | -                | -             |
| 20        | 120              | 5             | R                  | OVC               | 30.26              | 48          | 45       | 10              | 10000  | SC   | -                     | -                | -             |
| 21        | 170              | 4             | 10                 | OVC               | 30.28              | 47          | 45       | 10              | 3800   | SC   | -                     | -                | -             |
| 22        | 140              | 6             | 10                 | OVC               | 30.28              | 48          | 45       | 10              | 3800   | SC   | -                     | -                | -             |
| 23        | 100              | 4             | 10                 | OVC               | 30.29              | 48          | 44       | 10              | 3300   | SC   | -                     | -                | -             |
| 24        | 080              | 4             | 10                 | OVC               | 30.32              | 48          | 44       | 10              | 3800   | SC   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1—CELESTIAL  
2—ELECTRONIC  
3—VISUAL  
4—D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP |  |  | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visibility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                |                  |                |                  |              |              |
|-----------------------------------|-------------------------|------------------|--|--|----------|--------------------------|--------------------------|----------------------|--------------------|-----------------|------------|------------------------------------|----------------|--------------------------|----------------|------------------|----------------|------------------|--------------|--------------|
|                                   |                         | Ocean            | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                    | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9)   | Height C (Coded) | Type L (0-9)   | Height L (Coded) | Type M (0-9) | Type H (0-9) |
|                                   |                         |                  |  |  |          |                          |                          |                      |                    |                 |            |                                    |                |                          |                |                  |                |                  |              |              |
| 1                                 | Y                       | Q                | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                       | ff                   | VV                 | ww              | W          | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub> | h                | C <sub>M</sub> | C <sub>H</sub>   |              |              |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND. | SIGNIFICANT CLOUD |      |                |           |                               | Indicator | Diff. Sea Air                 | Dew Point                     | WAVES  |                               |                | WAVES             |        |                               | ICE            |                |                |          |                |   |   |
|----------------------|---------------------|---------------------|-------------------|------|----------------|-----------|-------------------------------|-----------|-------------------------------|-------------------------------|--------|-------------------------------|----------------|-------------------|--------|-------------------------------|----------------|----------------|----------------|----------|----------------|---|---|
|                      |                     |                     | Amount (Eight)    | Type | Height         | Indicator | Direction (00-36)             |           |                               |                               | Period | Height                        | Indicator      | Direction (00-36) | Period | HEIGHT                        | Kind           | Effect         | Bearing        | Distance | Orientation    |   |   |
| D <sub>s</sub>       | V <sub>s</sub>      | a                   | pp                | C    | N <sub>s</sub> | C         | h <sub>s</sub> h <sub>s</sub> | 0         | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub>    | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K        | D <sub>i</sub> | r | e |
|                      |                     |                     |                   | 8    |                |           | 0                             |           |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8    |                |           | 0                             |           |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8    |                |           | 0                             |           |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8    |                |           | 0                             |           |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8    |                |           | 0                             |           |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
12,092

EXAMINED Whiteland Cdr U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)Tuesday 23 January 1964  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U.S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional headwire and sternwire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: (USS) ALUDRA (AF-55), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23) and various units of the U.S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal. 0715 Mustered the crew on stations. 0721 Observed sunrise.

*M. J. DeLong*  
M. J. DELONG  
LTJG USNR

08-12 Moored as before. 0825 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0855 (USS) KOINER (DER-331) stood in the harbor and moored to Pier Two South. 0900 Received daily absentee report. New absentees: GAITHER, V. (n), 664 97 82, AA, USN; YOUNG, J. E., 547 78 92, SN, USN, UA from 0500 this date; BARLOW, J. T., 391 64 08, SN, USN, UA from 0600 this date and ROBERTS, H. C., 440 46 53, SHSN, USN, UA from 0700 this date. Absentees returned: CAVALLI, F. P., 597 31 38, SN, USN, returned 0700 this date, UA from 0700 22 Jan 1964. 1020 Delivered TIPPINGER, G. J., 588 32 14, HA, USN, to Alameda, California Police Officers pursuant to Warrant No. 84685 issued by Municipal Court, Riverside, Judicial District, Riverside, California, E. Scottdales, Judge, for trial upon violations of Sections 40308, 12951 and 24600, California Vehicle Code. 1100 Inspected aviation gasoline pump room. Conditions normal. 1140 The Commanding Officer held mast and imposed non-judicial punishment as follows:

MERRILL, S. D., 545 23 75, AOAN, USN, OFFENSE: UA from 0730, 29 November until 0715, 1 December 1963. PUNISHMENT: Five days extra duty.

FALLER, C. C., 598 01 53, AN, USN, OFFENSE: UA from 0700, 19 January until 0045, 20 January 1964. PUNISHMENT: Ten days extra duty and ten days restriction.

LAPOINTE, S. A., 596 98 98, SN, USN, OFFENSE: UA from 0730, 7 January until 2000, 19 January 1964. Missing ship's movement. PUNISHMENT: Summary Court-Martial.

ARENDS, D. C., 585 38 13, AN, USN, OFFENSE: UA from 0730, 6 January until 2000, 19 January 1964. Missing ship's movement. PUNISHMENT: Summary Court-Martial.

DUNLAP, J. D., 596 17 34, FN, USN, OFFENSE: UA from 0500, 17 January until 2400, 19 January 1964. Defrauding the Pacific Telephone and Telegraph Company. Dishonorable failure to pay just debt. PUNISHMENT: Thirty days correctional custody. Fifteen days extra duty.

SHERROD, M. T., 598 83 00, FA, USN, OFFENSE: UA from 0500, 17 January until 2400, 19 January 1964. PUNISHMENT: Fifteen days extra duty. Fifteen days restriction.

LORMS, P. E., 661 48 53, SA, USN, OFFENSE: Larceny of personal belongings of Officers and Chief Petty Officers. Unlawful entry of Officer's Staterooms and Chief Petty Officer Quarters. PUNISHMENT: Special Court-Martial.

CAULK, J. C., 548 15 51, FN, USN, OFFENSE: UA for a period of eight hours. PUNISHMENT: Five days restriction and five days extra duty.

MILLER, D. J., 683 39 57, FN, USN, OFFENSE: UA from 0700, 7 January until 0900, 7 January 1964. Missing ship's movement. PUNISHMENT: Thirty days extra duty, fifteen days restriction.

FOSS, R. L., 592 75 48, FN, USN, OFFENSE: UA from 0700, 7 January until 0900, 7 January 1964. Missing ship's movement. PUNISHMENT: Thirty days extra duty.

*D. W. Craig*  
D. W. CRAIG  
LTJG USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

## FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

## DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP

CORAL SEA (CVA-43)

Tuesday 23 January . 19 64

(DAY) (DATE) (MONTH)

## SMOOTH REMARKS--CONTINUED

12-16 Moored as before. 1240 While welding, HILDIGRANDT, B. E., 547 84 02, ETN3, USN, received 1st degree burns on the nose and perimeter of the right eye when some hot flux fell on his face. Treatment administered by the Medical Department. Disposition: Duty. 1330 Received report that at 1045 by order of the Commanding Officer, DUNLAP, J. D., 596 17 34, FN, USN, was placed in correctional custody for 30 days in execution of non-judicial punishment assigned him at mast this date. 1355 While walking under a ladder, KAPPUS, J. J., 695 95 72, FA, USN, received a laceration of the right parietal when he hit his head. Treatment administered by the Medical Department. Disposition: Duty. 1600 Inspected aviation gasoline pump room. Conditions normal.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG USNR

16-18 Moored as before. 1650 WHITE, D. N., 542 12 27, SN, USN, returned on board having been UA since 0700, 20 January 1964. 1655 While pulling books from a shelf, DARM, T. M., 390 48 78, SN, USN, received a laceration of the fifth digit right hand when it caught on nail. Treatment administered by the Medical Department. Disposition: Duty. 1721 Observed sunset.

*S. C. Simmons*  
S. C. SIMMONS  
ENS USNR

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*J. M. Sobierski*  
J. M. SOBIERSKI  
LTJG USN

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*A. D. Barber*  
A. D. BARBER  
LTJG USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION + 8U DATE 24 JANUARY 1964  
AT/PASSAGE FROM PIER # 3 NORTH NAVAL AIR STATION, ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Symbols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|--------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                    |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 180               | 4             | 10                   | OVC                | 30.32               | 48           | 42       | 10              | 3800   | SC   | -                      | -                 | -             |
| 02        | 080               | 5             | 10                   | OVC                | 30.32               | 47           | 44       | 10              | 3000   | SC   | -                      | -                 | -             |
| 03        | 070               | 5             | 10                   | OVC                | 30.33               | 46           | 42       | 10              | 2600   | SC   | -                      | -                 | -             |
| 04        | 080               | 5             | 10                   | BKN                | 30.34               | 46           | 45       | 9               | 2300   | SC   | -                      | -                 | -             |
| 05        | 080               | 5             | 10                   | OVC                | 30.35               | 46           | 43       | 10              | 2200   | SC   | -                      | -                 | -             |
| 06        | 080               | 4             | 10                   | OVC                | 30.34               | 45           | 42       | 10              | 2200   | SC   | -                      | -                 | -             |
| 07        | CALM              |               | 10                   | BKN                | 30.35               | 46           | 43       | 9               | 2800   | SC   | -                      | -                 | -             |
| 08        | CALM              |               | 10                   | OVC                | 30.35               | 45           | 43       | 10              | 2300   | SC   | -                      | -                 | -             |
| 09        | 320               | 3             | 6                    | BKN                | 30.37               | 48           | 45       | 9               | 2500   | SC   | -                      | -                 | -             |
| 10        | 130               | 7             | 6                    | SCT                | 30.38               | 50           | 46       | 3               | 2500   | SC   | -                      | -                 | -             |
| 11        | 150               | 4             | 8                    | BKN                | 30.40               | 51           | 47       | 9               | 3500   | SC   | -                      | -                 | -             |
| 12        | 240               | 4             | 8                    | OVC                | 30.35               | 48           | 45       | 10              | 7000   | SC   | -                      | -                 | -             |
| 13        | 340               | 5             | 8                    | OVC                | 30.34               | 49           | 45       | 10              | 7000   | SC   | -                      | -                 | -             |
| 14        | 340               | 7             | 8                    | OVC                | 30.30               | 48           | 44       | 10              | 3500   | SC   | -                      | -                 | -             |
| 15        | 340               | 9             | 5                    | OVC                | 30.33               | 50           | 49       | 10              | 3500   | SC   | -                      | -                 | -             |
| 16        | 340               | 8             | 5                    | OVC                | 30.34               | 50           | 49       | 10              | 2300   | SC   | -                      | -                 | -             |
| 17        | 350               | 6             | 5                    | OVC                | 30.34               | 50           | 49       | 10              | 2400   | SC   | -                      | -                 | -             |
| 18        | 330               | 6             | 4                    | OVC                | 30.34               | 49           | 48       | 10              | 2300   | SC   | -                      | -                 | -             |
| 19        | 350               | 8             | 4                    | OVC                | 30.34               | 49           | 48       | 10              | 2400   | SC   | -                      | -                 | -             |
| 20        | 340               | 7             | 5                    | SCT                | 30.33               | 49           | 48       | 5               | 4500   | SC   | -                      | -                 | -             |
| 21        | 360               | 4             | 7                    | BKN                | 30.32               | 49           | 48       | 8               | 6600   | AC   | -                      | -                 | -             |
| 22        | 360               | 4             | 5                    | BKN                | 30.33               | 48           | 48       | 9               | 5500   | ST   | -                      | -                 | -             |
| 23        | 350               | 5             | 5                    | BKN                | 30.32               | 49           | 48       | 9               | 3200   | ST   | -                      | -                 | -             |
| 24        | 000               | 4             | 4                    | OVC                | 30.30               | 48           | 47       | 10              | 3200   | SC   | -                      | -                 | -             |

| POSITION | ZONE     | TIME |
|----------|----------|------|
| 0800     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 1200     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 2000     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |

LEGEND: 1—CELESTIAL  
2—ELECTRONIC  
3—VISUAL  
4—D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week | POSITION OF SHIP    |  |                                | TIME GMT | WIND                     |                           | VISI-BIL-ity (90-99) | WEATHER              |                 | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS     |   |                           |                                      |                           |                           |
|-----------------------------------|-------------|---------------------|--|--------------------------------|----------|--------------------------|---------------------------|----------------------|----------------------|-----------------|------------------------------------|----------------|------------|---|---------------------------|--------------------------------------|---------------------------|---------------------------|
|                                   |             | Oc-lant (1-7) (GMT) | Latitude (0-3, 5-8) (Degrees and tenths) | Longitude (Degrees and tenths) |          | Total Cloud Amt. (Coded) | Direc-tion (00-36) (True) |                      | Speed (True) (Knots) | Present (00-99) |                                    |                | Past (0-9) | Amount of C <sub>L</sub> Clouds (Coded) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> Clouds (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |             |                     |  |                                |          |                          |                           |                      |                      |                 |                                    |                |            |   |                           |                                      |                           |                           |
| 1                                 | 2           | 3                   | 4  | 5                              | 6        | 7                        | 8                         | 9                    | 10                   | 11              | 12                                 | 13             | 14         | 15                                      | 16                        | 17                                   | 18                        | 19                        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                             | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |
|----------------------|---------------------|----------------------|-----------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|
|                      |                     | Characteristic (0-9) | Amount Change (up and down) | Indicator         | Amount (Height) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | PERIOD         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |
| 20                   | 21                  | 22                   | 23                          | 24                | 25              | 26   | 27                            | 28            | 29                            | 30                            | 31        | 32                            | 33             | 34             | 35        | 36                            | 37             | 38             | 39             | 40     | 41             | 42       | 43          |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                          | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | ε <sub>2</sub> | K      | D <sub>1</sub> | r        | e           |
|                      |                     |                      |                             |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                             |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                             |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                             |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |
|                      |                     |                      |                             |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
19,501

EXAMINED D. S. N. NAVIGATOR



UNITED STATES SHIP CORAL SEA (CVA-43) Friday 24 January 19 64  
(DAY) (DATE) (MONTH)


00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional headwire and sternwire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: (USS) MARKAB (AR-23), (USS) ALUDRA (AF-55), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) KOINER (DER-331) and various units of the Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

  
V. W. PETERS  
LT, USN

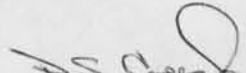
04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0715 Mustered the crew on stations. 0720 Observed sunrise.

  
J. C. GOFFMAN  
LTJG, USN


08-12 Moored as before. 0815 The Summary Court Martial, LCDR R. S. GALLAGHER, USN opened in the case of FOSTER, Phillip M., 684 90 09, AN, USN. 0845 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0925 The Summary Court Martial in the case of FOSTER, Phillip M., 684 90 09, AN, USN adjourned to await the action of the convening authority. 0945 (USS) FIREDRAKE (AE-14) got underway and stood out of the harbor. 1020 Received daily report of absentees. New absentees: HERBERT, J. R., 683 51 22, AN, USN, ENTRIKEN, J. E., 682 61 78, AA, USN and PORTLOCK, R. E., 546 64 82, FN, USN, all UA from 0700, 24 Jan 1964. 1100 Inspected aviation gasoline pump room. Conditions normal.

  
J. R. BARLOW  
LT, USN


12-16 Moored as before. 1330 Inspected aviation gasoline pump room. Conditions normal. 1501 (USS) REGULUS (AF-57) stood in and moored alongside pier 2 South. 1510 Inspected aviation gasoline pump room. Conditions normal. 1515 MAHONE, T., 523 59 45, AN, USN was returned on board by DACUS, C., Cpl, USMC, from Treasure Island Brig, to be placed in confinement for safe keeping.

  
B. S. CREECH  
LT, USNR


16-18 Moored as before. 1700 Held lifeboat drill. 1715 Secured from lifeboat drill. 1723 Observed sunset.

  
P. PARKER  
ENS, USNR

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.


  
H. J. STEINGLASS  
LTJG, USNR

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal. 2301 ENS R. R. LAMANNA, USNR, 671074, having completed temporary duty with FLETRACEN, San Diego returned on board and resumed his regular duties.

  
P. E. LAMBDIN  
ENS, USNR

APPROVED:

EXAMINED:

  
C. E. ROEMER, CAPT, U.S.N. COMMANDING.

  
D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CUA-43) ZONE DESCRIPTION +8U DATE 25 JANUARY 1964  
 AT/PASSAGE FROM PIEK #3 NORTH, NAS TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 000              | 4             | 4                  | BKN               | 3028               | 47          | 47       | 8               | 6000   | AC   | -                     | -                | -             |
| 02        | 000              | 4             | 4                  | BKN               | 3027               | 47          | 47       | 9               | 2300   | SC   | -                     | -                | -             |
| 03        | 030              | 5             | 4                  | BKN               | 3028               | 47          | 47       | 7               | 2500   | ST   | -                     | -                | -             |
| 04        | 050              | 4             | 4                  | BKN               | 3024               | 47          | 47       | 7               | 2500   | ST   | -                     | -                | -             |
| 05        | 330              | 8             | 4                  | BKN               | 3025               | 46          | 46       | 7               | 4000   | ST   | -                     | -                | -             |
| 06        | 330              | 6             | 4                  | BKN               | 3026               | 45          | 45       | 7               | 7000   | AC   | -                     | -                | -             |
| 07        | 290              | 4             | 4                  | GF                | 3025               | 46          | 45       | 7               | 7000   | AC   | -                     | -                | -             |
| 08        | 230              | 5             | 4                  | GF                | 3024               | 47          | 45       | 10              | 20000  | CI   | -                     | -                | -             |
| 09        | 180              | 6             | 4                  | GF                | 3024               | 47          | 46       | 10              | 20000  | CI   | -                     | -                | -             |
| 10        | 170              | 6             | 3                  | GF                | 3024               | 47          | 46       | 10              | 20000  | CI   | -                     | -                | -             |
| 11        | 120              | 6             | 1                  | GF                | 3024               | 48          | 47       | 10              | 20000  | CI   | -                     | -                | -             |
| 12        | 220              | 5             | 1                  | GF                | 3019               | 49          | 48       | 8               | 25000  | CI   | -                     | -                | -             |
| 13        | CALM             |               | 1                  | GF                | 3015               | 49          | 48       | 8               | 1800   | ST   | -                     | -                | -             |
| 14        | CALM             |               | 1                  | BKN               | 3012               | 49          | 49       | 8               | 5500   | ST   | -                     | -                | -             |
| 15        | 340              | 7             | 1                  | BKN               | 3012               | 49          | 49       | 8               | 6500   | ST   | -                     | -                | -             |
| 16        | 340              | 7             | 1                  | BKN               | 3008               | 51          | 50       | 9               | 6500   | ST   | -                     | -                | -             |
| 17        | 320              | 8             | 1                  | SCT               | 3004               | 51          | 49       | 5               | 1600   | ST   | -                     | -                | -             |
| 18        | CALM             |               | 1                  | OK                | 3006               | 50          | 49       | 10              | 1600   | ST   | -                     | -                | -             |
| 19        | CALM             |               | 4                  | GF                | 3004               | 50          | 49       | 9               | 1600   | ST   | -                     | -                | -             |
| 20        | CALM             |               | 4                  | GF                | 3004               | 50          | 48       | 9               | 1000   | ST   | -                     | -                | -             |
| 21        | CALM             |               | 4                  | GF                | 3004               | 49          | 47       | 9               | 7000   | AC   | -                     | -                | -             |
| 22        | CALM             |               | 5                  | BKN               | 3005               | 49          | 46       | 8               | 7000   | AC   | -                     | -                | -             |
| 23        | 090              | 8             | 7                  | BKN               | 3005               | 48          | 45       | 8               | 7000   | AC   | -                     | -                | -             |
| 24        | 100              | 4             | 7                  | BKN               | 3005               | 48          | 45       | 8               | 4500   | ST   | -                     | -                | -             |

| POSITION | ZONE     | TIME |
|----------|----------|------|
| 0800     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 1200     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 2000     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |

LEGEND: 1 — CELESTIAL  
 2 — ELECTRONIC  
 3 — VISUAL  
 4 — D. R.

| CURRENT DATA                 |  |
|------------------------------|--|
| FROM _____ (ZT) _____ (Date) |  |
| TO _____ (ZT) _____ (Date)   |  |
| SET _____                    |  |
| DRIFT _____                  |  |
| POSITION BETWEEN FIXES       |  |
| MID. L _____                 |  |
| MID. λ _____                 |  |

| CURRENT DATA                 |  |
|------------------------------|--|
| FROM _____ (ZT) _____ (Date) |  |
| TO _____ (ZT) _____ (Date)   |  |
| SET _____                    |  |
| DRIFT _____                  |  |
| POSITION BETWEEN FIXES       |  |
| MID. L _____                 |  |
| MID. λ _____                 |  |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |                               |                                | TIME GMT | WIND                     |                      |                 | VISIBILITY (90-99) | WEATHER    |                          | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                    |                             |                 |                           |                           |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|----------|--------------------------|----------------------|-----------------|--------------------|------------|--------------------------|------------------------------------|----------------|---------------------------|-----------------------------|-----------------|---------------------------|---------------------------|
|                                   |                         | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) |          | Direction (True) (00-36) | Speed (True) (Knots) | Present (00-99) |                    | Past (0-9) | Amount of Clouds (Coded) |                                    |                | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (0-9) | Cloud L (Coded) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |                         |                    |                               |                                |          |                          |                      |                 |                    |            |                          |                                    |                |                           |                             |                 |                           |                           |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6        | 7                        | 8                    | 9               | 10                 | 11         | 12                       | 13                                 | 14             | 15                        | 16                          | 17              | 18                        | 19                        |

| CURRENT DATA                 |  |
|------------------------------|--|
| FROM _____ (ZT) _____ (Date) |  |
| TO _____ (ZT) _____ (Date)   |  |
| SET _____                    |  |
| DRIFT _____                  |  |
| POSITION BETWEEN FIXES       |  |
| MID. L _____                 |  |
| MID. λ _____                 |  |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.    |           | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               | WAVES          |                |                   | ICE                           |                |                |                |         |                |             |   |  |
|----------------------|---------------------|------------------------|-----------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|---|--|
|                      |                     | Amount Change (Inches) | Indicator | Amount (Height)   | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Bearing | Distance       | Orientation |   |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                      | pp        | c                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>t</sub> | 0             | T <sub>s</sub> T <sub>t</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | e <sub>2</sub> | K       | D <sub>i</sub> | r           | e |  |
|                      |                     |                        |           |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
24,927

EXAMINED

*Richard O.* U. S. N. NAVIGATOR

## FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

## DECK LOG--SMOOTH REMARKS SHEET

FOR OFFICIAL USE ONLY

UNITED STATES SHIP CORAL SEA (CVA-43) Saturday 25 January 19 64  
 (DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and sternwire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: (USS) ALUDRA (AF-55), (USS) PICTOR (AF-59), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KOINER (DER-331) and various other units of the Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*W. D. Keener*  
 W. D. KEENER  
 LTJG, USN

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
 0715 Mustered the duty section on stations. 0718 Observed sunrise.

*P. Parker*  
 P. PARKER  
 ENS, USNR

08-12 Moored as before. 0815 Made daily inspection of magazines and smokeless powder samples. Conditions normal. 0820 (USS) RANGER (CVA-61) got underway and stood out of the harbor. 1003 Received daily report of absentees. New absentees: KING, G. L., 468 18 12, ADR3, USN, UA from 0700, 25 Jan 1964; WALTER, A. B., 391 08 67, ADR3, USN, UA from 0700, 25 Jan 1964; LEWIS, N. Jr., 589 06 00, USN, UA from 0700, 25 Jan 1964; FALLS, B. J., 584 09 08, FN, USN, UA from 0700, 25 Jan 1964; COX, P. A., 524 29 43, SN, USN, UA from 0700, 25 Jan 1964. Absentees returned: HEBERT, J. R., 683 51 22, AN, USN, returned 0755, 25 Jan 1964; PORTLOCK, B. E., 546 64 82, FN, USN, returned 0820, 24 Jan 1964; ENTRIKEN, J. E., 682 61 78, AA, USN, returned 0710, 24 Jan 1964. 1100 Inspected aviation gasoline pump room. Conditions normal.

*W. C. Egg*  
 W. C. EGG  
 ENS, USN

12-16 Moored as before. 1250 Called away fire party for class Alfa fire in compartment B-0201-GL, starboard side (grease fire and smoke in Admiral's gally). 1305 Secured from fire quarters. 1341 Called away fire party for class Alfa fire in compartment C-124-A, port side; fire in trash can. 1345 Secured from fire quarters. 1500 Inspected aviation gasoline pump room. Conditions normal.

*R. G. Farina*  
 R. G. FARINA  
 ENS, USNR

16-18 Moored as before. 1724 Observed sunset.

*D. L. Jones*  
 D. L. JONES  
 LT, USNR

18-20 Moored as before. 1810 While on liberty MASCHOFF, D. J., 599 26 29, AN, USN, received multiple lacerations on right side of face and forehead from a fight in the Mandalay bar in San Francisco. Treatment was administered by Harbor Emergency Hospital, San Francisco. Disposition: duty.

*R. Littlefield*  
 R. LITTLEFIELD  
 ENS, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

FOR OFFICIAL USE ONLY

NAVPERS-719 (NEW 10-56)

DECK LOG--SMOOTH REMARKS SHEET

UNITED STATES SHIP CORAL SEA (CVA-43)

Saturday 25 January 19 64  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Moored as before. 2130 FALLS, B. J., 584 09 08, SN, USN returned on board having been UA from 0700, 25 January 1964. 2300 Inspected aviation gasoline pump room. Conditions normal.

*G. N. Maddox*  
G. N. MADDOX  
LTJG, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT.

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR.

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION 78<sup>u</sup> DATE 26 JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH, N.A.S. TO FLAMINGO, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 100              | 8             | 7                  | OVC               | 30.04              | 49          | 46       | 7               | 7600   | ST   | -                     | -                | -             |
| 02        | CALM             |               | 10                 | CLR               | 30.03              | 46          | 45       | -               | -      | -    | -                     | -                | -             |
| 03        | CALM             |               | 10                 | CLR               | 30.03              | 46          | 45       | -               | -      | -    | -                     | -                | -             |
| 04        | 060              | 4             | 10                 | CLR               | 30.02              | 47          | 44       | -               | -      | -    | -                     | -                | -             |
| 05        | CALM             |               | 10                 | CLR               | 30.02              | 43          | 40       | -               | -      | -    | -                     | -                | -             |
| 06        | CALM             |               | 10                 | CLR               | 30.03              | 44          | 43       | -               | -      | -    | -                     | -                | -             |
| 07        | CALM             |               | 10                 | CLR               | 30.03              | 45          | 44       | -               | -      | -    | -                     | -                | -             |
| 08        | 270              | 2             | 10                 | CLR               | 30.04              | 47          | 45       | -               | -      | -    | -                     | -                | -             |
| 09        | 340              | 7             | 10                 | CLR               | 30.07              | 47          | 45       | -               | -      | -    | -                     | -                | -             |
| 10        | CALM             |               | 10                 | CLR               | 30.07              | 52          | 47       | -               | -      | -    | -                     | -                | -             |
| 11        | 160              | 7             | 10                 | CLR               | 30.08              | 52          | 48       | -               | -      | -    | -                     | -                | -             |
| 12        | 200              | 7             | 10                 | CLR               | 30.04              | 52          | 48       | -               | -      | -    | -                     | -                | -             |
| 13        | 250              | 5             | 10                 | CLR               | 30.03              | 58          | 50       | -               | -      | -    | -                     | -                | -             |
| 14        | 290              | 8             | 10                 | CLR               | 30.01              | 60          | 52       | -               | -      | -    | -                     | -                | -             |
| 15        | 290              | 8             | 10                 | CLR               | 30.00              | 60          | 54       | -               | -      | -    | -                     | -                | -             |
| 16        | 280              | 6             | 10                 | SCT               | 29.99              | 61          | 55       | 1               | 20000  | CI   | -                     | -                | -             |
| 17        | 240              | 5             | 10                 | SCT               | 29.99              | 58          | 53       | 1               | 20000  | CI   | -                     | -                | -             |
| 18        | 260              | 8             | 10                 | CLR               | 30.00              | 55          | 50       | -               | -      | -    | -                     | -                | -             |
| 19        | 180              | 2             | 10                 | CLR               | 30.01              | 53          | 50       | -               | -      | -    | -                     | -                | -             |
| 20        | 130              | 2             | 10                 | CLR               | 30.02              | 52          | 50       | -               | -      | -    | -                     | -                | -             |
| 21        | 100              | 3             | 10                 | CLR               | 30.03              | 51          | 50       | -               | -      | -    | -                     | -                | -             |
| 22        | 160              | 6             | 10                 | CLR               | 30.04              | 50          | 49       | -               | -      | -    | -                     | -                | -             |
| 23        | 150              | 6             | 10                 | CLR               | 30.06              | 49          | 48       | -               | -      | -    | -                     | -                | -             |
| 24        | 120              | 5             | 10                 | CLR               | 30.07              | 49          | 48       | -               | -      | -    | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |  |  | TIME GMT | WIND                     |                      |                 | VISIBILITY (90-99) | WEATHER    |                     | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS         |                 |              |                |                |
|-----------------------------------|-------------------------|--------------------|--|--|----------|--------------------------|----------------------|-----------------|--------------------|------------|---------------------|------------------------------------|----------------|----------------|-----------------|--------------|----------------|----------------|
|                                   |                         | Oc-cant (0-3, 5-8) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths)               |          | Direction (True) (00-36) | Speed (True) (Knots) | Present (00-99) |                    | Past (0-9) | Amount of CL (Code) |                                    |                | Type C (0-9)   | Height C (Code) | Type L (0-9) | Type M (0-9)   | Type H (0-9)   |
|                                   |                         |                    |  |  |          |                          |                      |                 |                    |            |                     |                                    |                |                |                 |              |                |                |
| 1                                 | Y                       | Q                  | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                        | dd                   | ff              | VV                 | ww         | W                   | PPP                                | TT             | N <sub>h</sub> | C <sub>L</sub>  | h            | C <sub>M</sub> | C <sub>H</sub> |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND. | SIGNIFICANT CLOUD |                 |                |        |                               | Diff. Sea Air | Dew Point                     | WAVES                         |        |                               | WAVES          |                   |        | ICE                           |                |                |                |          |                |   |   |
|----------------------|---------------------|---------------------|-------------------|-----------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|--------|-------------------------------|----------------|-------------------|--------|-------------------------------|----------------|----------------|----------------|----------|----------------|---|---|
|                      |                     |                     | Indicator         | Amount (Eights) | Type           | Height | Indicator                     |               |                               | Direction (00-36)             | Period | Height                        | Indicator      | Direction (00-36) | Period | HEIGHT                        | Kind           | Effect         | Bearing        | Distance | Orientation    |   |   |
| D <sub>s</sub>       | V <sub>s</sub>      | a                   | pp                | 0               | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub>    | 1      | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K        | D <sub>1</sub> | r | e |
|                      |                     |                     |                   | 8               |                |        |                               | 0             |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8               |                |        |                               | 0             |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8               |                |        |                               | 0             |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8               |                |        |                               | 0             |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |
|                      |                     |                     |                   | 8               |                |        |                               | 0             |                               |                               | 1      |                               |                |                   | 1      |                               |                |                |                |          |                |   |   |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
10.040

EXAMINED *J. Ireland* U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43) Sunday 26 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and stern wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include (USS) ALUDRA (AF-55), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KOINER (DER-331), (USS) REGULUS (AF-57) plus various other units of the Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*T. I. Madley*  
 T. I. MADLEY  
 ENS, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal. 0715 Mustered the duty section on station. 0718 Observed sunrise.

*F. L. Rusby*  
 F. L. RUSBY  
 LTJG, USNR

08-12 Moored as before. 0755 Pursuant to COMNAVAIRPAC serial 41029 of 17 Jan 1964, ENS R. R. BURNS, USNR, 670899, left the ship for temporary duty with Heavy Attack Loading School, NAS North Island, San Diego, California. 0853 S. S. OVERSEAS JOYCE, U. S. Registry, stood into the harbor and moored to Pier 3 South. 0900 Made daily inspection of magazines and smokeless powder samples; conditions normal. 1013 Received daily absentee report. New absentees: TROJILLE, J. F., 599 75 77, SA, USN; DION, M. F., 770 54 77, SA, USN and ARTIS, L. L. 480 48 24, AN, USN, all UA from 0700, 26 Jan 1964. Absentees returned: KING, G. L., 468 18 12, ADR3, USN, UA from 0700, 25 Jan 1964 returned on board at 0750, 26 Jan 1964; LEWIS, N. J., 589 06 00, SN, USN, UA from 0700, 25 Jan 1964 returned on board at 0830, 26 Jan 1964. 1100 Inspected aviation gasoline pump room. Conditions normal.

*S. A. Finkelstein*  
 S. A. FINKELSTEIN  
 LTJG, USNR

12-16 Moored as before. 1215 WALTER, A. B., 391 08 67, ADR3, USN, returned on board, having been UA from 0700, 25 January 1964. 1332 Held fire drill. 1348 Secured from fire drill. 1500 Inspected aviation gasoline pump room. Conditions normal.

*H. J. Steinglass*  
 H. J. STEINGLASS  
 LTJG, USNR

16-18 Moored as before. 1655 S. S. OVERSEAS JOYCE, U. S. Registry, stood out of the harbor. 1725 Observed sunset.

*M. J. Bring*  
 M. J. BRING  
 LTJG, USNR

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*W. G. Pilat*  
 W. G. PILAT  
 LTJG, USNR

20-24 Moored as before. 2300 Inspection aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
 D. E. ZIRKLE  
 LTJG, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*  
 C. E. ROEMER, CAPT.

U.S.N. COMMANDING.

*D. Wieland*  
 D. WIELAND, CDR.

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA 43) ZONE DESCRIPTION + 84 DATE 27 JANUARY 1964  
AT/PASSAGE FROM PIER # 3 NORTH N.A.S. TO ALAMEDA CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 130              | 6             | 10                 | BKN               | 30.07              | 48          | 47       | 6               | 20,000 | CL   | -                     | -                | -             |
| 02        | 120              | 6             | 8                  | BKN               | 30.07              | 48          | 47       | 8               | 900    | ST   | -                     | -                | -             |
| 03        | 190              | 5             | 8                  | SCT               | 30.07              | 48          | 47       | 4               | 900    | ST   | -                     | -                | -             |
| 04        | 230              | 5             | 7                  | SCT               | 30.06              | 48          | 47       | 4               | 900    | ST   | -                     | -                | -             |
| 05        | 180              | 5             | 7                  | SCT               | 30.07              | 48          | 47       | 4               | 900    | ST   | -                     | -                | -             |
| 06        | 100              | 4             | 7                  | BKN               | 30.08              | 48          | 47       | 6               | 800    | ST   | -                     | -                | -             |
| 07        | 120              | 3             | 8                  | OVC               | 30.08              | 50          | 48       | 10              | 600    | ST   | -                     | -                | -             |
| 08        | 130              | 2             | 4                  | F                 | 30.10              | 50          | 48       | 10              | 600    | ST   | -                     | -                | -             |
| 09        | 140              | 8             | 4                  | F                 | 30.11              | 50          | 48       | 10              | 400    | ST   | -                     | -                | -             |
| 10        | 120              | 5             | 4                  | F                 | 30.15              | 50          | 48       | 10              | 400    | ST   | -                     | -                | -             |
| 11        | 120              | 5             | 3                  | F                 | 30.15              | 51          | 49       | 10              | 800    | ST   | -                     | -                | -             |
| 12        | CALM             | 4             | F                  | 30.14             | 53                 | 50          | 10       | 1700            | ST     | -    | -                     | -                |               |
| 13        | 270              | 6             | 4                  | H                 | 30.12              | 55          | 51       | 10              | 1900   | ST   | -                     | -                | -             |
| 14        | 030              | 2             | 4                  | H                 | 30.10              | 55          | 51       | 10              | 1900   | ST   | -                     | -                | -             |
| 15        | 220              | 5             | 3                  | H                 | 30.10              | 55          | 51       | 10              | 1500   | ST   | -                     | -                | -             |
| 16        | 300              | 4             | 3                  | H                 | 30.09              | 53          | 50       | 10              | 1500   | ST   | -                     | -                | -             |
| 17        | 300              | 4             | 3                  | H                 | 30.09              | 53          | 50       | 10              | 1500   | ST   | -                     | -                | -             |
| 18        | CALM             | 5             | H                  | 30.10             | 48                 | 47          | 10       | 1500            | ST     | -    | -                     | -                |               |
| 19        | CALM             | 9             | CLR                | 30.11             | 47                 | 46          | -        | -               | -      | -    | -                     | -                |               |
| 20        | CALM             | 6             | CLR                | 30.12             | 48                 | 47          | -        | -               | -      | -    | -                     | -                |               |
| 21        | 130              | 5             | 7                  | H                 | 30.12              | 48          | 47       | 10              | 700    | ST   | -                     | -                | -             |
| 22        | 140              | 7             | 6                  | H                 | 30.15              | 47          | 46       | 10              | 600    | ST   | -                     | -                | -             |
| 23        | 090              | 8             | 5                  | F                 | 30.12              | 48          | 47       | 10              | 500    | ST   | -                     | -                | -             |
| 24        | 100              | 3             | 5                  | F                 | 30.14              | 48          | 47       | 10              | 600    | ST   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| A        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| A        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| A        | BY   |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. A                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. A                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |                               |                                |                          | TIME GMT | Total Cloud Amt. (Coded) | WIND                 |                 | Vis-ibility (90-99) | WEATHER    |                          | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS       |                  |                |                  |              |              |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|--------------------------|----------|--------------------------|----------------------|-----------------|---------------------|------------|--------------------------|------------------------------------|----------------|--------------|------------------|----------------|------------------|--------------|--------------|
|                                   |                         | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) | Direction (True) (00-36) |          |                          | Speed (True) (Knots) | Present (00-99) |                     | Past (0-9) | Amount of Clouds (Coded) |                                    |                | Type C (0-9) | Height C (Coded) | Type L (Coded) | Height L (Coded) | Type M (0-9) | Type H (0-9) |
|                                   |                         |                    |                               |                                |                          |          |                          |                      |                 |                     |            |                          |                                    |                |              |                  |                |                  |              |              |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6                        | 7        | 8                        | 9                    | 10              | 11                  | 12         | 13                       | 14                                 | 15             | 16           | 17               | 18             | 19               |              |              |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. A                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |  |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|--|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Bearing        | Distance | Orientation |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K      | D <sub>1</sub> | r        | e           |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   |                 |      |                               |               |                               |                               |           |                               |                |                |           |                               |                |                |                |        |                |          |             |  |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
21265

EXAMINED  
*Richard C. [Signature]*

UNITED STATES SHIP CORAL SEA (CVA-43) Monday 27 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional head wire and stern wire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: (USS) ALUDRA (AF-55), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KOINER (DER-331), (USS) REGULUS (AF-57) plus various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0130 Inspected aviation gasoline pump room. Conditions normal.

*G. M. Schlitz*  
G. M. SCHLITZ  
1st LT, USMC

04-08 Moored as before. 0445 Pursuant to the orders of the Commanding Officer of 26 Jan 1964, LCDR Paul J. WEAVER, USNR, 588206/1315 and LT William St. G. BARKER, USN, 569402/1310 left the ship for temporary duty in connection with Officer Personnel Assignment, at Andrews Air Force Base, NAF, Washington, D. C. 0625 LTJG Robert L. KLINE, USN, 647693/1100, having completed temporary duty with the Training Command Liaison Team, Treasure Island, San Francisco, California, returned on board and resumed his regular duties. 0645 Pursuant to the orders of the Commanding Officer of 23 Jan 1964, LTJG Neil W. RICHARDS, USNR, 654744/1105, ENS George I. LISH, USN, 661012/6352 and ENS Alan B. TAYLOR, USN, 669588/1100 left the ship for temporary duty at the Training Command Liaison Team, Treasure Island, San Francisco, California in connection with Shipboard Fire Fighting. 0700 Inspected aviation gasoline pump room. Conditions normal. 0700 LCDR Royden U. MORRISON, USN, 514873/1310 having completed temporary duty with Commanding Officer, NAS Alameda, California returned on board and resumed his regular duties. 0715 Mustered the crew at quarters. 0718 Observed sunrise.

*K. J. Leemkuil*  
K. J. LEEMKUIL  
ENS, USN

08-12 Moored as before. 0900 Made daily inspection of magazines and smokeless powder samples; conditions normal. 1031 (USS) MAUNA KEA (AE-22) stood into the harbor and moored to Pier 3 South, U. S. Naval Air Station, Alameda, California. 1100 Inspected aviation gasoline pump room. Conditions normal. 1108 Received daily absentee report. New absentees: ANDERSON, M. J., 587 52 51, FA, USN; YACOVETTE, R. J., 371 25 40, SN, USN; HALL, H. L., 689 04 15, AN, USN; HOFFMAN, R. D., 555 52 62, J01, USN, UA from 0700, 27 January 1964. Absentees returned; FALLS, B. J., 584 09 08, FN, USN, UA from 0700, 25 January 1964, returned 2100, 25 Jan 1964; WALTER, A. B., 391 08 67, ADR3, USN, UA from 0700, 25 Jan 1964 returned 1220, 26 Jan 1964; ARTIS, L. L., 480 48 24, AN, USN, UA from 0700, 26 Jan 1964 returned 0915, 26 Jan 1964; TROJELLE, J. E., 599 75 77, SA, USN, UA from 0700, 26 Jan 1964 returned 1255, 26 Jan 1964; DION, M. F., 770 54 77, SA, USN, UA from 0700, 26 Jan 1964, returned 1255, 26 Jan 1964; COX, P. A., 594 29 43, SN, USN, UA from 0700, 25 Jan 1964, returned 0701, 25 Jan 1964.

*A. D. Barber*  
A. D. BARBER  
LTJG, USN

12-16 Moored as before. 1440 ALUDRA got underway and stood out of the harbor. 1500 Inspected aviation gasoline pump room. Conditions normal. 1501 REGULUS got underway and stood out of the harbor.

*D. W. Craig*  
D. W. CRAIG  
LTJG, USN

16-18 Moored as before. 1655 HALL, H. E., 689 04 15, AN, USN, returned on board having been UA since 0700 this date. 1726 Observed sunset.

*D. L. Armstrong*  
D. L. ARMSTRONG  
LTJG, USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.



UNITED STATES SHIP

CORAL SEA (CVA-43)

Monday

27

January

19 64

(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*S. C. Simmons*  
S. C. SIMMONS  
ENS, USNR

20-24 Moored as before. 2125 ANDERSON, M. J. Jr., 527 52 51, FN, USN, was delivered on board by Armed Forces Police having been UA since 0700 this date. 2300 Inspected aviation gasoline pump room. Conditions normal.

*J. M. Sobierski*  
J. M. SOBIERSKI  
LTJG, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA-43) ZONE DESCRIPTION 784 DATE 28 JANUARY 1964  
AT/PASSAGE FROM PIER # 3 NORTH NAVAL AIR STATION, ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 110              | 4             | 5                  | F                 | 30.15              | 49          | 48       | 9               | 1000   | ST   | -                     | -                | -             |
| 02        | CALM             |               | 5                  | F                 | 30.16              | 49          | 48       | 10              | 900    | ST   | -                     | -                | -             |
| 03        | 350              | 4             | 4                  | F                 | 30.16              | 48          | 48       | 10              | 900    | ST   | -                     | -                | -             |
| 04        | 340              | 4             | 7                  | F                 | 30.16              | 48          | 47       | 9               | 1000   | ST   | -                     | -                | -             |
| 05        | CALM             |               | 4                  | F                 | 30.16              | 48          | 47       | 9               | 1000   | ST   | -                     | -                | -             |
| 06        | 090              | 6             | 3                  | F                 | 30.15              | 49          | 48       | 10              | 900    | ST   | -                     | -                | -             |
| 07        | CALM             |               | 10                 | F                 | 30.16              | 48          | 47       | 10              | 900    | ST   | -                     | -                | -             |
| 08        | CALM             |               | 4                  | F                 | 30.17              | 47          | 46       | 10              | 900    | ST   | -                     | -                | -             |
| 09        | 350              | 8             | 3                  | F                 | 30.18              | 48          | 46       | 10              | 900    | ST   | -                     | -                | -             |
| 10        | 340              | 4             | 3                  | F                 | 30.19              | 48          | 46       | 10              | 900    | ST   | -                     | -                | -             |
| 11        | CALM             |               | 3                  | F                 | 30.20              | 48          | 46       | 10              | 900    | ST   | -                     | -                | -             |
| 12        | CALM             |               | 3                  | F                 | 30.19              | 49          | 47       | 10              | 900    | ST   | -                     | -                | -             |
| 13        | CALM             |               | 3                  | F                 | 30.17              | 50          | 48       | 10              | 900    | ST   | -                     | -                | -             |
| 14        | 190              | 5             | 3                  | F                 | 30.16              | 50          | 48       | 10              | 900    | ST   | -                     | -                | -             |
| 15        | CALM             |               | 3                  | F                 | 30.16              | 51          | 48       | 10              | 900    | ST   | -                     | -                | -             |
| 16        | 330              | 8             | 3                  | F                 | 30.16              | 50          | 47       | 10              | 900    | ST   | -                     | -                | -             |
| 17        | 340              | 4             | 2                  | OVC               | 30.16              | 49          | 47       | 10              | 1900   | ST   | -                     | -                | -             |
| 18        | 340              | 4             | 1                  | F                 | 30.16              | 48          | 47       | 10              | 1700   | ST   | -                     | -                | -             |
| 19        | 340              | 4             | 1                  | F                 | 30.19              | 49          | 47       | 10              | 1700   | ST   | -                     | -                | -             |
| 20        | 000              | 6             | 1                  | F                 | 30.20              | 47          | 46       | 10              | 1600   | ST   | -                     | -                | -             |
| 21        | 330              | 4             | 2                  | F                 | 30.20              | 46          | 45       | 10              | 1500   | ST   | -                     | -                | -             |
| 22        | CALM             |               | 2                  | F                 | 30.20              | 46          | 45       | 9               | 800    | AC   | -                     | -                | -             |
| 23        | 320              | 3             | 2                  | F                 | 30.22              | 46          | 46       | 10              | 1300   | ST   | -                     | -                | -             |
| 24        | CALM             |               | 2                  | F                 | 30.23              | 46          | 45       | 10              | 1300   | ST   | -                     | -                | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of Week | POSITION OF SHIP |  |  | TIME GMT | WIND             |                |                | VISIBILITY | WEATHER |         | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                  |                           |                             |                           |                           |
|-----------------------------------|-------------|------------------|--|--|----------|------------------|----------------|----------------|------------|---------|---------|------------------------------------|----------------|-------------------------|---------------------------|-----------------------------|---------------------------|---------------------------|
|                                   |             | Occur            | Latitude                                     | Longitude                                    |          | Total Cloud Amt. | Direction      | Speed          |            | Present | Past    |                                    |                | Amount of Clouds (0-10) | Type C <sub>L</sub> (0-9) | Height C <sub>L</sub> (0-9) | Type C <sub>M</sub> (0-9) | Type C <sub>H</sub> (0-9) |
|                                   |             | (1-7) (GMT)      | (0-3, 5-8) (Degrees and tenths)              | (Degrees and tenths)                         |          | (Coded)          | (True) (00-36) | (True) (Knots) |            | (90-99) | (00-99) |                                    |                | (0-9)                   | (mb)                      | (°F)                        | N <sub>h</sub>            | C <sub>L</sub>            |
| 1                                 | 2           | 3                | 4  | 5  | 6        | 7                | 8              | 9              | 10         | 11      | 12      | 13                                 | 14             | 15                      | 16                        | 17                          | 18                        | 19                        |
|                                   | Y           | Q                | L <sub>a</sub> L <sub>a</sub> L <sub>a</sub> | L <sub>o</sub> L <sub>o</sub> L <sub>o</sub> | GG       | N                | dd             | ff             | VV         | ww      | W       | PPP                                | TT             | N <sub>h</sub>          | C <sub>L</sub>            | h                           | C <sub>M</sub>            | C <sub>H</sub>            |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               | WAVES          |                |                   | ICE                           |                |                |                |         |                |             |   |  |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|---|--|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Amount (Eights)   | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Beating | Distance       | Orientation |   |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | C                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>1</sub> | r           | e |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
22,241

EXAMINED [Signature] U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Tuesday 28 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled plus an additional headwire and sternwire, two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include (USS) MAUNA KEA (AE-22), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KOINER (DER-331), plus various other units of the Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*W. F. Rope*

W. F. ROPE  
LTJG, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0715 Mustered the crew on stations. 0717 Observed sunrise.

*V. W. Peters*

V. W. PETERS  
LT, USN

08-12 Moored as before. 0815 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0830 The Summary Court-Martial, LT D. J. COUNSELL, USN, opened at 0805 in the case of LA POINTE, S. A., 596 98 98, AN, USN, and adjourned at 0830 to await the action of the convening authority. 0900 The Summary Court-Martial, LT D. J. COUNSELL, USN, opened at 0835 in the case of ARENDS, D. E., 585 38 13, AN, USN, and adjourned at 0900 to await the action of the convening authority. 0922 Received daily report of absentees. New absentees: FIELD, M. F., 198 08 43, PFC, USMC, UA since 0700 this date. 1030 The port anchor has been housed to facilitate hydraulic repairs. 1100 Inspected aviation gasoline pump room. Conditions normal.

*F. L. Rusby*

F. L. RUSBY  
LTJG, USNR

12-16 Moored as before. 1240 Pursuant to the orders of the Commanding Officer, ARENDS, D. E., 585 38 13, USN, was placed in confinement for 15 days in execution of punishment adjudged him by sentence of Summary Court-Martial on this date. 1515 Inspected aviation gasoline pump room. Conditions normal.

*B. S. Creech*

B. S. CREECH  
LT, USNR

16-18 Moored as before. 1710 Held fire drill. 1720 Secured from fire drill. 1728 Observed sunset.

*W. D. Keener*

W. D. KEENER  
LTJG, USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*R. P. Schneider*

R. P. SCHNEIDER  
LT, USNR

20-24 Moored as before. 2000 While climbing a ladder MASON, T. F., 692 79 35, FA, USN, received a laceration of his lower lip when he fell and struck a paint bucket; not due to his own misconduct. Treatment administered by the Medical Department. Disposition: duty. 2300 Inspected aviation gasoline pump room. Conditions normal.

*R. R. Lamanna*

R. R. LAMANNA  
ENS, USNR

APPROVED:

EXAMINED:

*C. E. Roemer*

C. E. ROEMER, CAPT. U.S.N. COMMANDING.

*D. Wieland*

D. WIELAND, CDR, U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA - CUF - 43 ZONE DESCRIPTION + 8 DATE 29, JANUARY, 1964  
AT/PASSAGE FROM PIER #3 NORTH NFS ALAMEDA TO CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Symbols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|--------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                    |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | CALM              |               | 2                    | F                  | 30.28               | 47           | 46       | 10              | 900    | ST   | -                      | -                 | -             |
| 02        | 360               | 3             | 2                    | F                  | 30.24               | 46           | 46       | 10              | 900    | ST   | -                      | -                 | -             |
| 03        | 030               | 2             | 2                    | F                  | 30.25               | 46           | 45       | 10              | 900    | ST   | -                      | -                 | -             |
| 04        | CALM              |               | 3                    | F                  | 30.24               | 44           | 43       | 10              | 1500   | ST   | -                      | -                 | -             |
| 05        | 180               | 6             | 3                    | BKN                | 30.24               | 45           | 44       | 8               | 1500   | ST   | -                      | -                 | -             |
| 06        | 210               | 3             | 3                    | F                  | 30.26               | 45           | 45       | 10              | 1200   | ST   | -                      | -                 | -             |
| 07        | 200               | 4             | 3                    | H                  | 30.26               | 45           | 44       | 8               | 1100   | ST   | -                      | -                 | -             |
| 08        | 170               | 5             | 3                    | BKN                | 30.27               | 44           | 44       | 9               | 900    | ST   | -                      | -                 | -             |
| 09        | 140               | 6             | 3                    | BKN                | 30.29               | 46           | 45       | 9               | 900    | ST   | -                      | -                 | -             |
| 10        | 160               | 7             | 2                    | BKN                | 30.29               | 46           | 45       | 9               | 900    | ST   | -                      | -                 | -             |
| 11        | 180               | 4             | 2                    | BKN                | 30.31               | 46           | 44       | 9               | 900    | ST   | -                      | -                 | -             |
| 12        | 170               | 5             | 2                    | BKN                | 30.32               | 47           | 45       | 9               | 1200   | ST   | -                      | -                 | -             |
| 13        | 180               | 4             | 2                    | L                  | 30.30               | 49           | 47       | 10              | 1200   | ST   | -                      | -                 | -             |
| 14        | 190               | 3             | 3                    | L                  | 30.27               | 52           | 50       | 10              | 1200   | ST   | -                      | -                 | -             |
| 15        | 170               | 3             | 3                    | L                  | 30.25               | 51           | 49       | 10              | 1200   | ST   | -                      | -                 | -             |
| 16        | CALM              |               | 2                    | L                  | 30.25               | 50           | 49       | 10              | 1200   | ST   | -                      | -                 | -             |
| 17        | 160               | 4             | 3                    | H                  | 30.24               | 50           | 49       | 10              | 5000   | ST   | -                      | -                 | -             |
| 18        | 140               | 4             | 4                    | GF                 | 30.23               | 49           | 48       | 9               | 1500   | ST   | -                      | -                 | -             |
| 19        | 350               | 4             | 4                    | GF                 | 30.27               | 52           | 50       | 10              | 1500   | ST   | -                      | -                 | -             |
| 20        | 010               | 5             | 1                    | GF                 | 30.28               | 50           | 49       | 10              | 1500   | ST   | -                      | -                 | -             |
| 21        | CALM              |               | 1                    | GF                 | 30.30               | 51           | 51       | 9               | 600    | ST   | -                      | -                 | -             |
| 22        | CALM              |               | 1                    | GF                 | 30.30               | 51           | 51       | 8               | 300    | ST   | -                      | -                 | -             |
| 23        | 340               | 5             | 1                    | BKN                | 30.30               | 50           | 50       | 9               | 1200   | ST   | -                      | -                 | -             |
| 24        | 330               | 7             | 1                    | OC                 | 30.31               | 49           | 49       | 10              | 1200   | ST   | -                      | -                 | -             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 1200     |      |      |
| L        |      | BY   |
| λ        |      | BY   |
| 2000     |      |      |
| L        |      | BY   |
| λ        |      | BY   |

LEGEND: 1 - CELESTIAL  
2 - ELECTRONIC  
3 - VISUAL  
4 - D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II

SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP   |                               |                                | TIME GMT | Total Cloud Amt. (Coded) | WIND                       |                      | Visi-bil-ity (90-99) | WEATHER         |             | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |              |                |              |                |              |              |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|----------|--------------------------|----------------------------|----------------------|----------------------|-----------------|-------------|------------------------------------|----------------|--------------------------|--------------|----------------|--------------|----------------|--------------|--------------|
|                                   |                         | Oc-cant (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) |          |                          | Dir-ec-tion (True) (00-36) | Speed (True) (Knots) |                      | Present (00-99) | Past (00-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9) | Height C (0-9) | Type L (0-9) | Height L (0-9) | Type M (0-9) | Type H (0-9) |
|                                   |                         |                    |                               |                                |          |                          |                            |                      |                      |                 |             |                                    |                |                          |              |                |              |                |              |              |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6        | 7                        | 8                          | 9                    | 10                   | 11              | 12          | 13                                 | 14             | 15                       | 16           | 17             | 18           | 19             |              |              |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.           |           | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                   |                               | WAVES          |                |                   | ICE                           |                |                |                |         |                |             |   |  |
|----------------------|---------------------|-------------------------------|-----------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|-------------------|-------------------------------|----------------|----------------|-------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|---|--|
|                      |                     | Amount Change (mb and tenths) | Indicator | Amount (Eight)    | Type           | Height |                               |               |                               | Indicator                     | Direction (00-36) | Period                        | Height         | Indicator      | Direction (00-36) | Period                        | HEIGHT         | Kind           | Effect         | Bearing | Distance       | Orientation |   |  |
| D <sub>s</sub>       | V <sub>s</sub>      | a                             | pp        | C                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                 | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>i</sub> | r           | s |  |
|                      |                     |                               |           |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                               |           |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                               |           |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                               |           |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |
|                      |                     |                               |           |                   |                |        |                               |               |                               |                               |                   |                               |                |                |                   |                               |                |                |                |         |                |             |   |  |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
12,057

EXAMINED Wickland Ch U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43) Wednesday 29 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U. S. Naval Air Station, Alameda, California with standard mooring lines doubled an additional head wire and stern wire plus two additional breast lines and five storm pendants. Receiving miscellaneous services from the pier. Ships present include: (USS) MAUNA KEA (AE-22), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KOINER (DER-331) and various other units of the U. S. Pacific Fleet, yard and district craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*J. R. Barlow*  
J. R. BARLOW  
LT, USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal.  
0715 Mustered the crew on stations. 0717 Observed sunrise.

*P. Parker*  
P. PARKER  
ENS, USNR

08-12 Moored as before. 0845 Pursuant to COMNAVIAIRPAC TADORD 41055 LT Vernon W. PETERS, USN, 606851, left the ship for FLEASWCOL, San Diego, California. 0850 BELLATRIX got underway and moored alongside MARKAB. 0910 Received daily absentee report. New Absentees: DAVIS, J. C., 885 30 60, SKCA, USN, UA from 0700, 29 January 1964. Made daily inspection of magazines and smokeless powder samples, conditions normal. 1000 Pursuant to COMNAVIAIRPAC TADORD 41055 CDR Alfred C. O'NEAL, USN, 606851 left the ship for FLEASWCOL, San Diego, California. 1145 Inspected aviation gasoline pump room. Conditions normal.

*M. D. Swartz*  
M. D. SWARTZ  
LTJG, USNR

12-16 Moored as before. 1400 Held fire drill. 1430 Secured from fire drill. 1500 Inspected aviation gasoline pump room. Conditions normal.

*F. L. Rusby*  
F. L. RUSBY  
LTJG, USNR

16-18 Moored as before. 1728 Observed sunset.

*A. W. Deprey*  
A. W. DEPREY  
ENS, USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*K. W. Donohoe*  
K. W. DONOHOE  
LTJG, USNR

20-24 Moored as before. 2050 While engaged in shinning his shoes KAVANAUGH, H. L., 68922 98, SA, USN, cut his right index finger on a shoe polish container; not due to his own misconduct. Treatment administered by the Medical Officer. Disposition: duty. 2210 TITTINGER, G. J., 588 23 14, SA, USN, returned on board having been UA since 1100, 23 Jan 1964. 2300 Inspected aviation gasoline pump room. Conditions normal.

*W. C. Egg*  
W. C. EGG  
ENS, USN

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.

DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (LVA-43) ZONE DESCRIPTION +8<sup>u</sup> DATE 30 JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH N.A.S. TO ALAMEDA, CALIFORNIA

TABLE I

| ZONE TIME | WIND             |               | VISIBILITY (Miles) | WEATHER (Symbols) | BAROMETER (Inches) | TEMPERATURE |          | CLOUDS          |        |      | SEA WATER TEMPERATURE | WAVES            |               |
|-----------|------------------|---------------|--------------------|-------------------|--------------------|-------------|----------|-----------------|--------|------|-----------------------|------------------|---------------|
|           | DIRECTION (True) | FORCE (Knots) |                    |                   |                    | Dry Bulb    | Wet Bulb | Amount (Tenths) | Height | Type |                       | DIRECTION (True) | HEIGHT (Feet) |
| 01        | 000              | 4             | 1                  | GF                | 30.30              | 50          | 49       | 10              | 1400   | ST   | —                     | —                | —             |
| 02        | 090              | 3             | 2                  | GF                | 30.29              | 50          | 49       | 10              | 2600   | ST   | —                     | —                | —             |
| 03        | 320              | 7             | 2                  | F                 | 30.32              | 49          | 48       | 10              | 2600   | ST   | —                     | —                | —             |
| 04        | CALM             | 5             | GF                 | 30.30             | 49                 | 48          | 10       | 1900            | ST     | —    | —                     | —                |               |
| 05        | 050              | 4             | 7                  | GF                | 30.30              | 46          | 45       | 9               | 2000   | ST   | —                     | —                | —             |
| 06        | 080              | 8             | 7                  | OVC               | 30.30              | 45          | 44       | 10              | 2000   | ST   | —                     | —                | —             |
| 07        | 080              | 8             | 7                  | OVC               | 30.30              | 45          | 44       | 10              | 2000   | ST   | —                     | —                | —             |
| 08        | 070              | 2             | 5                  | GF                | 30.34              | 44          | 43       | 5               | 800    | ST   | —                     | —                | —             |
| 09        | 340              | 6             | 4                  | BKN               | 30.36              | 47          | 45       | 6               | 1000   | ST   | —                     | —                | —             |
| 10        | 110              | 6             | 6                  | H                 | 30.37              | 48          | 46       | 9               | 1200   | ST   | —                     | —                | —             |
| 11        | 100              | 8             | 5                  | H/K               | 30.37              | 51          | 47       | 9               | 1600   | ST   | —                     | —                | —             |
| 12        | 090              | 6             | 10                 | BKN               | 30.34              | 53          | 48       | 7               | 1800   | ST   | —                     | —                | —             |
| 13        | 090              | 4             | 10                 | BKN               | 30.33              | 53          | 48       | 7               | 2000   | ST   | —                     | —                | —             |
| 14        | 050              | 5             | 10                 | BKN               | 30.32              | 53          | 48       | 6               | 2000   | ST   | —                     | —                | —             |
| 15        | 340              | 8             | 10                 | SCT               | 30.31              | 54          | 49       | 3               | 2000   | ST   | —                     | —                | —             |
| 16        | 340              | 8             | 10                 | SCT               | 30.30              | 54          | 49       | 3               | 2000   | CL   | —                     | —                | —             |
| 17        | 330              | 10            | 10                 | SCT               | 30.29              | 51          | 47       | 3               | 2000   | CL   | —                     | —                | —             |
| 18        | 340              | 8             | 10                 | SCT               | 30.29              | 40          | 47       | 3               | 2000   | CL   | —                     | —                | —             |
| 19        | 359              | 6             | 10                 | SCT               | 30.31              | 49          | 46       | 3               | 2000   | CL   | —                     | —                | —             |
| 20        | 015              | 6             | 10                 | CLR               | 30.32              | 48          | 46       | 0               | —      | —    | —                     | —                | —             |
| 21        | CALM             | 10            | SCT                | 30.33             | 47                 | 45          | 1        | 2000            | CL     | —    | —                     | —                | —             |
| 22        | 190              | 2             | 10                 | CLR               | 30.33              | 46          | 45       | 0               | —      | —    | —                     | —                | —             |
| 23        | CALM             | 10            | CLR                | 30.33             | 45                 | 44          | 0        | —               | —      | —    | —                     | —                | —             |
| 24        | 160              | 2             | 8                  | CLR               | 30.33              | 45          | 44       | 0               | —      | —    | —                     | —                | —             |

| POSITION | ZONE     | TIME |
|----------|----------|------|
| 0800     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 1200     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |
| 2000     |          |      |
| L _____  | BY _____ |      |
| λ _____  | BY _____ |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | Day of week (1-7) (GMT) | POSITION OF SHIP  |  |                                | TIME GMT | Total Cloud Amt. (Coded) | WIND                     |                      | Visibility (90-99) | WEATHER         |            | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS                   |                |         |                |                |
|-----------------------------------|-------------------------|-------------------|--|--------------------------------|----------|--------------------------|--------------------------|----------------------|--------------------|-----------------|------------|------------------------------------|----------------|--------------------------|----------------|---------|----------------|----------------|
|                                   |                         | Octant (0-3, 5-8) | Latitude (Degrees and tenths)                | Longitude (Degrees and tenths) |          |                          | Direction (True) (00-36) | Speed (True) (Knots) |                    | Present (00-99) | Past (0-9) |                                    |                | Amount of Clouds (Coded) | Type C (0-9)   | L (0-9) | H (0-9)        | Type CM (8-9)  |
| 1                                 | 2                       | 3                 | 4  | 5                              | 6        | 7                        | 8                        | 9                    | 10                 | 11              | 12         | 13                                 | 14             | 15                       | 16             | 17      | 18             | 19             |
|                                   | Y                       | Q                 | L <sub>a</sub> L <sub>b</sub> L <sub>c</sub> | L <sub>o</sub> L <sub>o</sub>  | GG       | N                        | dd                       | ff                   | VV                 | ww              | W          | PPP                                | TT             | N <sub>h</sub>           | C <sub>L</sub> | h       | C <sub>M</sub> | C <sub>H</sub> |

| CURRENT DATA           |        |
|------------------------|--------|
| FROM _____ (ZT)        | (Date) |
| TO _____ (ZT)          | (Date) |
| SET _____              |        |
| DRIFT _____            |        |
| POSITION BETWEEN FIXES |        |
| MID. L _____           |        |
| MID. λ _____           |        |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                |        | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |                    |                               | WAVES          |                |                    | ICE                           |                |                |                |         |                |             |    |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|----------------|--------|-------------------------------|---------------|-------------------------------|-------------------------------|--------------------|-------------------------------|----------------|----------------|--------------------|-------------------------------|----------------|----------------|----------------|---------|----------------|-------------|----|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Amount (Eights)   | Type           | Height |                               |               |                               | Indicator                     | Direction (100-36) | Period                        | Height         | Indicator      | Direction (100-36) | Period                        | HEIGHT         | Kind           | Effect         | Bearing | Distance       | Orientation |    |
| 20                   | 21                  | 22                   | 23                            | 24                | 25             | 26     | 27                            | 28            | 29                            | 30                            | 31                 | 32                            | 33             | 34             | 35                 | 36                            | 37             | 38             | 39             | 40      | 41             | 42          | 43 |
| D <sub>s</sub>       | V <sub>s</sub>      | a                    | pp                            | c                 | N <sub>s</sub> | C      | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1                  | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1                  | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | c <sub>2</sub> | K       | D <sub>i</sub> | r           | e  |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                    |                               |                |                |                    |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                    |                               |                |                |                    |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                    |                               |                |                |                    |                               |                |                |                |         |                |             |    |
|                      |                     |                      |                               |                   |                |        |                               |               |                               |                               |                    |                               |                |                |                    |                               |                |                |                |         |                |             |    |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
15 218

EXAMINED [Signature] U. S. N. NAVIGATOR

UNITED STATES SHIP CORAL SEA (CVA-43)

Thursday 30 January 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U.S. Naval Air Station, Alameda, California with standard mooring lines doubled, a headwire and sternwire, plus two additional breast lines, and five storm pendants, receiving miscellaneous services from the pier. Ships present include: (USS) MAUNA KEA (AE-22), (USS) PICTOR (AF-54), (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), and various other units of the Pacific Fleet, district and yard craft. SOPA is COMFAIR ALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*R. G. Farina*

R. G. FARINA  
ENS USNR

04-08 Moored as before. 0655 Received report that at 2400, 29 January 1964, BAKER, G. E., 353 49 41, SN, USN, received a laceration of the left 4th finger when he fell down a ladder while returning from liberty. Treatment administered by the Medical Department. Disposition: Duty. 0700 Inspected aviation gasoline pump room; conditions normal. 0715 Mustered the crew on stations. 0716 Observed sunrise.

*D. L. Jones*

D. L. JONES  
LT USNR

08-12 Moored as before. 0900 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0902 PICTOR got underway and stood out of the harbor. 0905 The Summary Court-Martial, LCDR P. C. SIMON, USN, opened in the case of CHASE, D. J., 529 63 18, SN, USNR. 0917 The Special Court-Martial, LCDR C. B. OLSON, USN, Senior Member, appointed by the Commanding Officer, serial L-4-64 of 21 January 1964, met in the case of JETT, T. G., 699 62 38, SA, USN. 1035 Received ship's daily absentee report. New absentees: None. Absentees returned: DAVIS, J. C., 885 30 60, SKCA, USN, UA from 0700, 29 January 1964, returned 0830, 29 January 1964. 1045 The Summary Court-Martial in the case of CHASE, D. J., 529 63 18, SN, USNR, adjourned. 1100 Inspected aviation gasoline pump room. Conditions normal.

*C. R. Templin*

C. R. TEMPLIN  
ENS USNR

12-16 Moored as before. 1257 MAUNA KEA got underway and stood out of the harbor. 1300 Commenced Zone Inspection. 1440 The Special Court-Martial which met in the case of JETT, T. G., 699 62 38, SA, USN, adjourned to await the action of the convening authority. 1500 Inspected aviation gasoline pump room. Conditions normal.

*S. A. Finkelstein*

S. A. FINKELSTEIN  
LTJG USNR

16-18 Moored as before. 1547 Received word that JETT, T. G., 699 62 38, SA, USN, convicted of violation of Articles 128, 86, and 134 of the UCMJ was confined at 1500 for safekeeping by order of the Commanding Officer pending sentencing. 1600 Secured from Zone Inspection. 1729 Observed sunset.

*D. A. Dungan*

D. A. DUNGAN  
LT USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*K. J. Leemkuil*

K. J. LEEMKUIL  
ENS USN

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP CORAL SEA (CVA-43)

Thursday 30 January 1964  
(DAY) (DATE) (MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Moored as before. 2100 Received report that GILES, G. H., 683 17 26, FN, USN, received flash burns in both eyes while working. Treatment administered by Medical Department. Disposition: Observation overnight in Sick Bay. 2300 Inspected aviation gasoline pump room. Conditions normal.

*M. J. Dring*  
M. J. DRING  
LTJG USNR

*[Signature]*  
[Illegible text]

*[Signature]*  
[Illegible text]

*[Signature]*  
[Illegible text]

*[Signature]*  
[Illegible text]

*[Signature]*  
[Illegible text]

APPROVED:

EXAMINED:

*C. E. Roemer*  
C. E. ROEMER, CAPT,

U.S.N. COMMANDING.

*D. Wieland*  
D. WIELAND, CDR,

U.S.N. NAVIGATOR.



DECK LOG-WEATHER OBSERVATION SHEET

USS CORAL SEA (CVA 43) ZONE DESCRIPTION T84 DATE 31 JANUARY 1964  
AT/PASSAGE FROM PIER #3 NORTH TO ALAMEDA CALIFORNIA

TABLE I

| ZONE TIME | WIND              |               | VISI-BIL-ITY (Miles) | WEATH-ER (Symbols) | BARO-METER (Inches) | TEMPER-ATURE |          | CLOUDS          |        |      | SEA WATER TEMPER-ATURE | WAVES             |               |
|-----------|-------------------|---------------|----------------------|--------------------|---------------------|--------------|----------|-----------------|--------|------|------------------------|-------------------|---------------|
|           | DIREC-TION (True) | FORCE (Knots) |                      |                    |                     | Dry Bulb     | Wet Bulb | Amount (Tenths) | Height | Type |                        | DIREC-TION (True) | HEIGHT (Feet) |
| 01        | 260               | 5             | 10                   | CLR                | 30.33               | 45           | 44       | —               | —      | —    | —                      | —                 | —             |
| 02        | 350               | 4             | 10                   | CLR                | 30.33               | 44           | 43       | —               | —      | —    | —                      | —                 | —             |
| 03        | CALM              |               | 10                   | CLR                | 30.33               | 43           | 43       | —               | —      | —    | —                      | —                 | —             |
| 04        | 160               | 4             | 5                    | CLR                | 30.32               | 44           | 44       | —               | —      | —    | —                      | —                 | —             |
| 05        | 060               | 2             | 7                    | CLR                | 30.32               | 44           | 43       | —               | —      | —    | —                      | —                 | —             |
| 06        | 348               | 6             | 7                    | CLR                | 30.33               | 43           | 43       | —               | —      | —    | —                      | —                 | —             |
| 07        | 340               | 2             | 5                    | CLR                | 30.34               | 42           | 42       | —               | —      | —    | —                      | —                 | —             |
| 08        | 010               | 8             | 0                    | GF                 | 30.35               | 44           | 44       | —               | —      | —    | —                      | —                 | —             |
| 09        | 360               | 6             | 1                    | GF                 | 30.36               | 45           | 45       | —               | —      | —    | —                      | —                 | —             |
| 10        | 350               | 5             | 2                    | GF                 | 30.36               | 47           | 46       | —               | —      | —    | —                      | —                 | —             |
| 11        | 350               | 8             | 3                    | H                  | 30.36               | 51           | 48       | —               | —      | —    | —                      | —                 | —             |
| 12        | 340               | 8             | 3                    | H                  | 30.34               | 53           | 49       | 5               | 200    | ST   | —                      | —                 | —             |
| 13        | 340               | 10            | 4                    | H                  | 30.31               | 54           | 50       | 4               | 200    | ST   | —                      | —                 | —             |
| 14        | 320               | 8             | 4                    | H                  | 30.29               | 57           | 52       | 3               | 300    | ST   | —                      | —                 | —             |
| 15        | 330               | 12            | 5                    | H                  | 30.28               | 56           | 51       | 2               | 400    | ST   | —                      | —                 | —             |
| 16        | 310               | 10            | 7                    | BKN                | 30.27               | 56           | 51       | 7               | 6500   | CI   | —                      | —                 | —             |
| 17        | 310               | 10            | 7                    | BKN                | 30.27               | 53           | 49       | 7               | 6500   | CI   | —                      | —                 | —             |
| 18        | 320               | 10            | 7                    | BKN                | 30.28               | 52           | 49       | 7               | 6500   | CI   | —                      | —                 | —             |
| 19        | 310               | 8             | 8                    | SCT                | 30.00               | 50           | 48       | 4               | 2000   | CI   | —                      | —                 | —             |
| 20        | 320               | 2             | 8                    | SCT                | 30.31               | 50           | 48       | 4               | 2000   | CI   | —                      | —                 | —             |
| 21        | 030               | 3             | 10                   | CLR                | 30.31               | 50           | 48       | 0               | —      | —    | —                      | —                 | —             |
| 22        | 340               | 2             | 7                    | SCT                | 30.31               | 48           | 47       | 4               | 2000   | CI   | —                      | —                 | —             |
| 23        | 010               | 2             | 7                    | SCT                | 30.31               | 48           | 47       | 4               | 2000   | CI   | —                      | —                 | —             |
| 24        | 050               | 4             | 7                    | SCT                | 30.31               | 47           | 45       | 4               | 2000   | CI   | —                      | —                 | —             |

| POSITION | ZONE | TIME |
|----------|------|------|
| 0800     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 1200     |      |      |
| L        | BY   |      |
| λ        | BY   |      |
| 2000     |      |      |
| L        | BY   |      |
| λ        | BY   |      |

LEGEND: 1 — CELESTIAL  
2 — ELECTRONIC  
3 — VISUAL  
4 — D. R.

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

TABLE II  
SYNOPTIC OBSERVATIONS

| ZONE TIME OF SYNOPTIC OBSERVATION | POSITION OF SHIP        |                    |                               |                                |                          | TIME GMT | WIND                      |                      |                 | VISI-BIL-ITY (90-99) | WEATHER    |                          | PRES-SURE Barometer Corrected (mb) | Air Temp. (°F) | CLOUDS     |                       |            |              |            |
|-----------------------------------|-------------------------|--------------------|-------------------------------|--------------------------------|--------------------------|----------|---------------------------|----------------------|-----------------|----------------------|------------|--------------------------|------------------------------------|----------------|------------|-----------------------|------------|--------------|------------|
|                                   | Day of week (1-7) (GMT) | Oc-tant (0-3, 5-8) | Latitude (Degrees and tenths) | Longitude (Degrees and tenths) | Total Cloud Amt. (Coded) |          | Direc-tion (True) (00-36) | Speed (True) (Knots) | Present (00-99) |                      | Past (0-9) | Amount of Clouds (Coded) |                                    |                | Type (0-9) | Height (Feet) (Coded) | Type (0-9) | Amount (0-9) | Type (0-9) |
|                                   |                         |                    |                               |                                |                          |          |                           |                      |                 |                      |            |                          |                                    |                |            |                       |            |              |            |
| 1                                 | 2                       | 3                  | 4                             | 5                              | 6                        | 7        | 8                         | 9                    | 10              | 11                   | 12         | 13                       | 14                                 | 15             | 16         | 17                    | 18         | 19           |            |

| CURRENT DATA           |             |
|------------------------|-------------|
| FROM                   | (ZT) (Date) |
| TO                     | (ZT) (Date) |
| SET                    |             |
| DRIFT                  |             |
| POSITION BETWEEN FIXES |             |
| MID. L                 |             |
| MID. λ                 |             |

| Course of Ship (0-9) | Speed of Ship (0-9) | 3-HOUR PRESS. TEND.  |                               | SIGNIFICANT CLOUD |                 |      | Indicator                     | Diff. Sea Air | Dew Point                     | WAVES                         |           |                               | WAVES          |                |           | ICE                           |                |                |                |        |                |          |             |  |
|----------------------|---------------------|----------------------|-------------------------------|-------------------|-----------------|------|-------------------------------|---------------|-------------------------------|-------------------------------|-----------|-------------------------------|----------------|----------------|-----------|-------------------------------|----------------|----------------|----------------|--------|----------------|----------|-------------|--|
|                      |                     | Characteristic (0-9) | Amount Change (mb and tenths) | Indicator         | Amount (Eights) | Type |                               |               |                               | Height                        | Indicator | Direction (00-36)             | Period         | Height         | Indicator | Direction (00-36)             | Period         | HEIGHT         | Kind           | Effect | Basing         | Distance | Orientation |  |
| D <sub>s</sub>       | Y <sub>s</sub>      | a                    | pp                            | c                 | N <sub>s</sub>  | C    | h <sub>s</sub> h <sub>s</sub> | 0             | T <sub>s</sub> T <sub>s</sub> | T <sub>d</sub> T <sub>d</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | 1         | d <sub>w</sub> d <sub>w</sub> | P <sub>w</sub> | H <sub>w</sub> | C <sub>2</sub> | K      | D <sub>l</sub> | r        | a           |  |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |  |
|                      |                     |                      |                               |                   | 8               |      |                               | 0             |                               |                               | 1         |                               |                |                | 1         |                               |                |                |                |        |                |          |             |  |

MILES STEAMED  
0000-2400

FUEL CONSUMED  
0000-2400  
12,501

EXAMINED *Wickland*

UNITED STATES SHIP CORAL SEA (CVA-43)

Friday 31 January , 19 64  
(DAY) (DATE) (MONTH)

00-04 Moored starboard side to Pier 3 North, U.S. Naval Air Station, Alameda, California, with standard mooring lines doubled, a headwire and sternwire, plus two additional breast lines, and five storm pendants. Receiving miscellaneous services from the pier. Ships present include (USS) BELLATRIX (AF-62), (USS) MARKAB (AR-23), (USS) KOINER (DER-331) and various other units of the Pacific Fleet, district and yard craft. SOPA is COMFAIRALAMEDA. 0300 Inspected aviation gasoline pump room. Conditions normal.

*D. E. Zirkle*  
D. E. ZIRKLE  
LTJG USNR

04-08 Moored as before. 0700 Inspected aviation gasoline pump room. Conditions normal. 0715 Observed sunrise. Mustered the crew on stations.

*R. W. Blackmar*  
R. W. BLACKMAR  
ENS USNR

08-12 Moored as before. 0908 (USS) REGULUS (AE-57) stood into the harbor and moored alongside Pier 2 North. 0915 Received daily absentee report. New absentees: PAULSON, W. (n), 544 66 17, MM3, USN, UA from 0700, 31 Jan. 1964; SMITH, C. H., 391 60 13, BT3, USN, UA from 0700, 31 Jan. 1964; GOODING, R. D., 596 98 97, AN, USN, UA from 0700, 31 Jan. 1964; BROOKS, H. L., 684 97 25, AA, USN, UA from 0700, 31 Jan. 1964; KING, G. L., 468 18 12, ADR3, USN, UA from 0700, 31 Jan. 1964; FAMA, W. R., 590 70 74, AN, USN, UA from 0700, 31 Jan. 1964; CASTELLO, A. D., 585 63 21, PN3, USN, UA from 0700, 31 Jan. 1964; NEEDHAM, T. E., 391 13 08, SN, USN, UA from 0700, 31 Jan. 1964; PALMER, G. A., 686 04 63, SN, USN, UA from 0700, 31 Jan. 1964. 0948 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0945 GOODING, R. D., 596 98 97, AN, USN, returned on board having been UA since 0700, 31 Jan. 1964. 1000 Mustered the crew at quarters for Captain's inspection of personnel. 1100 Secured from inspection. 1100 Inspected aviation gasoline pump room. Conditions normal.

*D. R. Stewart*  
D. R. STEWART  
LTJG USN

12-16 Moored as before. 1224 Pursuant to CO, CVA-43 letter serial 1321/1 of 27 January 1964, ENS Allen W. DEPREY, USN, 667917 left the ship for temporary additional duty with Overhaul and Repair Department, U.S. Naval Air Station, Alameda, California. 1300 In accordance with BUPERS Order 018094 of 11 July 1963, CDR Keith T. WEAVER, USN, 481812 reported on board for duty as numerical relief for CDR Robert C. HESSOM, USN. 1341 Held Fire Drill in Compt. C-307-E, Frame 142, starboard side, #3 Elevator Machinery Room, Class "A" Fire. 1354 Secured from Fire Drill. 1500 Inspected aviation gasoline pump room. Conditions normal.

*A. D. Barber*  
A. D. BARBER  
LTJG USN

16-18 Moored as before. 1730 Observed sunset.

*D. W. Craig*  
D. W. CRAIG  
LTJG USN

18-20 Moored as before. 1900 Inspected aviation gasoline pump room. Conditions normal.

*R. Littlefield*  
R. LITTLEFIELD  
ENS USNR

APPROVED:

EXAMINED:

U.S.N. COMMANDING.

U.S.N. NAVIGATOR.

UNITED STATES SHIP

CORAL SEA (CVA-43)

Friday

31

January

1964

(DAY)

(DATE)

(MONTH)

SMOOTH REMARKS--CONTINUED

20-24 Moored as before. 2300 Inspected aviation gasoline pump room. Conditions normal.

*S. C. Simmons*

S. C. SIMMONS  
ENS USNR

04-08 Moored as before. 0100 Inspected aviation gasoline pump room. Conditions normal.

R. W. HADFIELD  
ENS

04-12 Moored as before. 0900 (ENS) INSPECTED (AR-V) MOOD INTO THE TERRITORY AND MOVED (AR-V) ...  
04-14 Moored as before. 1100 Inspected aviation gasoline pump room. Conditions normal.

R. W. HADFIELD  
ENS

04-16 Moored as before. 1100 Inspected aviation gasoline pump room. Conditions normal.

R. W. HADFIELD  
ENS

04-18 Moored as before. 1100 Inspected aviation gasoline pump room. Conditions normal.

R. W. HADFIELD  
ENS

APPROVED:

EXAMINED:

*C. E. Roemer*

C. E. ROEMER, CAPT, U.S.N. COMMANDING.

*D. Wieland*

D. WIELAND, CDR, U.S.N. NAVIGATOR.