

# CUI

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Standard Form 901 (11-18)  
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# CUI



DEPARTMENT OF THE NAVY  
USS JOHN S. McCAIN (DDG 56)  
UNIT 100161 BOX 1  
FPO AP 96672

IN REPLY REFER TO:  
JOHNSMCCAININST 3121.1J  
CO  
19 JAN 17

USS JOHN S. McCAIN (DDG 56) INSTRUCTION 3121.1J

Subj: COMMANDING OFFICER'S STANDING ORDERS

Ref: (a) US Navy Regulations, 1990  
(b) OPNAVINST 3120.32 (Series)  
(c) JOHNSMCCAININST 3120.3 (Series)

Encl: (1) General Duties and Procedures  
(2) Authorizations and Reports  
(3) Maneuvering and Formation Operations  
(4) Contact Management  
(5) Navigation  
(6) Maximum Reliability  
(7) Restricted Maneuvering Doctrine  
(8) Towed Array/NIXIE/Ruptured Dome  
(9) Emergency Procedures  
(10) Helicopter Operations  
(11) Man Overboard  
(12) Reduced Visibility/Weather

1. Purpose. To establish standing orders for the conduct of underway and anchor watches in USS JOHN S. McCAIN (DDG 56). Enclosures (1) through (12) set forth specific instructions as required by references (a) and (b) and give my specific orders to the Officer of the Deck (OOD) to supplement my instructions and the Navy's instructions listed in each Standing Order.

2. Cancellation. JOHNSMCCAININST 3121.1H

3. Discussion. The OOD is primarily responsible to the Commanding Officer for the safe and proper operation of JOHN S. McCAIN. As OOD, you must be a poised leader, confident ship handler, prudent navigator, and astute tactician. You must make *correct and timely decisions* during dynamic situations. You have the lives of our Crew and the safety of our ship in your hands. As Admiral Ernest J. King so eloquently stated, "*The mark of a great ship handler is never getting into situations that require great ship handling*".

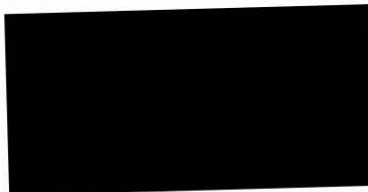
***Run a taut watch and keep a sharp lookout!***

4. Action. The Navigator will ensure a current copy of these orders are posted in the Captain's Night Order Book, OOD binder, EOWW Binder, TAO/CICWO binder, and CSOOW binder. All personnel assigned watches as Officer of the Deck (underway), Tactical Action Officer (TAO), Engineering Officer Of the Watch (EOWW), Combat Information Center

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Of the Watch (CSOOW), Junior Officer of the Deck (JOOD), and Conning Officer (CONN) are charged to thoroughly acquaint themselves with the contents of these orders. Under the direction of the Navigator, these Standing Orders shall be reviewed monthly by all assigned personnel in the aforementioned watches. A signature record of compliance will be maintained.

5. Authority. These Standing Orders in no way relieve the Officer of the Deck of his/her authority or the responsibilities assigned therein. Supplementary orders will be issued as Daily orders when underway or at anchor, as required.



## General Duties and Procedures

Standing Order 1  
USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



Ref: (a) US Navy Regulations, 1990  
(b) JOHNSMcCAININST 3120.3 (Series)

### OOD Action:

- Never assume the watch until you are clear of BIG BAD JOHN's mission, operational requirements, and her current capabilities and limitations.
- Prior to assuming the watch, visit CIC and CCS to discuss any future evolutions, status of equipment, expected maintenance, and any other relevant turnover information as required.
- Use, direct, and enforce the use of standardized procedures and checklists.
- Watch standers are to be referred to by their title.
- Watch standers will present a crisp appearance. Supervisors will not permit an unkempt individual to relieve the watch.
- All personnel on the bridge will be covered, except during helicopter operations.
- Be alert and ready in all respects to carry out your duties. Notify the SWO if you are unfit for your watch.
- Except as incident to normal watch relief, unexecuted orders will not be turned over from one watchstander to another. In the event that the relief occurs with an unexecuted order that remains outstanding, then the oncoming watchstander will immediately confirm with the respective supervisor the continued validity of that order, prior to assuming the watch.
- Ensure either the OOD, JOOD, JOOW, or CONN is always looking forward.
- Ensure all roving watchstanders actively rove and be aware of their whereabouts.
- Do not sit on watch or permit sitting unless there is a chair for the purpose of the watchstation.
- Do not read on watch unless applicable for your watchstation.
- Maintain the cleanliness of your watchstation.
- Maintain a quiet bridge

### YOUR PRINCIPLE RESPONSIBILITY IS TO KEEP JSM AND HER CREW SAFE

- You as OOD have the authority to take immediate action to maintain the safety of the ship. Take actions to avoid danger and call or direct a watch stander to call me as soon as feasible. The fastest way to reach me in an emergent situation is "CAPTAIN TO THE BRIDGE."
- When conducting Helicopter Operations or Streaming NIXIE/MFTA, your obligation to keep BIG BAD JOHN and her crew safe extends to the Helo and Tail.
- In an emergency, you have the authority and responsibility to act without waiting for my consent

### Communications

We will be professional and use standard procedures and phraseology in all communications. Remember, any message or signal from the ship constitutes a direct communication from me.

- Communications, whether internal or external, will be accurate, brief, unemotional, and will employ standard phraseology.
- Do not respond to "request permission to..." with a "permission granted". Give an order.
- Orders and reports require a verbatim repeat-back. Tactical orders will be understood by all watch stations prior to "rogering."
- Verbal or electronic conversations on watch are to be professional.

### 1MC

- The 1MC is the primary means of quickly communicating in a hurry. Strict adherence to standard phraseology IAW with ref (a) is essential for clear communications.
- Do not use the 1MC as a paging service or for nonessential words.

### Watch Relief

- Watch relief will occur at a break in operations. Do not attempt to relieve the watch when conditions are changing rapidly (i.e., major equipment casualties, rapidly developing threat, executing a tactical signal, etc.). Supervisory watch standers will control the timing of watch turnover by watch station.

### Emergencies

An informed vigilant and properly employed watch will avert many emergencies. However, in the event of an emergency:

- The accuracy and appropriateness of your response evolves from frequent rehearsal of immediate and controlling actions. Use your best judgment and initiative.
  - Turn away from danger and toward open water. Open the distance from the hazard.
  - Ensure one RHIB is ready for immediate use.
  - Know maneuvering capabilities and limitations based on equipment employed, engineering alignment, and engineering configuration.

Enclosure (1)

## Authorizations and Reports

Standing Order 2  
USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



### AUTHORIZATIONS

The following items require my permission prior to conducting:

#### General

- Do not deviate from or modify Standing Orders, Battle Orders, Night Orders, Combat Intentions, or watch bills without my endorsement.
- Activate weapons doctrine unless acting in Self Defense as prescribed in the Battle Orders. Modify weapons doctrine.
- Handle live ammunition (except small arms ammo) or ready arm, or move to launch position any tactical weapon unless otherwise specified in Battle Orders.
- Test, place out of commission, or disable mission critical equipment underway.
- Place any alarms in cutout.
- Commence drills (CSTT, STT, ETT, DCTT, MTT, ITT).
- Send a man aloft or outside of the lifelines underway.
- Green range prior to routine firing evolutions
- Relieving the OOD (if I'm on the Bridge), the TAO (if I'm in CIC), or the CONN (during a special evolution)

#### Maneuvering and Formations

- As OTC, change existing orders to attached forces to include the taking or relinquishing of tactical control of any unit assigned, unless otherwise specified in my orders.

#### Contacts

- [REDACTED]
- Close within or submerged 5000 yds of a submarine, surfaced, at periscope depth.

#### Navigation/Weather

- Maneuver within 10 nautical miles (NM) of land/shoals, territorial waters, or in waters less than 50 fathoms (92m, 300ft). Do not take BIG BAD JOHN into less than 10 fathoms (18m, 60ft) of water unless I (or the XO) am on the Bridge or otherwise directed by me.
- Reopen or allow access to weather decks after having been secured due to heavy weather (i.e., high winds, high seas).
- Changing the status of lines or anchors
- Prior to setting the Low Visibility Detail unless immediately necessary for safe navigation. Give me your recommendations and intended actions.

#### Engineering

- Set Restricted Maneuvering Doctrine except during an emergency or tactical situation (report as soon as possible)
- Permit work on energized electrical or electronic equipment. Permit work on high energy systems.
- Start or stop gas turbine engines and generators, unless otherwise authorized by approved Light-off Orders, Night Orders, or EOCC procedures.
- Bypassing any safety procedures or equipment to include placing equipment in Battle Override except as required by Standing Order 7.
- Prior to rolling shafts
- Permit access to IDLH spaces.
- Operating eductors
- Permitting single valve protection isolation.
- Overboard discharge of any effluent hazardous to the environment that exceeds limitations of pollution abatement controls. Prior to doing so, ensure the sufficiency of separation of contacts in our vicinity – specifically astern.

#### Towed Array/NIXIE

- Stream or retrieve the Towed Array or NIXIE
- [REDACTED]

#### Helicopter Operations

- Set Green Deck for launch/recovery of a helicopter.
- Exceed promulgated air/sea envelopes and polar plots while conducting flight operations

#### Small Boat Operations

- Load, lower, and launch RHIBs.
- Retrieve RHIBs

#### Underway Replenishment

- Coming alongside or breaking away
- Commencing fueling

Enclosure (2)

## Authorizations and Reports Continued

### Standing Order 2

USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



## REPORTS

The following items are among those that require a report to me. If in doubt, call me.

### General

- When unsure as to the safety of the ship or shipmate, ship's position, your responsibilities or the ship's capabilities.
- When you believe the information you provide will help me build situational awareness.
- Any attack upon, or harassment of, BIG BAD JOHN or any unit in our vicinity.
- Danger or perceived danger to ship or crew.
- Before having to say "No" to a Warfare Commander/Coordinator or another authority outside of the command.
- When in receipt of unscheduled or short-notice tasking.
- Whenever orders provided, written or verbal, are either in conflict with one another, preclude safe operation of the ship, or preclude mission achievement.
- With any unresolved conflicts between CIC and the Bridge.
- If any of the following circuits is lost and not restored within five minutes: Bridge-to-Bridge; Military or Civilian Air Distress; Fleet and Task Group Tactical; Battle Group/Task Group Command; Fleet Secure Voice (Navy Red); Satellite HICOM; or Warfare Coordination and Reporting.
- Upon receipt of a report of aircraft, ship, or submarine in distress, emergency, accident, or incident. Vessel potentially not seaworthy and/or carrying refugees.
- Any sighting of whales, sea turtles, or other endangered wildlife. Any unexpected sighting or unusual radar contact, flotsam, discolored water, waterspout or other out-of-the-ordinary occurrences.
- Anytime you are unable to relieve the watch.

### Helicopter Operations

- Prior to commencing aircraft refueling
- After setting red deck, report status of aircraft and if future flight operations are expected.

### Maneuvering and Formations

- Change in operational control of BIG BAD JOHN.
- In the event the OTC or other unit questions our intentions.
- Upon change to force disposition.
- In the event that a break in formation is required to avoid a contact, ship in formation, or navigation hazard.
- Upon receipt of a tactical signal. If off-station by more than 10 percent of the range, 2° in bearing, or outside of the assigned patrol area.
- When OTC and when Closest Point of Approach (CPA) is 10,000 yards or less forward of the beam or 5,000 yards or less abaft the beam to any vessel within our formation.
- 

### Contacts

- With all radar or visual contacts whose CPA to JSM is 5,000 yards or less prior to reaching 10,000 yards.
- Prior to maneuvering for contact avoidance, except for an emergency (collision or hazard avoidance) or when patrolling an assigned sector/area
- Whenever you are in doubt as to what action is required by COLREGS. **If unsure as to whether you should call me, then call me.**
- Upon gaining visual contact of a mine or mine-like object.
- When gaining radar or visual contact of a high value unit (CVN, LHA, LHD, or as designated).
- Upon initial reports of critical contacts of interest. When gaining visual contact of a threat merchant.
- Upon losing contact of HVU and CCOIs.

### Engineering

- In the event that engineering or combat equipment cannot be aligned or configured as ordered. In the event of equipment casualty/degradation of combat, propulsion, communications, navigation, or habitability equipment.
- In the event of personnel casualty/injury, or shipboard fire, flood, or other emergency.
- Whenever fresh water drops below 60% and every 10% drop thereafter. Inform the CHENG
-

## Authorizations and Reports Continued

### Standing Order 2

USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



## REPORTS (CONTINUED)

Additionally, make the following reports to myself and the Navigator:

### Navigation/Weather

- With any indication that BIG BAD JOHN may be standing into danger.
- If fixes deviate from the Navigator's projected track, or Dead Reckoning (DR) by more than 5NM or 10 percent of the distance to the nearest hazard to navigation, whichever is less. Advise the Navigator and me of deviations from the intended track and of course to return to track ( $>\pm 5^\circ$ ,  $\pm 3$  knots).
- With any unexpected visual or radar sighting of land or navigation aids. Failure to sight any navigational light within 15 minutes of the computed sighting time or when the ship's track will pass within 10NM of "shoal" water (11 meters; 36 ft).
- Initial radar or visual landfall
- If unable to fix/plot the ship's position IAW with the Ship's NAVBILL/ Standing Order 5.
- When the ship is one hour or more ahead of or behind PIM, or more than 2NM left/right of track.
- Whenever the GPS Figure of Merit (FOM) rises to 2 or higher.
- When crossing a line of demarcation.
- When the depth of the towed array is greater than one half (1/2) of charted depth or passes within 600 feet of the charted depth along PIM. When there is a hazard to the array along PIM or within the Patrol area or Operations area (OPAREA).
- In the event of a difference between the fathometer and charted depth – greater than 10 percent from the charted depth when in waters of less than 100 fathoms.
- Any casualty to navigation lights or operation of lights and sound signals that deviates from the Rules of the Road.
- In the event of significant degradation of weather such as: visibility dropping to 5NM, barometric pressure changes of .04" in an hour or 0.08" in 3 hours; increase in seas by more than 3-5 feet during your watch; true wind speed increase by more than 20 knots or shifts direction by greater than  $30^\circ$  in an hour.
- With any sudden, large change in computed set or drift – greater than 2 knots or  $20^\circ$ .

### Anchoring

- If any fix plots outside the drag circle
- Inability to obtain a fix or confusion with navigational aids.
- Veering of chain, starting of steering units or main engines, stationing the Sea and Anchor detail, or any other emergency actions you take or recommend.
- Any indication that BIG BAD JOHN or other ships in vicinity are dragging anchor.
- Reduced visibility of less than 2000yds.
- Cessation of boat operations due to weather.
- Ships entering, departing, or nearing the anchorage, or those out of position or appearing to drag anchor.
- Unexpected approach of small craft, utility barges, etc.
- Any change in propulsion status or readiness.
- Disposition of boats and difficulties encountered.
- Noteworthy communications from other ships or harbor authorities.
- Changes in weather as specified in these Standing Orders. Be specifically alert for unusual wind shift, approach of a thunderstorm or squall line, and increasing waves or swells.

## Maneuvering and Formation Operations

Standing Order 3  
USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



Ref: (a) COMDTINST M16672.2 (series)  
(b) ATP-1C, Allied Maritime Tactical Instruction and Procedure  
(c) NWP 3-04.11, Helicopter Operating Procedures for Air Capable Ships

### OOD Action:

- Maneuver IAW COLREGs. Request my permission to deviate from the Rules unless in extremis. If this is the case, pass over the 1MC "CAPTAIN TO THE BRIDGE"
- Bridge and CIC will track all contacts with CPAs less than 10k yds on maneuvering boards.
- Know where safe water is at all times.
- Ensure at least one watch stander is looking forward scanning the horizon for hazards. Visually check the bridge wings prior to making turns.
- Under usual conditions,
  - Remain within 2NM of track in Open Ocean
  - Remain within 1000yds of track within 20NM of land or <50 fathoms
  - Remain within 2 degrees and 200yds of station
  - Remain within patrol sector
- Report to me all course and speed changes prior to their execution, except:
  - During immediate actions to avoid collision or other hazards. Take action and notify me ASAP
  - If "Immediate Execute" is ordered by OTC
  - Minor course (<5 degrees) or speed (<3 knots) changes to maintain PIM or station.
  - Any turns at waypoints along an approved track
  - Course or speed changes to patrol an assigned OPAREA or screen
  - Special evolutions I have already approved

### Formation Steaming

- Know your "outs." Know the direction towards open, safe water. Upon taking emergency action, keep other ships in formation informed.
- If available, join other ships from astern.
- When an alternate course is available, do not cross the bow of another ship.
- Before maneuvering, know the bearing and range to the guide when on station.
- Operating in formation does not relieve you of your obligation to avoid contacts and hazards to navigation. Make timely recommendations to the OTC and do not hesitate to maneuver independently. Notify me immediately if you must break formation.
- Contact me immediately if OTC or another ship questions JSM's intentions.

### Plane Guard/Horizon Reference Unit

- Remain aware of the Carrier's maneuvering intentions and where she is on the AIROPS cycle.
- Utilize the Plane Guard/HRU Checklist
- Always keep an eye on the carrier and be careful

Enclosure (3)



## Contact Management

Standing Order 4  
USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



Ref: (a) COMDTINST M16672.2 (series)

### OOD Action:

- Maneuver IAW COLREGs Request my permission to deviate from the Rules unless in extremis. If this is the case, pass over the 1MC "CAPTAIN TO THE BRIDGE."
  - When the give way vessel, make an obvious single course change of approximately 30 degrees that should include an aspect change when possible or speed change of >10kts. Plan for a CPA of no less than 2,000 yards.
  - When the stand on vessel, maintain course and speed unless required by Rule 17 (Actions by a Stand on Vessel) of the COLREGs.
- Track all contacts within 20NM using all available sensors. All contacts with CPAs <10,000 yds shall be plotted on maneuvering boards (Moboards) in both CIC and the Bridge. Bridge and CIC will share all information on contacts and resolve discrepancies.
  - Do not default to C&D/SPS-73 system CPAs: work to resolve with moboards
- Report all contacts with CPAs of less than 5,000 yds prior to them reaching 10,000 yards from JSM.
  - If the situation changes, provide updates as needed.
  - Do not delay a report for perfect information. Early notification is better than a perfect report.
- Avoid passing starboard-to-starboard close aboard. If necessary and a port-to-port passing is not possible, arrange passing via sound signals or VHF.

### Contact Reports

Captain, this is the Officer of the Deck with a contact report.

The time is \_\_\_\_\_, my course and speed is \_\_\_\_\_ at \_\_\_\_\_ knots.

I hold a \_\_\_\_\_ (merchant/warship/etc) by \_\_\_\_\_ (radar/visual/AIS/other) on my \_\_\_\_\_ (Port/Starboard) \_\_\_\_\_ (Bow/Beam/Quarter), bearing \_\_\_\_\_ degrees relative at a range of \_\_\_\_\_ yards, target angle is \_\_\_\_\_, on a course of \_\_\_\_\_ at \_\_\_\_\_ knots.

The contact has \_\_\_\_\_ (No/Slight/Significant) \_\_\_\_\_ bearing drift with a CPA of \_\_\_\_\_ yards off my \_\_\_\_\_ (Port/Starboard) \_\_\_\_\_ (Bow/Beam/Quarter) in \_\_\_\_\_ minutes.

I assess this to be a \_\_\_\_\_ (overtaking/head-on/crossing, etc.) situation and I hold McCAIN as the \_\_\_\_\_ (stand-on/give-way) vessel.

My intention is to \_\_\_\_\_ to open CPA to \_\_\_\_\_ yards on my \_\_\_\_\_ (Port/Starboard) \_\_\_\_\_ (Bow/Beam/Quarter)

Combat (concur/does not concur) with my recommendation.

### Pop-up Contacts

Report immediately any unexpected contacts that are discovered within 10k yards.

- Do not delay to gather more information, give your report with all known information.
- If you need to maneuver immediately to avoid a contact, do so and have another watch stander call me or pass the word "CAPTAIN TO THE BRIDGE."

### JSM as OTC

- When I am OTC of a formation, advise me of any contacts or hazards to navigation which will have a CPA within 10k yards ahead or 5k yards abaft the beam of any ship in formation.
- Have the tactical signals ready and maneuvering requirements to be prepared to:
  - Maneuver the formation to open CPA to no less than 3k yards of the hazard or contact.
  - Direct ships to maneuver independently to avoid the hazard or contact.

Enclosure (4)

**Navigation**

Standing Order 5  
USS JOHN S McCAIN  
Commanding Officer's  
Standing Orders



Ref: (a) JOHNSMCCAININST 3530.1(Series) NAVIGATION BILL  
(b) COMNAVSURFPAC/COMNAVSURFLANTINST 3530.4(Series) SURFACE SHIP NAVIGATION DEPARTMENT ORGANIZATION AND REGULATIONS MANUAL (NAVDORM)

**OOD Action:**

- Make use of all available sensors and resources to determine ship's position.
  - Verify all sensors are displayed as Green at a minimum of every fix.
  - If there is any doubt as to the ship's position, immediately take actions to determine position and source of error, ensure that she is operating in safe water, take all way off, and if standing into danger then immediately use astern propulsion to stop or back down if necessary. Immediately notify me and the Navigator.
- Ensure fixes are taken in accordance with NAVBILL and table enclosed. All Heading vector lengths shall reflect two fix intervals.
- When given a recommendation from the Navigator, determine if such action is safe then follow his/her recommendation. If you are unable to follow his/her recommendation, advise me immediately.
- Record the bearing, range and characteristics of all Navigation Aids sighted. Notify the Navigator and me of Nav Aids that exceed 15 minutes of predicted computed time.
- Request my permission prior to maneuvering within 10NM of land or shoal water or in when in waters less than 50 fathoms
- Never take the ship into less than 10 fathoms of water unless I (or the XO) am on the Bridge or I otherwise specifically direct such action.
- If mission requirements dictate a significant change to previously intended plans, the Navigator and XO shall be notified immediately.
- Be aware of your magnetic heading in the event of loss of gyrocompass. Require the helmsman to report the magnetic heading at each course change and log in the deck log.

**Your first and most important responsibility as OOD is the safe navigation of the ship.**

You must be alert and understand the environment surrounding the ship. You must be aware of the volume of space BIG BAD JOHN fills (to include towed arrays), her readiness level, and her ability to maneuver. To ensure the ship's safety, you must correlate all of the information available to you. Exclusive use of a single source of navigation information is a recipe for disaster. Utilize radar, sonar, fathometer, celestial nav, and GPS information to fix the ship's position.

**Restricted Waters**

Prior to entering restricted waters:

- (1) Utilize the Restricted Waters/Entering Port Checklist
- (2) Determine the appropriate time to station the Navigation and Sea and Anchor Details.
- (3) With my permission, conduct steering and DFGMC swing checks. Accomplish the prescribed PMS regardless of PMS periodicity requirements prior to setting Special Sea and Anchor Detail.

**Navigation Detail**

Prior to stationing the Special Sea & Anchor Detail, station the Navigation Detail so that:

- (1) The Navigation Detail is not affected by the stationing of the Special Sea and Anchor Detail.
- (2) The Navigation Detail or Modified Navigation Detail is manned and ready prior to JSM coming within 10NM of land
- (3) The Navigation detail is taking accurate fixes and providing sensible recommendations.

**EMCON**

Request my permission early to break EMCON if you need electronic aids to ensure safe navigation. If close to shore, station the Navigation Detail to take visual fixes.

Area	Distance from Land/Shoal Water	Fix Accuracy GPS FOM	Max Fix/Fix Comparison Interval
Restricted Waters	< 2 nm	50 yds FOM ≤ 2	3 min
Piloting Waters	2-10 nm	100 yds FOM ≤ 4	10 min
Coastal Waters	10-30 nm	500 yds FOM ≤ 6	15 min
Open Ocean (En Route Navigation)	> 30 nm	1500 yds FOM ≤ 7	30 min
Anchored	All	50 yds FOM ≤ 2	15 min

OOD/QMOW will ensure VMS profiles are set IAW reference (a) as BIG BAD JOHN transits through each types of waters indicated in the table above.

Enclosure (5)