

# CUI

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Standard Form 901 (11-18)  
Prescribed by GSA/ISOO | 32 CFR 2002

# CUI



## Navigation Brief

# Sea to Sembawang Shipyard S-1 21 Aug 2017

Submitted by:

(b) (6)

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Navigator

Reviewed by:

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J. L. Sanchez, CDR, USN  
Executive Officer

Approved by:

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A. J. Sanchez, CDR, USN  
Commanding Officer



# *Navigation Brief*

20 Aug 2017

Purpose of Brief: Navigational Safety Requirement and Information

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## *References*

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- **COMNAVAIRFOR/COMNAVSURFORINST 3530.4E (NAVDORM)**
- **JOHNSMCCAININST 3430.4Q (Navigation Bill)**
- **Sailing Directions Pub. 174**
- **OPNAVINST 3500.39 (Operational Risk Management)**



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# *Contents*

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- **Watch Bill**
- **SOE**
- **Weather / Astronomical Data / Tides**
- **Operational Requirements**
- **Special Considerations**
- **Tugs and Pilot / Chart Info / Speed Restrictions**
- **Ground Tackle / Emergency Anchorage**
- **Navigation Equipment**
- **Communications**
- **Engineering Plant**
- **Emergencies**
- **ORM**

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# Watch Bill

OOD	(b) (6)	Q
JOOD	(b) (6)	Q
JOOW	(b) (6)	Q
CONN	(b) (6)	Q
NAV EVALUATOR	(b) (6)	Q
ECDIS-N OPERATOR	(b) (6)	Q
BEARING RECORDER	(b) (6)	Q
BEARING TAKERS	(b) (6)	Q Q
BMOW	(b) (6)	Q
HELM SAFETY OFFICER	(b) (6)	Q U/I
MASTER HELMSMAN	(b) (6)	Q U/I
LEE HELMSMAN	(b) (6)	Q
AFT STEERING SAFETY OFFICER	(b) (6)	Q U/I
AFT STEERING HELMSMEN	(b) (6)	Q U/I
TAO	(b) (6)	Q
SHIPPING OFFICER	(b) (6)	Q
PILOTING OFFICER	(b) (6)	Q
PCO	(b) (6)	Q
EOOW	(b) (6)	Q U/I



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## SOE

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### 20 Aug

- 1300 (-8H) – Navigation Brief

### 21 Aug

- 0600 (-8H) – Station the S&A Detail (Except Line Handlers)
- 0745 (-8H) – Station Line Handlers
- 0900 (-8H) - Moored Sembawang Shipyard S-1



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# Weather

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- **Skies/ Weather:** MCLDY w/ ISLD TSTMS
- **Visibility:** >7NM
- **Winds:** VRBL 5-10 kts
- **Seas:** SW 1-3 ft
- **Air Temp (F):** 82-84 F





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## *Astronomical Data*

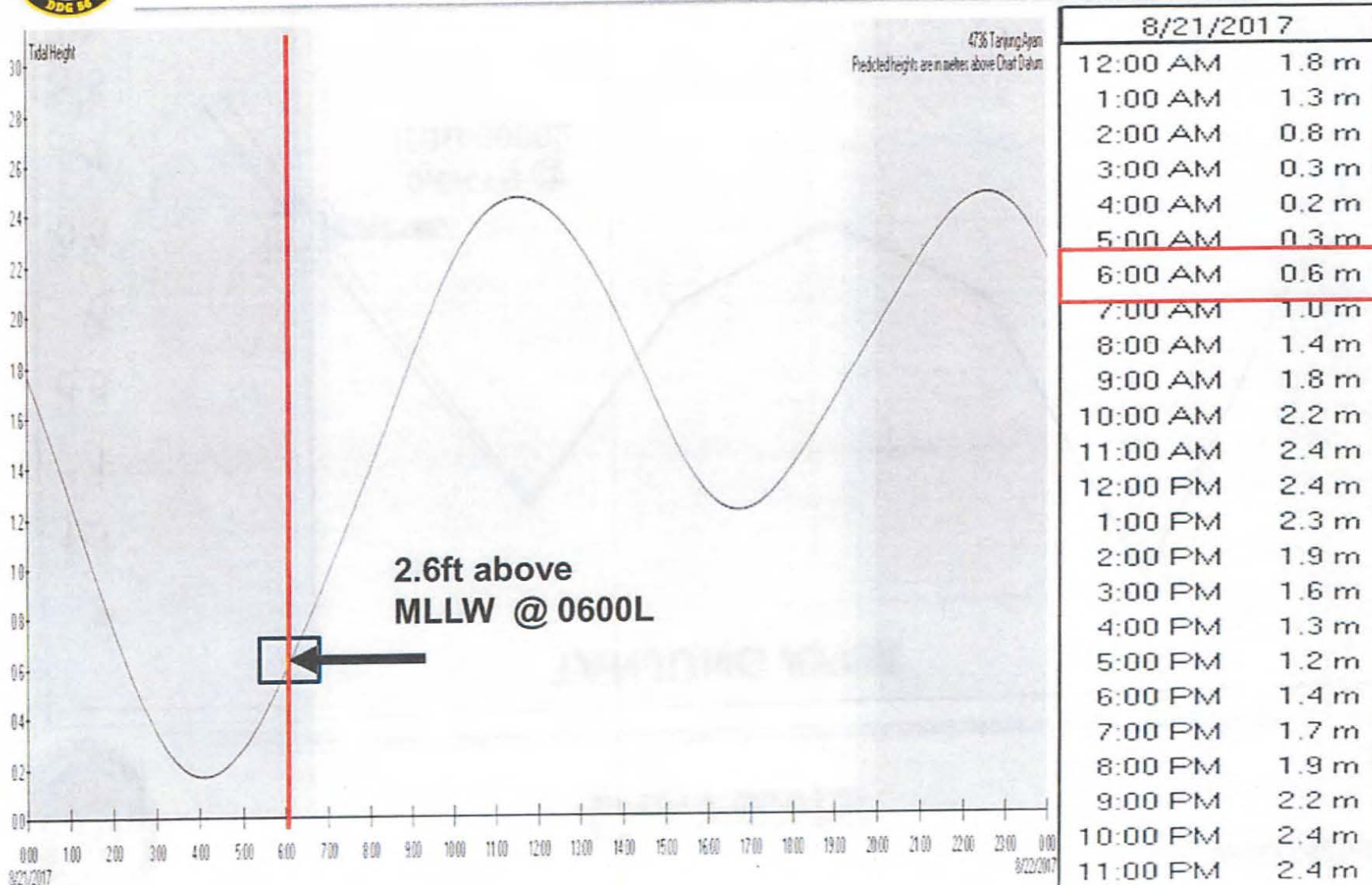
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- **Sunrise:** 0659 (-8H)
- **Sunset:** 1913 (-8H)
- **Moonrise:** 0619 (-8H)
- **Moonset:** 1850 (-8H)
- **Illumination:** 0 %

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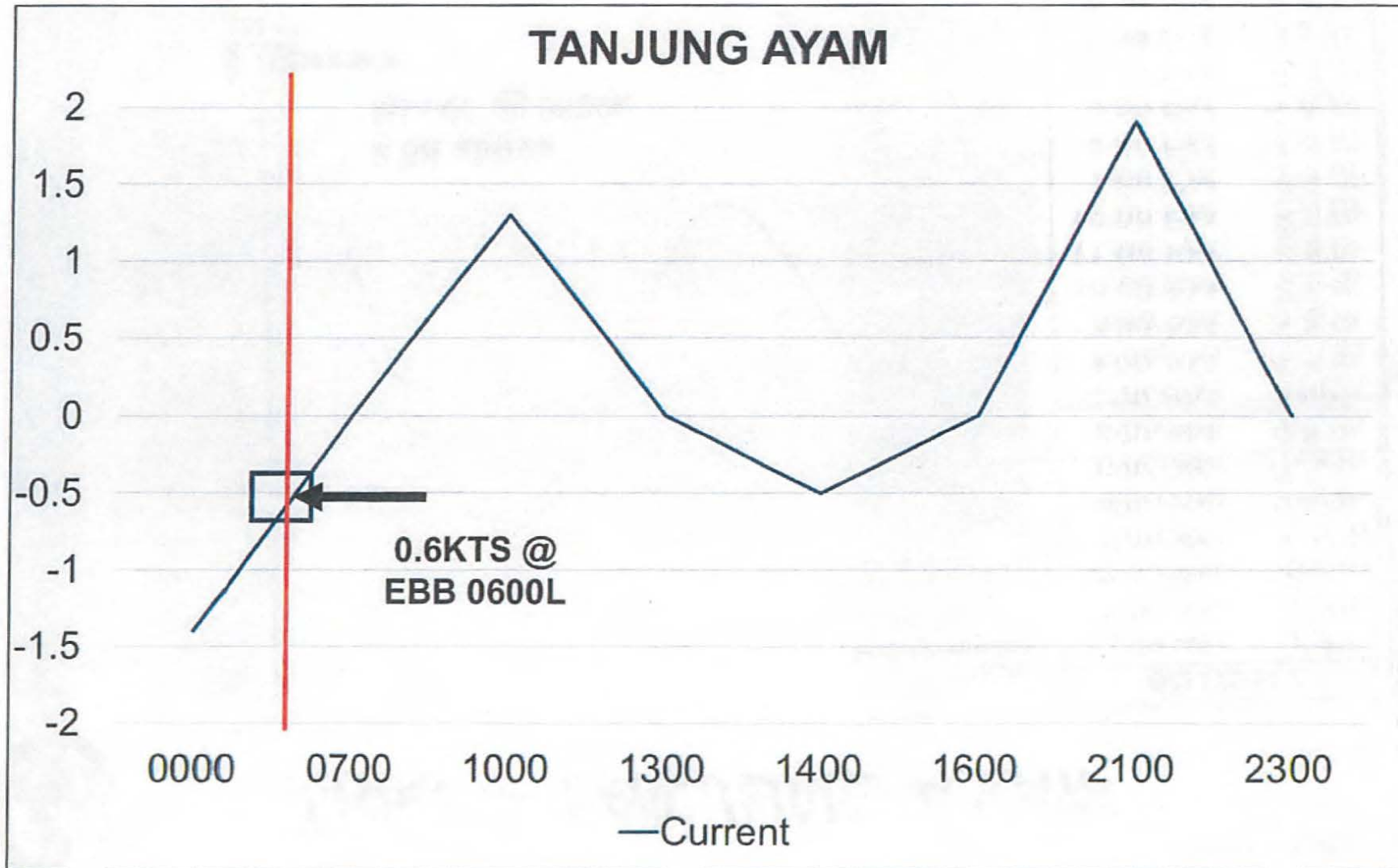
# Tides – TANJUNG AYAM





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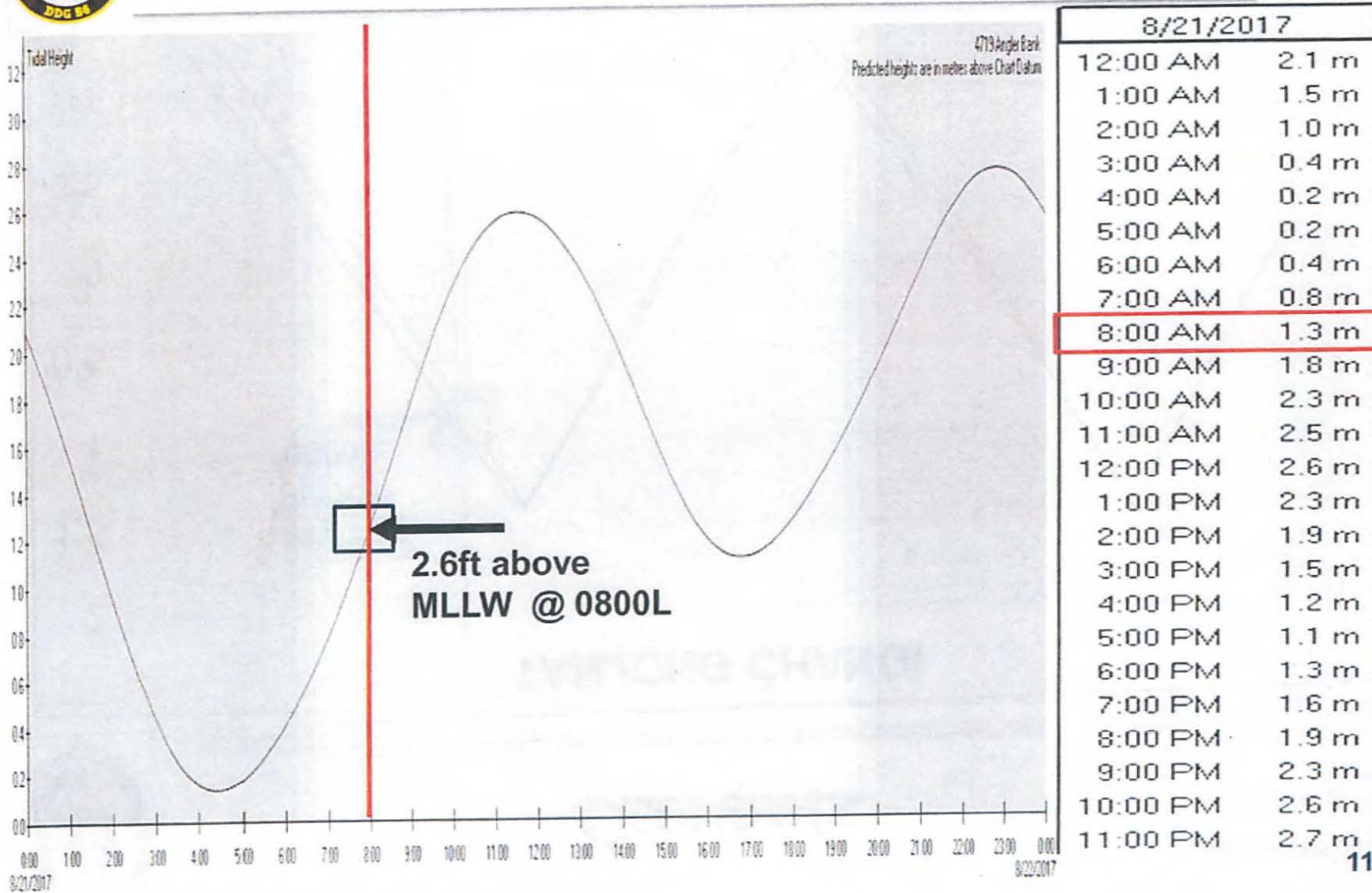
# Currents



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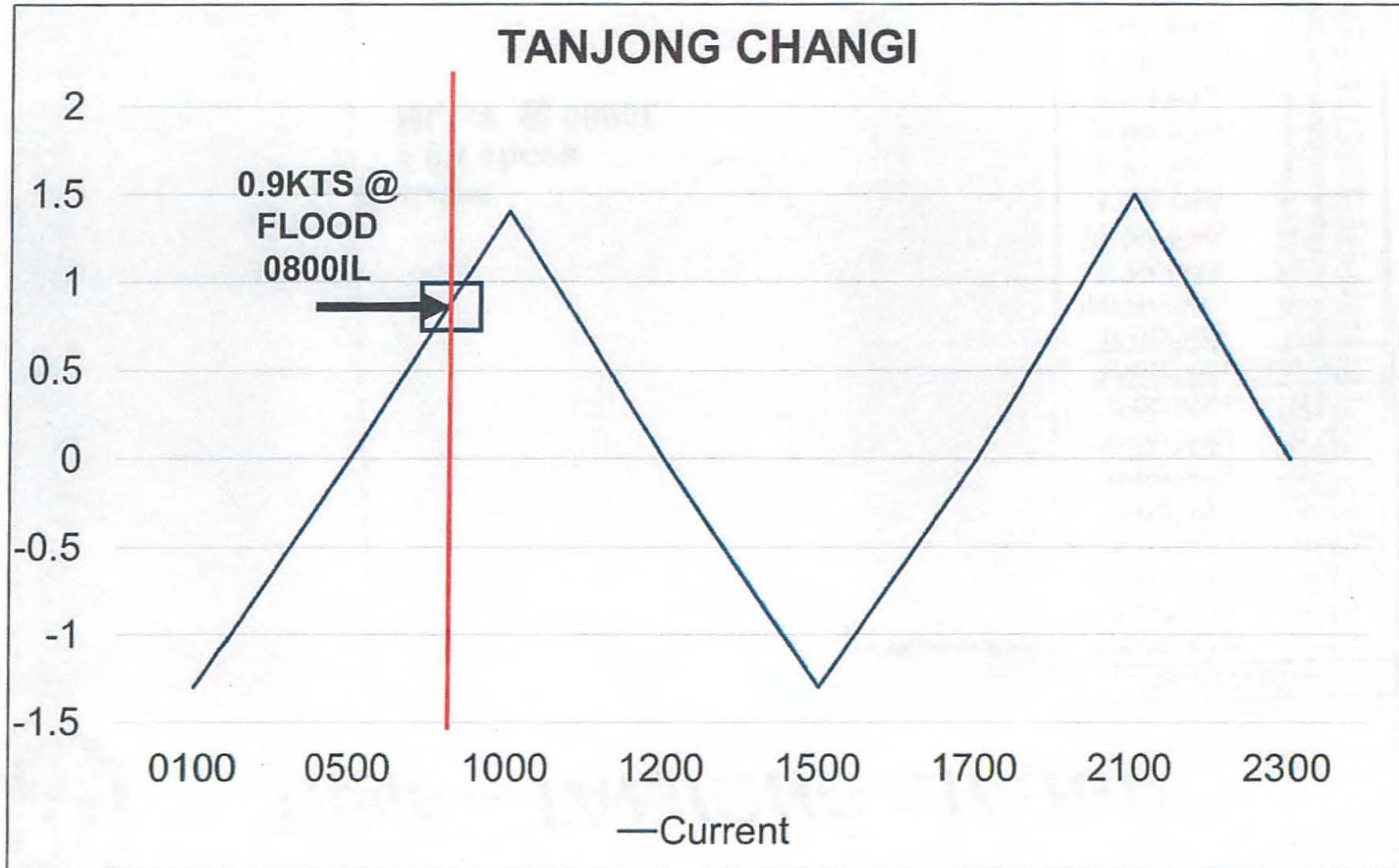
# Tides – TANJONG CHANGI





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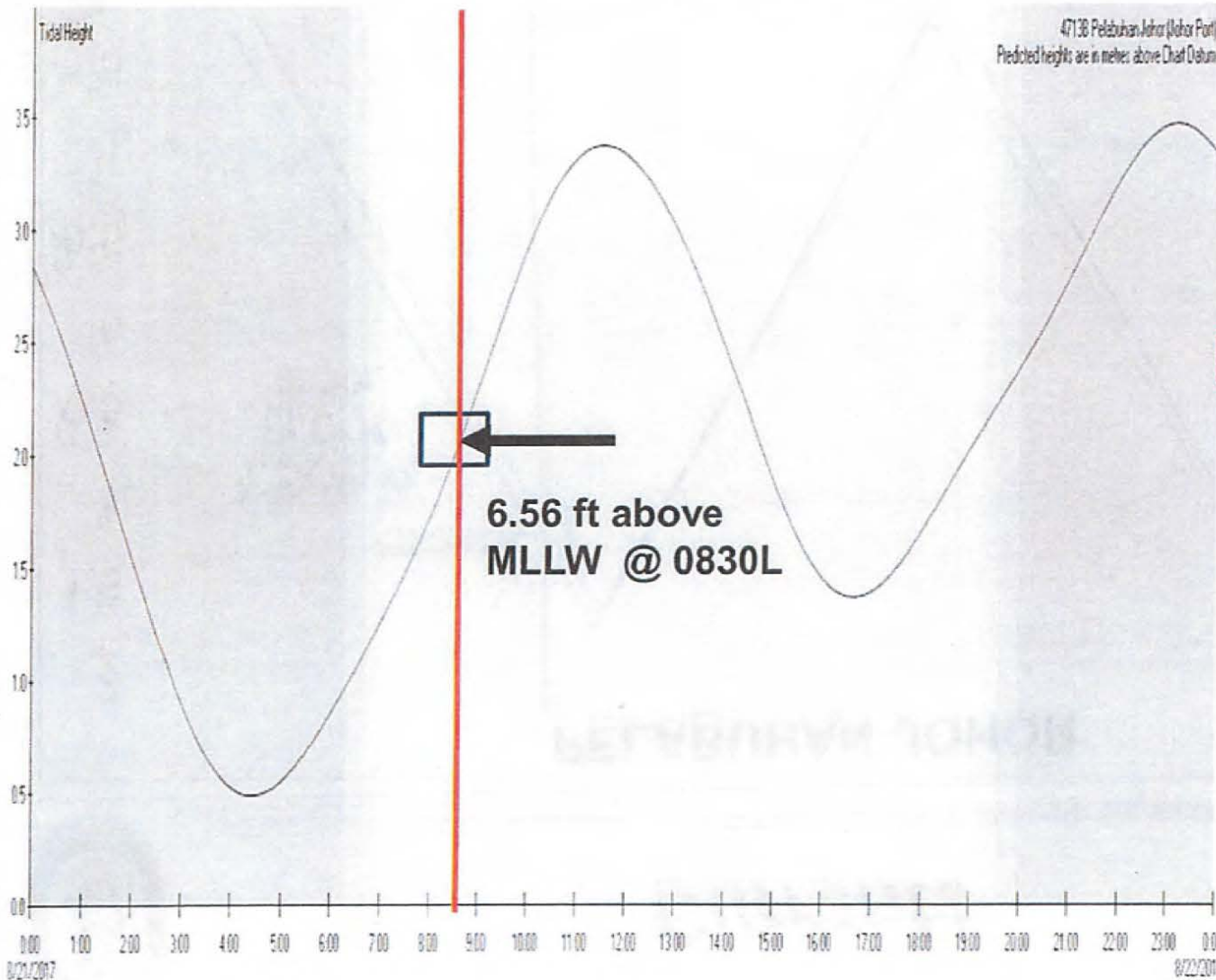
# Currents



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# Tides – PELABUHAN JOHOR

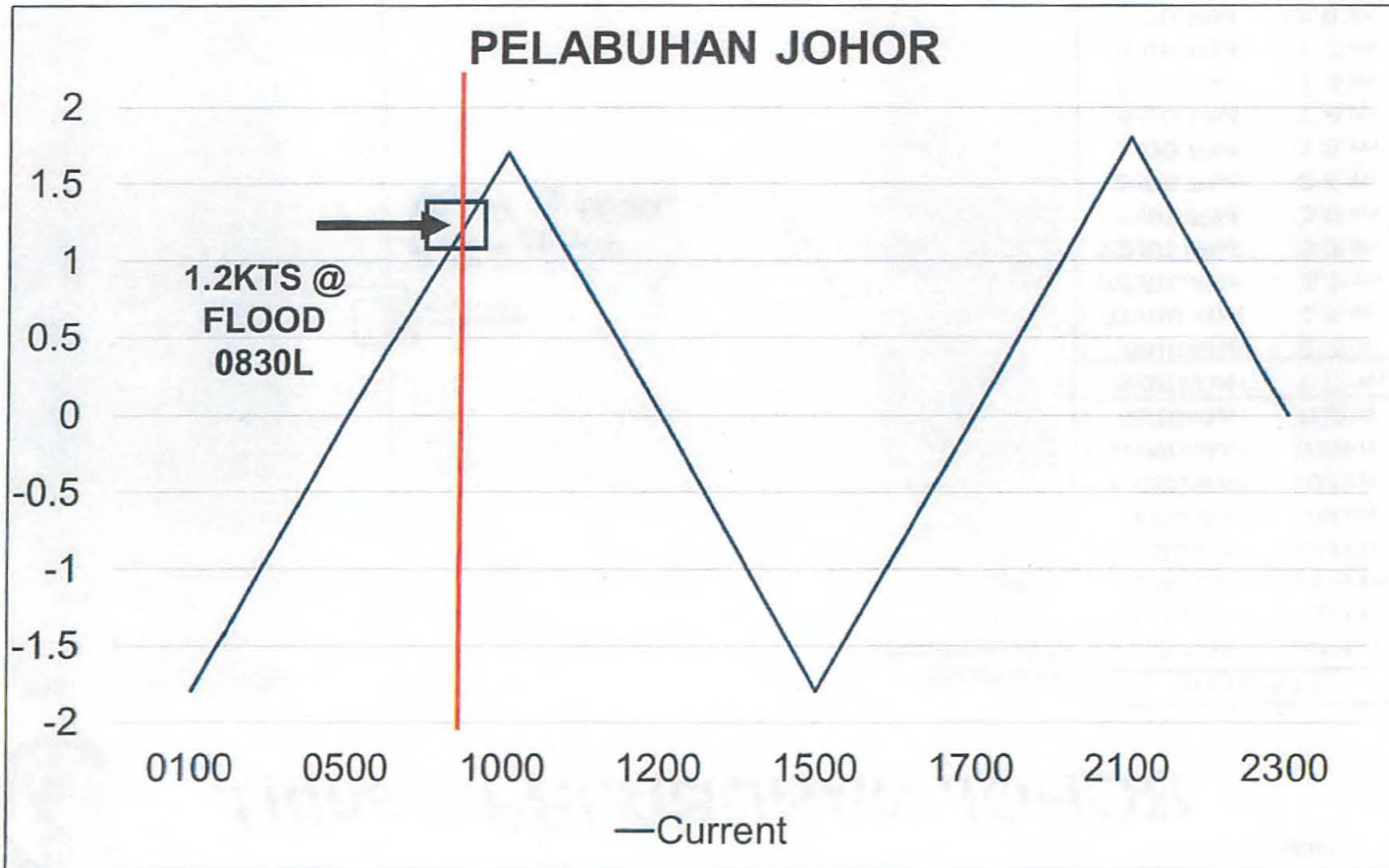


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2:00 AM	1.5 m
3:00 AM	0.9 m
4:00 AM	0.5 m
5:00 AM	0.6 m
6:00 AM	0.9 m
7:00 AM	1.3 m
8:00 AM	1.7 m
9:00 AM	2.3 m
10:00 AM	2.9 m
11:00 AM	3.3 m
12:00 PM	3.3 m
1:00 PM	3.0 m
2:00 PM	2.5 m
3:00 PM	1.9 m
4:00 PM	1.4 m
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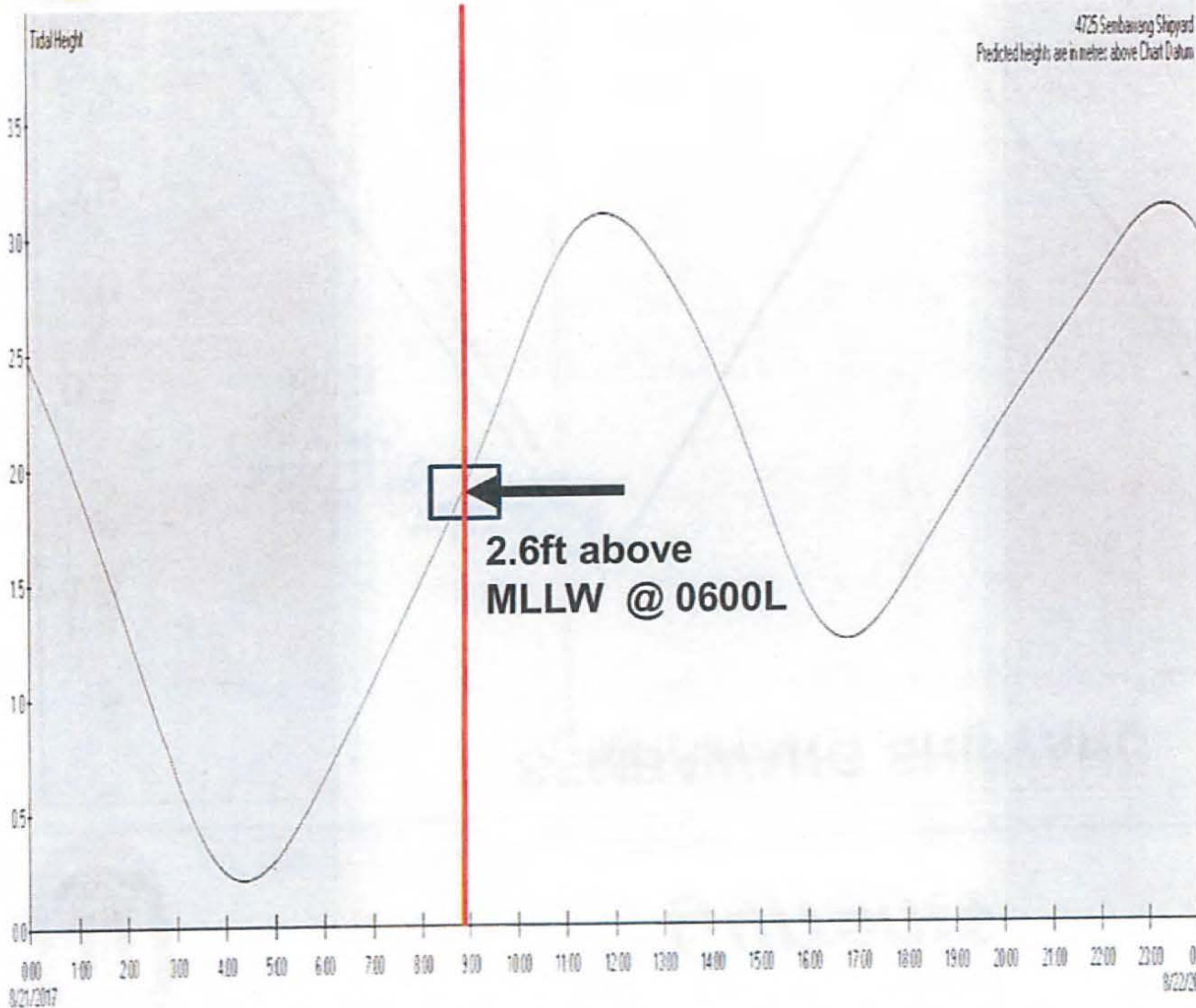
# Currents



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# Tides - SEMBAWANG



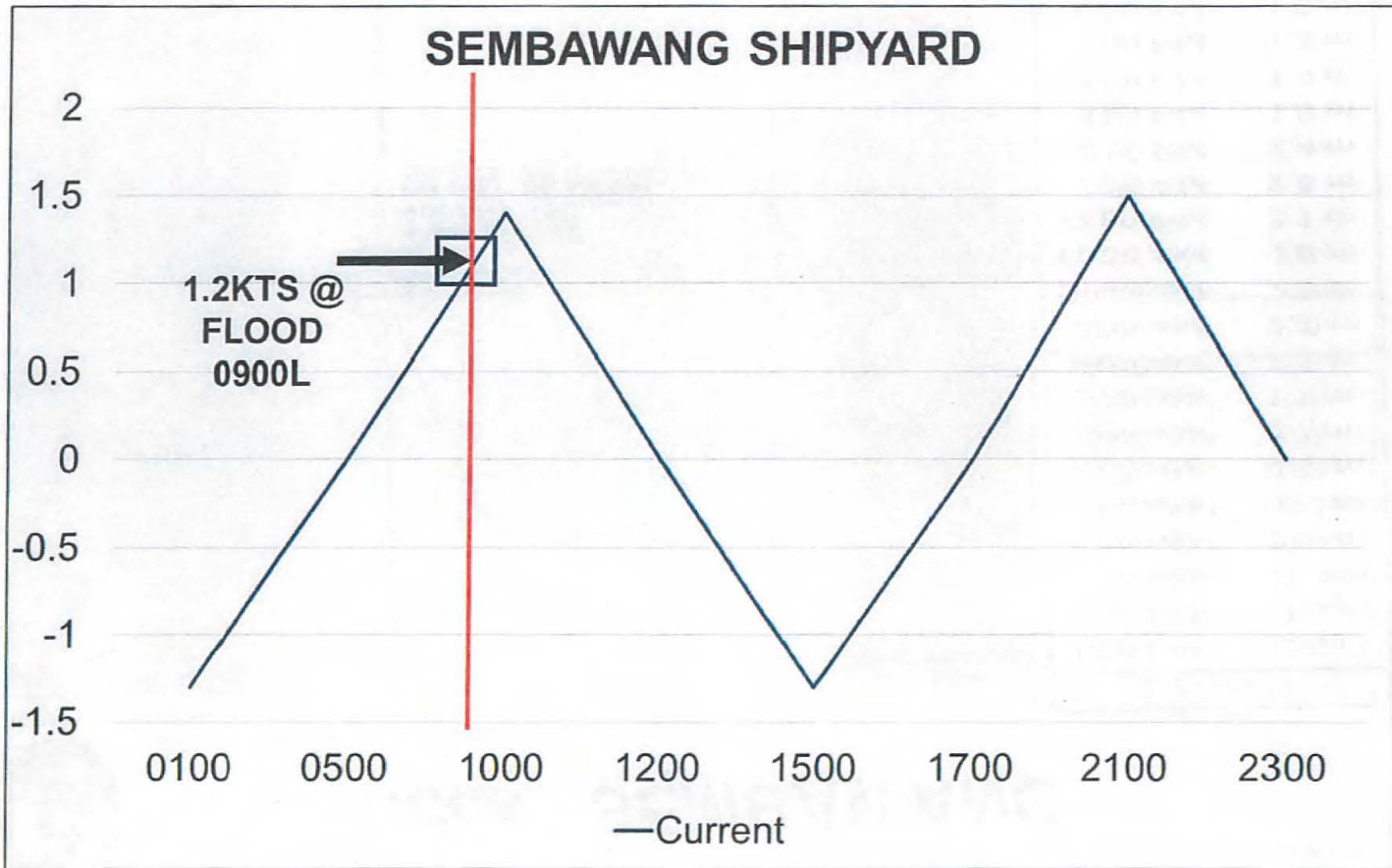
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10:00 PM	2.8 m
11:00 PM	3.1 m





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# Currents





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# *Operational Requirements*

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- **Operational Requirements:**
  - Tactical Situation
    - Sea to Sembawang Shipyard S-1 SST
- **Conditions of Readiness**
  - Modified Zebra will be set throughout the ship
  - Equipment Online IAW CO's Standing Orders



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## *Special Considerations*

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- **Uniform:** Clean FRV Coveralls and Command Ball Caps
- **Honors:** None
- **Misc:** None
- **Flag Officer Movements:** None
- **Harbor Exercises:** None
- **Visitors:** IAW Riders List
- **Special Events:** None
- **Media Coverage:** None
- **Debrief Schedule:** Outbound NAV brief



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# *Tugs and Pilots*

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- **Confirmed:** 2 Tugs and 1 Pilot
- **Arrival Time:** 0630
- **Embark:** Pilot Boat
- **Disembark:** Pier
- **Pilots Ladder:** Port and Stbd



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## *Chart Information*

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- **DNC 03 Ed. 26:** GEN 03C, COA03F , A0350001, H349995,
  - **VMS charts updated using the latest:**
    - VDU: NTM 30/2017
    - NTM: 30/2017
  
- **Buoy System:** IALA "A" (Green Right Returning)
  
- **GPS Datum:** WGS 84
  
- **Fix Intervals:** 3 minutes and IAW CO's Standing Orders



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# *Shoal & Speed Restrictions*

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- **Draft (20Aug17):** 21ft 4 in Forward  
21 ft 3 in Aft  
30 ft 0 in Sonar Dome
- **Safety Draft:** 36 ft / 11 m / 6 fathoms  
– *All Shoal Water is marked in **RED***
- **Speed Restrictions:** None
- **Emergency Anchorages:** All throughout the transit



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## Track Data

WPs	Course	Speed	Distance	TB	TR
1-2	258T/ 259M	16 kts	15,760YDS / 7.88NM	V50- 159T/261R	R2- 26,400YDS
2-3	229T/230M	16 kts	25,620YDS / 12.81NM	V3- 308T/079R	R11-28,520YDS
3-4	261T/262M	16 kts	17,780YDS / 8.89NM	V4- 346T/085R	R13-18,920YDS
4-5	281T/282M	16 kts	8,240YDS / 4.12NM	V6- 024T/103R	R13-10,760YDS
5-6	311T/312M	12 kts	17,320YDS / 8.66NM	V12-214T/263R	R20- 2,518YDS
6-7	283T/284M	12 kts	1,908YDS / 0.95NM	V13- 201T/278R	R22-2,325YDS
7-8	268T/269M	12 kts	1,201YDS / 0.60NM	V13-174T/266R	R24-2,866YDS
8-9	249T/250M	12 kts	2,860 YDS / 1.43NM	V17-350T/101R	R26-4,380YDS
9-10	311T/312M	12 kts	6,440YDS / 3.22NM	V32-259T/308R	R30-2,231YDS
10-11	277T/278M	12 kts	2,459YDS / 1.22NM	V31-026T/109T	R33-4,320YDS



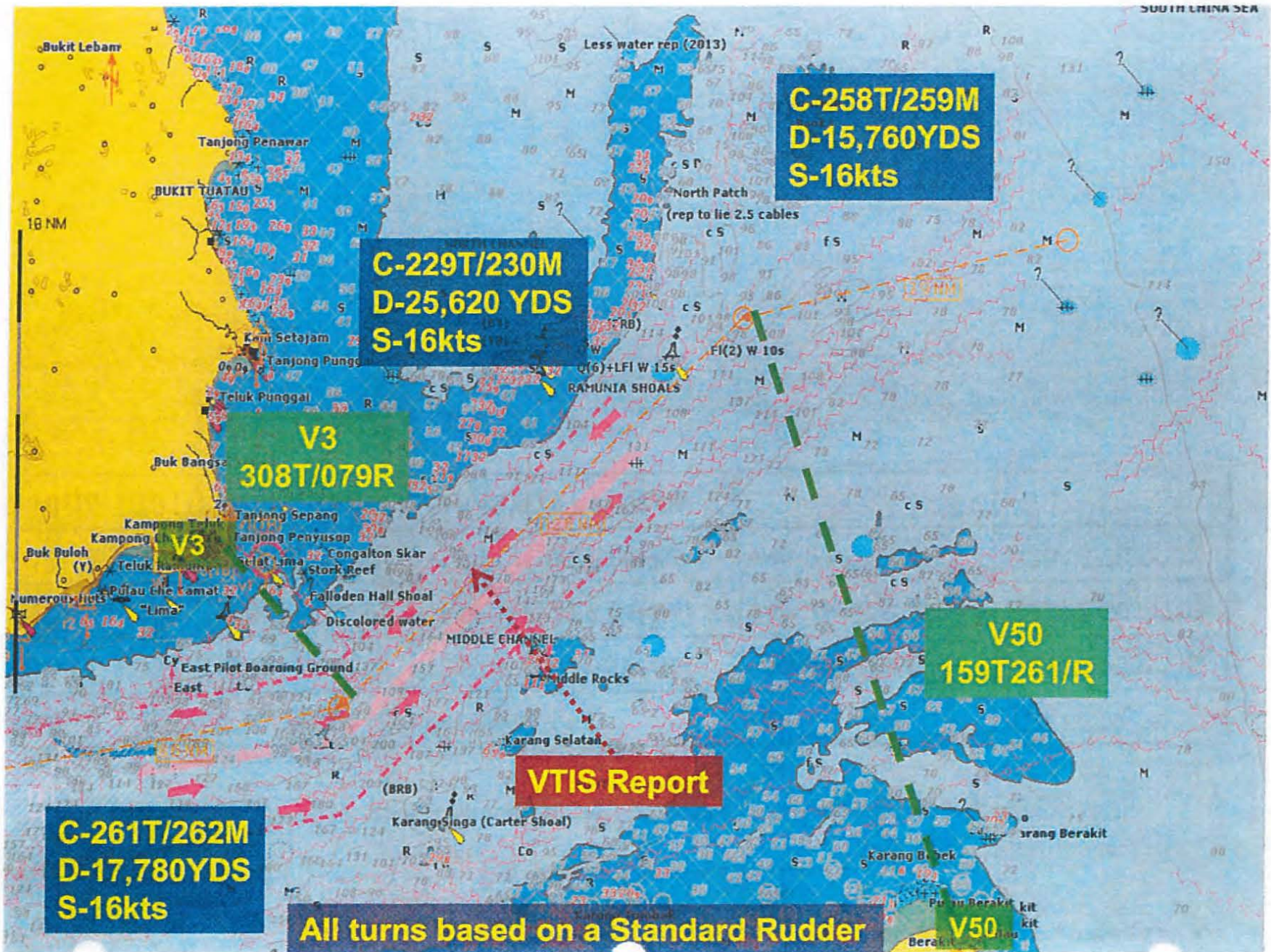
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## Track Data

WPs	Course	Speed	Distance	TB	TR
11-12	294T/295M	12 kts	1,578YDS / 0.78NM	V36-354T/060R	R35- 4,260YDS
12-13	321T/322M	12 kts	4,020YDS / 2.01NM	V41-269T/308R	R37- 2,501YDS
13-14	300T/301M	12 kts	1,617YDS / 0.80NM	V41-234T/294R	R38- 3,787YDS
14-15	291T/292M	12 kts	2,142YDS / 1.07NM		

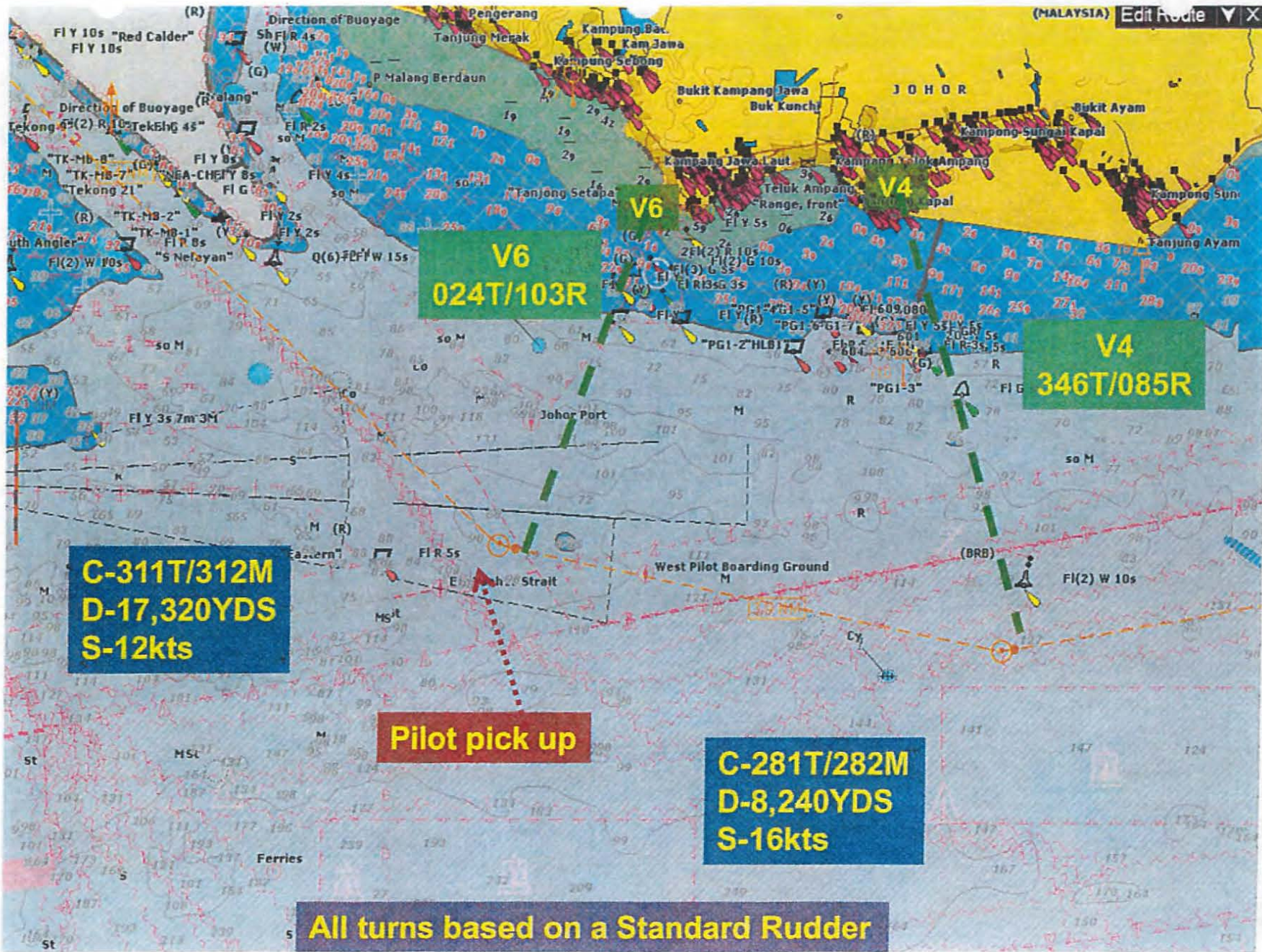


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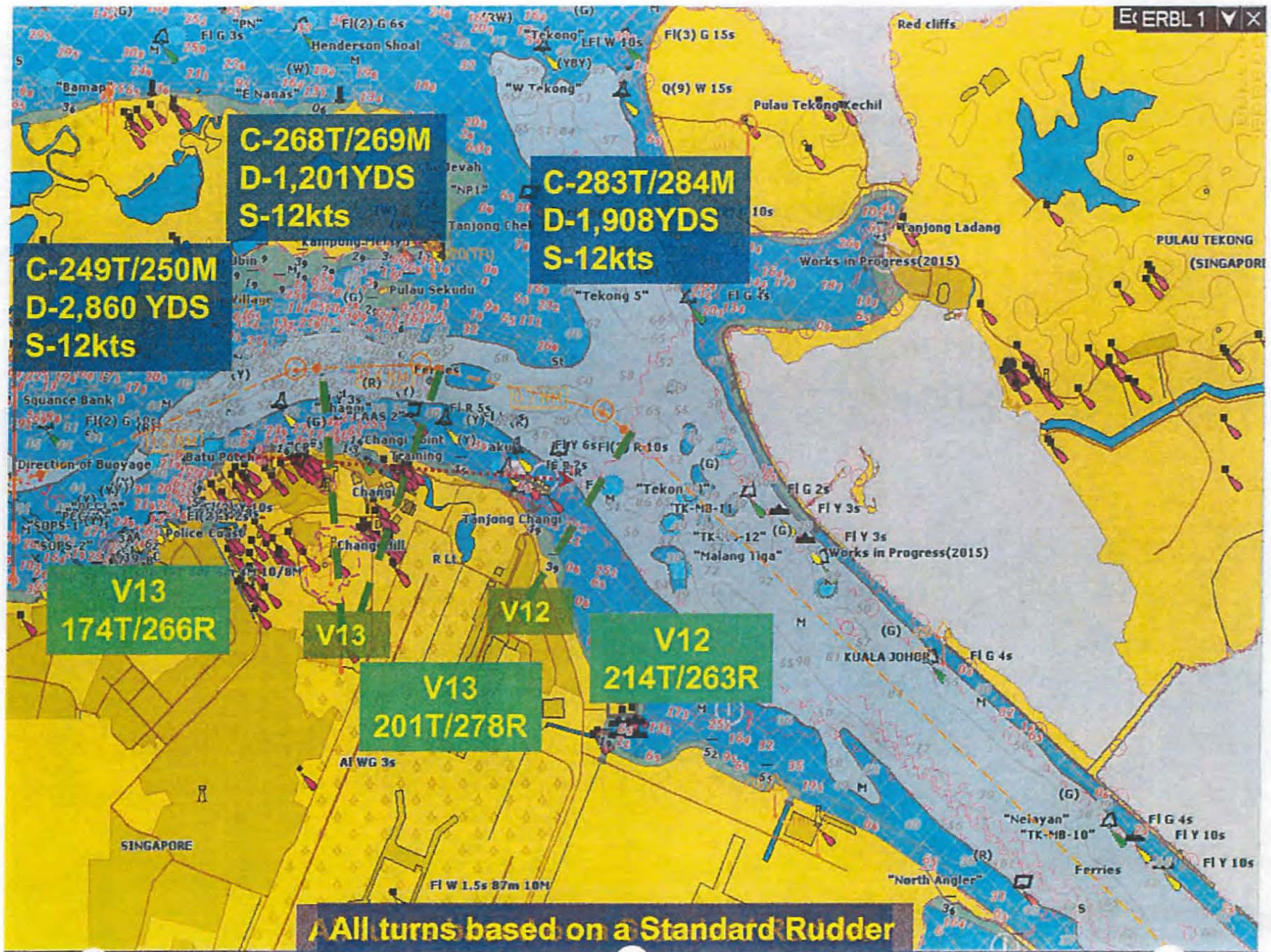
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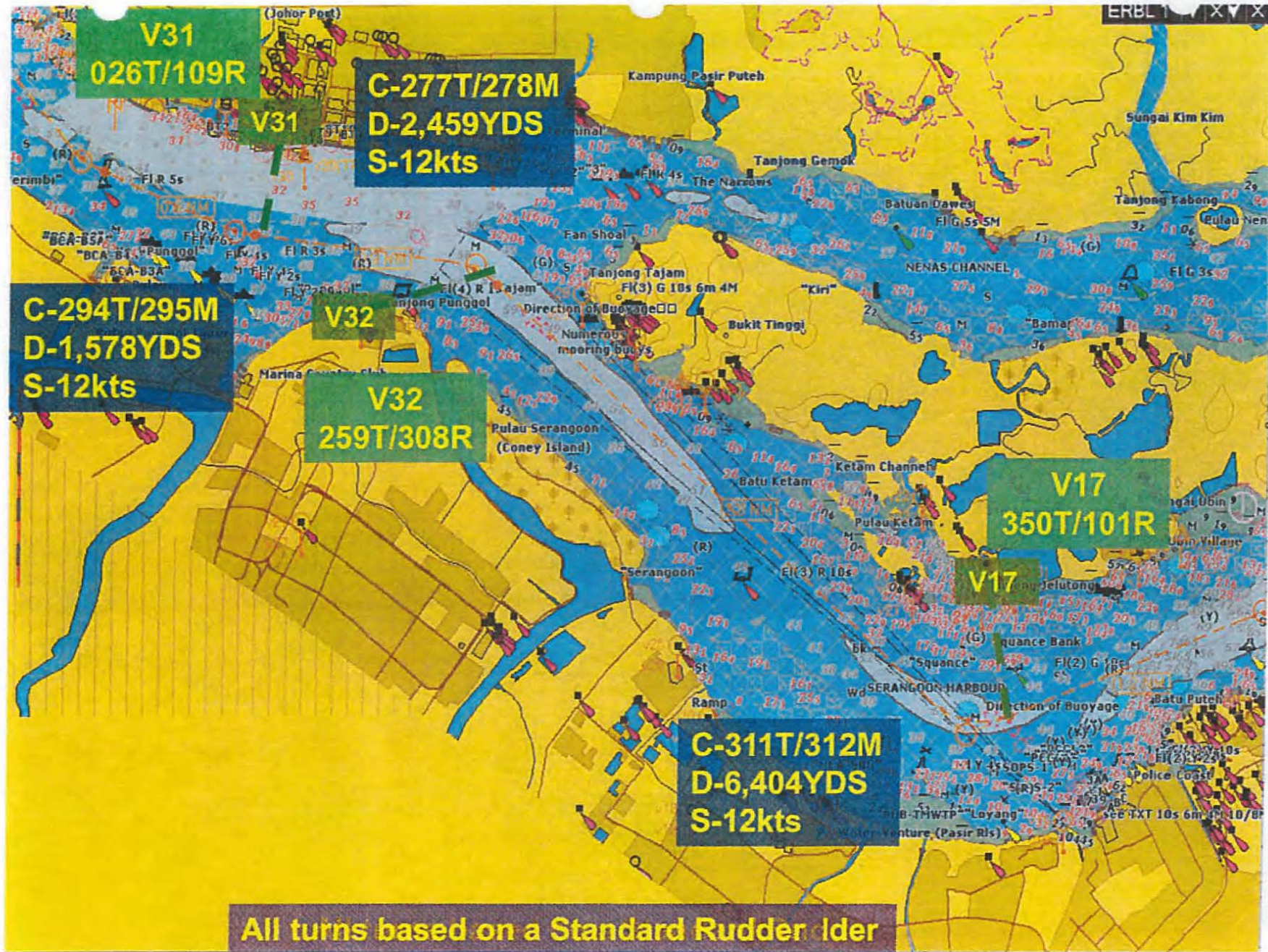
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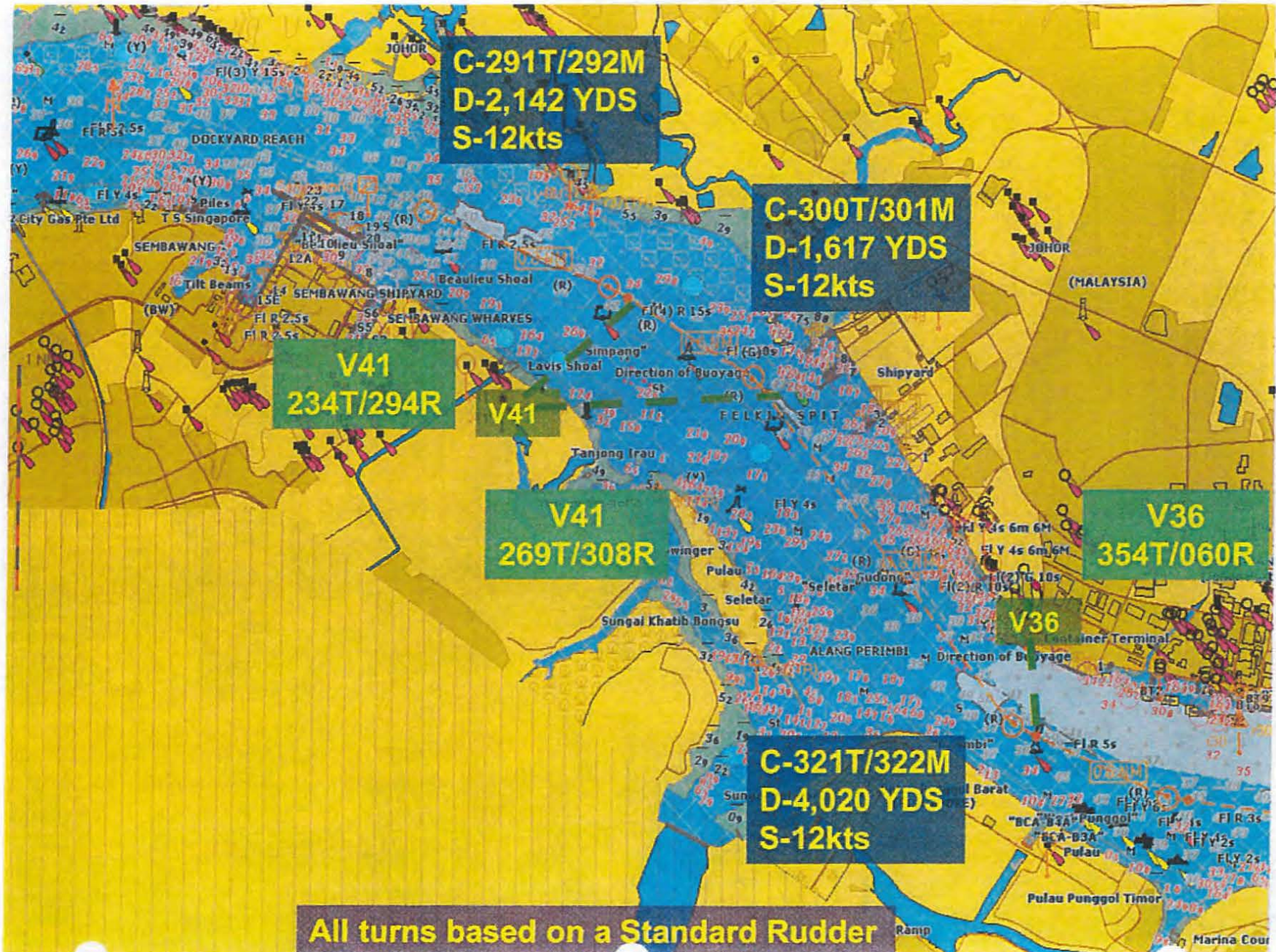
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## *Ground Tackle*

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- **Ready Anchor:** Centerline
- **Scope of Chain:** 1-2 Shots
- **Anchor Status:** Ready for Letting Go
- **Windlass status:** Up
- **Ready Lifeboat status:** Jack
- **Accom Ladder:** Stowed
- **Small Boat Ops:** None
- **Special mooring buoy procedures:** None
- **Mooring:** SST S-1



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# Navigation Equipment Status

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- Gyro Error: 0.4E by Azimuth (20Aug17)

- Gyro Repeaters

- Centerline: 0
- Helm: 0
- Port Bridge Wing: 0.0
- Starboard Bridge Wing: 0.5W
- CIC CADRT: 0
- CIC TAO: 0
- Aft Steering: 0

- Magnetic Variation: 1° W

- DFGMC: **Operational**

- NAVSSI: **Operational**

- AN/SPS-73: **Operational**

- SPA-25G/CIC: **Operational**

- MOB Indicator: **Operational**

- ENL: **Operational**

VMS: **Operational**

WSN-7: **Operational**

AN/SPS-67: **Operational**

Fathometer: **Operational**

Navigation Lights: **Operational**

DAGR: **Operational**





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# Communications

## • External

### – VTIS:

- VHF Chs. 10, 12, 16
- Report Abeam of HB Light
- Name, C/S, Posit

### – Singapore Pilots

- VHF 20
- Reprt 3 Hours Prior
- Name, C/S, ETA, Direction

### – JSM Monitor:

- VHF Chs. 12, 16, 20

## • Internal

### – Command Net:

- Net 15

### – Bridge/Focsle/Midships/Fantail:

- Net 56

### – Nav Team:

- Net 22

### – Lookouts

- Net 52

**Secondary:** Radio Ch 8-B    **Tertiary:** 1MC



# Plant Status

• Plant Status/Configuration:

<b>GTM:</b>	1A	1B	2A	2B		
<b>GTG:</b>	1	2	3			
<b>Steering Units:</b>	2A	2B	1A	1B		
<b>SWS PUMP:</b>	1	2	3	4	5	
<b>Fire Pump:</b>	1	2	3	4	5	6

**Electrical Configuration:** 1 & 2 GTG Ring Bus Parallel, 2 GTG Running Offline  
**Plant Limiting Conditions:** Steering Mode: Backup Manual  
**Degaussing Status:** Energized

ONLINE	STBY/OFFLINE	SECURED	OOC
			



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# *Emergency Actions*

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- **Loss of Steering**
- **Loss of Gyros**
- **Loss of Communication**
- **Reduced Visibility**
- **Man Overboard**
- **VMS Casualties**
- **Restricted Maneuvering Doctrine**



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# *Loss of Steering – Master Helmsmen*

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- Reports lost steering control to OOD/CONN,
  - If rudder control is not regained, shift to Standby Power Unit
  - If rudder control is not regained, shift to Aft Steering Control, depress button
  - Aft Steering will take control, and respond to steering order from the CONN
  - If steering control is not regained, Aft Steering will shift HPU LCU to local and steer via HELM ORDER KNOB
- 
-



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## *Loss of Gyro / Comms - OOD*

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- **Loss of Gyro:**
  - Shift to Alternate Gyro
  - Shift to DFGMC
  - Nav team shift to relative fixes
  
- **Loss of Comms:**
  - Shift to Secondary Comms as briefed



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# *Low Visibility & MOB - OOD*

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- **Low Visibility**

- Station the Low Visibility Detail
- Commence sounding fog signals
- Energize Navigation lights
- Commence Low Vis Checklist

- **Man Overboard**

- Sound six short blasts on the ship's whistle
- Throw a life ring and smoke float over the side
- Close up "Oscar" signal flag
- CIC provides continuous bearings and ranges to the MOB position
- Utilize ready RHIB if tugs are unable to assist



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## VMS Casualties - Nav

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- **Loss of GPS**
  - Reports loss GPS
  - Shift to GPS2
  - Shift to Manual Inputs GPS (DAGR)
  - Continue Visual/Radar LOPs
  
- **Loss of Node**
  - Report loss Of VMS Node
  - Shift to Alternate VMS Node
  - ***Note: 9 minute start up time***
  
- **Loss of VMS**
  - Shift to NAV 2
  - Shift to ENL



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## **RMD - EOOW**

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### **• GTM Casualties**

- The EOOW may take normal EOCC actions until one online engine remains on each shaft
- Last engine on last shaft will be placed in Battle Override and remain in operation until permission is granted by the Commanding Officer to secure
- Thrust control will remain in the Pilot House

### **• GTG Casualties**

- The EOOW may take normal EOCC actions until only one GTG remains online
- Last online generator will remain in operation until permission is granted by the Commanding Officer to secure





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## ***RMD - EOOW***

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### **• MRG/Shaft Casualties**

- EOOW will notify the OOD of the casualty and perform EOCC with the following exceptions:
  - Throttle control is to remain at the SCC
  - If Controllable, EOOW will not take control of the shaft will request to slow the affected shaft one major speed change and order compensating turns on the unaffected shaft.
    - EOOW will advise OOD on the number of compensating turns
  - If Uncontrollable, EOOW will not take control and will not stop the affected shaft until ordered by the OOD



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## ***RMD - EOOW***

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- **Loss of CRP Control**

- Throttle control is to remain at the SCC
- EOOW will order the respective OD Box Operator to take manual control and maintain the last ordered pitch
- OD Box Operator will answer the ordered pitch
- If pitch control is regained at the OD Box then control will remain at the OD Box until OOD ordered control shifted to SCC
- Pitch orders directly to OD box from Helm Safety Officer

**As EOOW, I will provide early reports to the OOD of unusual conditions or trends in the Engineering Plant to maximize warning, build situational awareness, and to buy time to maneuver to safe waters**



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# FP & Weapon Overview

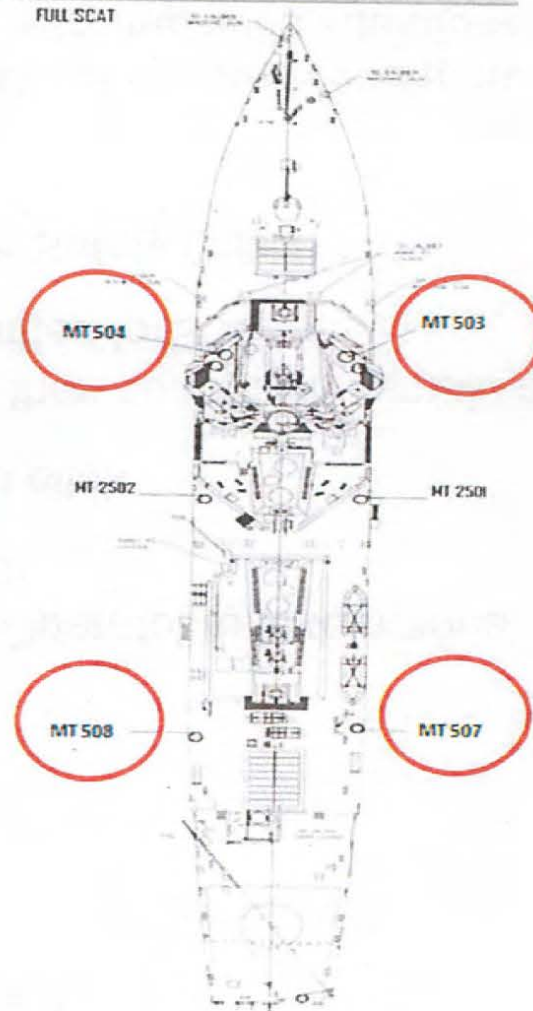
- **GCO in Pilot House**

- .50 Cal's at MT 503/504/507/508
- ROC Operators for 2501/2502 EOS

(b)(3)(A)

- **Comms**

- Primary: ATFP Radios, Ch 11-B
- Secondary: NET 68





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## *Small Boat Attack*

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- **PPR's as listed in JOHNSMcCAININST 3300.1J**
  
- **Intentions for small Fishing/Sailing Boats:**
  - Warn using LRAD and/or Bullhorn as applicable
  - Coordinate with OOD to sound "5 Short" if necessary
  - Warn with LA-9/P at GCO's discretion

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# ORM Risk to Mission

HAZARD / THREAT	ASSESSED RAC	RISK CONTROLS & MITIGATION	REVISED RAC	SUPERVISION
<u>Running Aground or Collision</u>	C, I = 2	<ul style="list-style-type: none"> <li>Compare navigation sensors.</li> <li>Communicate b/w Bridge and CIC</li> <li>Stay aware of nearest hazard</li> <li>Monitor contact bearing drift</li> </ul>	C, II = 3	<ul style="list-style-type: none"> <li>Navigator</li> <li>OOD</li> <li>Shipping Officer</li> <li>Piloting Officer</li> </ul>
<u>Navigation Equipment Malfunction</u>	B, II = 2	<ul style="list-style-type: none"> <li>Shift to alternates as briefed</li> </ul>	C, III = 4	<ul style="list-style-type: none"> <li>Navigator</li> <li>OOD</li> </ul>
<u>Communications Failure</u>	C, II = 3	<ul style="list-style-type: none"> <li>Utilize primary comms</li> <li>Shift to secondary comms if needed</li> <li>Standard Commands / repeat backs</li> </ul>	D, II = 4	<ul style="list-style-type: none"> <li>OOD</li> <li>TAO</li> <li>EOOW</li> <li>Safety Observers</li> </ul>
<u>Breakdown in BRM</u>	B, II = 2	<ul style="list-style-type: none"> <li>Maintain silence on the bridge</li> <li>Organize and delegate watchteam</li> </ul>	C, II = 3	<ul style="list-style-type: none"> <li>OOD</li> </ul>
<u>Engineering / Prop / Steering Casualty</u>	C, I = 2	<ul style="list-style-type: none"> <li>Complete required PMS</li> <li>Master Helmsmen on station</li> <li>Follow ship's RMD and EOCC</li> </ul>	D, I = 3	<ul style="list-style-type: none"> <li>OOD</li> <li>EOOW</li> <li>Helm Safety Officer</li> </ul>
<u>Low Visibility</u>	C, I = 2	<ul style="list-style-type: none"> <li>Station low visibility detail</li> <li>Commence fog signals</li> <li>Utilize low visibility checklist</li> </ul>	D, I = 3	<ul style="list-style-type: none"> <li>OOD</li> <li>CIC</li> </ul>

Probability	A: Likely to occur immediately or within a short period of time B: Probably will occur C: May occur in time D: Unlikely to occur
Severity	I: May cause death, loss of facility/asset, mission failure II: May cause severe injury, illness, property damage, mission degradation III: May cause minor injury, illness, property damage, mission degradation IV: Minimal Threat, no impact to mission success

		Probability			
		A	B	C	D
Severity	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

RAC
1 - CRITICAL
2 - SERIOUS
3 - MODERATE
4 - MINOR
5 - NEGLIGIBLE



# ORM Risk to Forces

HAZARD / THREAT	ASSESSED RAC	RISK CONTROLS & MITIGATION	REVISED RAC	SUPERVISION
<u>Man Overboard</u>	D, I = 3	<ul style="list-style-type: none"> <li>Lifelines in place</li> <li>Lookouts on station</li> </ul>	D, II = 4	<ul style="list-style-type: none"> <li>OOD</li> </ul>
<u>Personnel Injury</u>	D, II = 4	<ul style="list-style-type: none"> <li>Safety briefs are held on station</li> <li>Qualified Safety Observers on station</li> </ul>	D, III = 5	<ul style="list-style-type: none"> <li>Controlling Stations</li> </ul>

<b>Probability</b>	A: Likely to occur immediately or within a short period of time B: Probably will occur C: May occur in time D: Unlikely to occur
<b>Severity</b>	I: May cause death, loss of facility/asset, mission failure II: May cause severe injury, illness, property damage, mission degradation III: May cause minor injury, illness, property damage, mission degradation IV: Minimal Threat, no impact to mission success

		Probability			
		A	B	C	D
Severity	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

RAC
1 - CRITICAL
2 - SERIOUS
3 - MODERATE
4 - MINOR
5 - NEGLIGIBLE



# Overall ORM

Risk Assessment Matrix		Probability (Expected frequency of occurrence over time)			
		Frequent Continuous, regular, or inevitable	Likely Several; Will occur frequently	Seldom Unlikely; Can occur infrequently	Unlikely Improbable; But possible occurrence
Severity (Expected Consequence)	<b>Catastrophic</b> Asset Loss/ Death	<b>Critical</b> (RAC 1)	<b>Critical</b> (RAC 1)	<b>Serious</b> (RAC 2)	<b>Moderate</b> (RAC 3)
	<b>Critical</b> Severe Damage/ Injury	<b>Critical</b> (RAC 1)	<b>Serious</b> (RAC 2)	<b>Moderate</b> (RAC 3)	<b>Minor</b> (RAC 4)
	<b>Moderate</b> Minor Damage/ Injury	<b>Serious</b> (RAC 2)	<b>Moderate</b> (RAC 3)	<b>Minor</b> (RAC 4)	<b>Negligible</b> (RAC 4)
	<b>Negligible</b> Little Damage/ Injury	<b>Moderate</b> (RAC 3)	<b>Minor</b> (RAC 4)	<b>Negligible</b> (RAC 4)	<b>Negligible</b> (RAC 4)

<b>Probability</b>	<b>A:</b> Likely to occur immediately or within a short period of time <b>B:</b> Probably will occur <b>C:</b> May occur in time <b>D:</b> Unlikely to occur
<b>Severity</b>	<b>I:</b> May cause death, loss of facility/asset, mission failure <b>II:</b> May cause severe injury, illness, property damage, mission degradation <b>III:</b> May cause minor injury, illness, property damage, mission degradation <b>IV:</b> Minimal Threat, no impact to mission success

		Probability			
		A	B	C	D
Severity	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

RAC
1 - CRITICAL
2 - SERIOUS
3 - MODERATE
4 - MINOR
5 - NEGLIGIBLE



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## *Navigator's Comments*

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- Early start and long evolution, get plenty of rest tonight
- Singapore is a high traffic area, stay alert to shipping picture
- Stationing an hour prior to sunrise with no illumination, topside light discipline is important as we get manned and ready
- Once pierside, the day is not over, lots of moving parts to set up for the ~~VRAV~~ *Mini-CHAV.*





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# *Comments*

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## *Around the Room*



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# *Comments*

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*CMC*



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# Comments

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# Comments

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