

CUI

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Standard Form 901 (11-18)
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CUI



DEPARTMENT OF THE NAVY
COMMANDING OFFICER
USS FITZGERALD (DDG 62)
FPO AP 98665-1280

IN REPLY REFER TO:
FITZGERALDINST 3121.1K
DDG 62: NAVIGATOR
1 Feb 16

USS FITZGERALD (DDG 62) INSTRUCTION 3121.1K

Subj: COMMANDING OFFICER'S STANDING ORDERS

Rcf: (a) U.S. Navy Regulations, 1990
(b) OPNAVINST 3120.32D, Standard Organization and Regulations of the U.S. Navy
(c) COMDTINST M16672.2D, Navigational Rules
(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

- Encl: (1) Standing Order #1 – Command Relationships
(2) Standing Order #2 - Required Reports
(3) Standing Order #3 -- Relieving the Watch
(4) Standing Order #4 – Conduct of the Watch
(5) Standing Order #5 – Navigation
(6) Standing Order #6 – Standard Commands
(7) Standing Order #7 – Low Visibility
(8) Standing Order #8 – Restricted Maneuvering Doctrine/Maximum Reliability Lineup
(9) Standing Order #9 – Embarked Staff
(10) Standing Order #10 - Planeguard Operations
(11) Standing Order #11 - Ship Anchored or Moored to a Buoy
(12) Standing Order #12 - Towed Array Operations
(13) Standing Order #13 – Small Boat Operations
(14) Standing Order #14 – Helicopter Operations

1. Purpose. To promulgate my Standing Orders to the Officer of the Deck (OOD) while FITZGERALD is underway or at anchor. Supplemental Night Orders will be issued daily when underway or as required. This instruction amplifies references (a) through (l), which contain information basic to OOD responsibilities.

2. Cancellation. FITZGERALDINST 3121.3J is hereby cancelled and superseded by this instruction.

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(b) (6), (b) (7)(C)

3. Responsibility. As the Commanding Officer, I am completely and inescapably responsible for this ship, its equipment, and the lives of all personnel onboard. I depend upon and trust you to assist me in this responsibility with forehandedness and action and by informing me promptly and fully of any event or occurrence that bears upon the safety and operability of FITZGERALD.

4. Discussion

a. These orders apply 24 hours per day and outline procedures to be followed in FITZGERALD.

b. As an OOD your responsibilities are clear: do not collide or ground. You will not go wrong if, in peacetime, you act to keep the ship safe, and in battle, you carry out our mission.

c. I will never criticize an OOD who maneuvers into open sea room because of an uncertain navigation picture or concern about maneuvering safety, nor an OOD who seeks my guidance at any time. When in doubt, call me. **If in doubt as to whether or not to call me, doubt exists and you should call me.**

5. Action

a. These orders are permanent. If there is ever a conflict between these Standing Orders and my supplemental Night Orders, the Night Orders take precedence. However, bring the conflict to my immediate attention.

b. The Navigator will maintain the Night Orders Book and keep a copy of these Standing Orders in front of that book along with a "Record of Acknowledgment" sheet. Each service member qualified as Officer of the Deck, Junior Officer of the Deck, Conning Officer, Tactical Action Officer, Combat Systems Coordinator, Combat Systems Officer of the Watch, CIC Watch Officer, CIC Watch Supervisor, Engineering Officer of the Watch, Quartermaster of the Watch, and Boatswain's Mate of the Watch will read and signify they understand these orders monthly, by signing the "Record of Acknowledgment" sheet. Supplemental Night Orders prepared by the Navigator for my signature will be reviewed by the Executive Officer prior to my review.

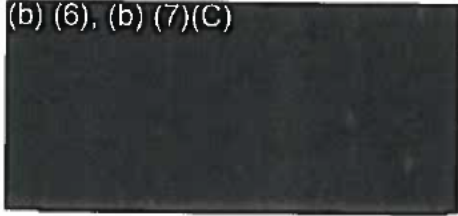
c. All Officers, Chief Petty Officers, and control station FITZGERALD Sailors standing a Bridge, Combat Information Center (CIC), Central Control Station (CCS), or Combat Systems Maintenance Center (CSMC) underway watch between 2000 and 0500 shall initial the Night Orders prior to relieving the Watch.

d. The Navigator is responsible for the proper maintenance of this instruction and will maintain the Night Orders Book, consisting of a copy of this instruction and my supplemental Night Orders, as a permanent record.

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e. Recommendations for changes or additions to this instruction may be made at any time through the Navigator. The Senior Watch Officer and the Navigator are responsible for the annual review of this instruction.

(b) (6), (b) (7)(C)



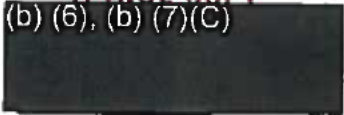
Distribution:

All Officers

All Chief Petty Officers

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(b) (6), (b) (7)(C)



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STANDING ORDER NUMBER ONE

COMMAND RELATIONSHIPS

1. Command Responsibility. NEVER HESITATE TO CALL ME. I am always on duty. Your designation as an Officer of the Deck (OOD) means you have earned my trust and confidence in both your watchstanding abilities and your mature judgment. When reports are required, make certain I understand your report. I will never criticize an OOD for reporting any situation deemed important.

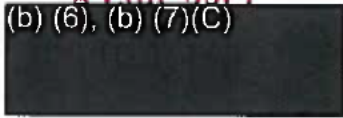
2. Watch Relationships

(b)(3) 10 U.S.C. § 130



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(b) (6), (b) (7)(C)



Enclosure (1)

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(b)(3) 10 U.S.C. § 130



3. Command Relationships

a. **Executive Officer.** The Executive Officer runs the ship and is second in command. I trust his/her experience and judgment implicitly, and he/she may relieve any watchstander in any situation when such action is necessary for the safety of FITZGERALD. The OOD shall carry out the Plan of the Day and keep the Executive Officer advised of any changes that are required.

b. **Senior Watch Officer.** Immediately notify the Senior Watch Officer if any of your assigned watchstanders are incapable of standing their watch or performing their duties. The Senior Watch Officer has the authority to assume the "Deck" or "Conn" whenever such action is deemed necessary. He/she may also direct the OOD, TAO, or CICWO in any situation when he/she feels such action is necessary for the safety of FITZGERALD.

c. **Operations Officer.** Keep the Operations Officer informed of any changes you feel will affect our operations in any way.

d. **Navigator.** The Navigator reports directly to the Commanding Officer with respect to the safe navigation of FITZGERALD. The OOD shares responsibility for safe navigation with the Navigator. The Navigator shall advise the OOD of safe courses and speeds to steer; however, do not blindly follow all recommendations. The OOD must evaluate each maneuvering recommendation against the actual situation.

(1) Provided the OOD evaluates the Navigator's maneuvering recommendations as sound, such advice is sufficient authority to change course and/or speed.

(2) Never hesitate to call the Navigator at any time to check FITZGERALD's position or projected track during your watch. The Navigator, like the Captain, is on watch 24 hours a day. If there is something you do not understand relating to navigation, call him/her.

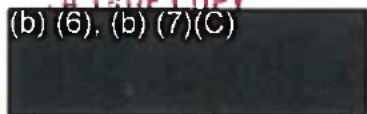
(3) The Navigator is authorized to summon me to the Bridge by any means necessary when, in his/her opinion, the OOD is not taking sufficient action necessary to ensure the safety of FITZGERALD.

(4) The Navigator, when on the Bridge at sea, may direct or relieve the OOD in any

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(b) (6), (b) (7)(C)



Enclosure (1)

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situation when, in the Navigator's opinion, such action is necessary for the safety of
FITZGERALD.

4. Authority. (b)(3) 10 U.S.C. § 130

5. Responsibilities

a. The Conning Officer never leaves the Bridge. The only two deviations from this statement are if, in the judgment of the Commanding Officer, the "Conn" is shifted to the forecabin or fantail during evolutions involving towing or mooring to a buoy.

b. The relief of the Watch and of the Conn shall be distinct and separate actions on the part of the relieving OOD. The Officer relieving the Conn shall in every case inform the Watch that he/she has the Conn so that no doubt will exist as to the control of the rudder and engines. The relieving Officer shall require the Helmsman to report the helm and engine status immediately after he/she assumes the Conn. When I give a direct order to the Helm or Lee-helm at any time, it will be understood that I have assumed the Conn. The Officer having the Conn will announce that I have assumed the Conn to preclude any misunderstanding. The fact that the Conn has been taken by me or the Executive Officer does not relieve the OOD from his or her responsibility to appraise the whole situation, to carry out the normal routine and to state positively and forcefully opinions and recommendations for the safe operation of the ship.

c. You are required to be rested, alert, and, at night, have your eyes adapted to darkness upon taking the watch. If you do not feel fit to take the watch notify me of the circumstances. If you become ill while on watch call a relief and notify me. You will remain on the Bridge and in charge until properly relieved. These principles apply to each member of your watch team.

d. Take timely action to call me. My confidence in the OOD is founded upon the conviction that I will be fully advised of the ship's status and summoned to the Bridge in time if a dangerous situation is imminent.

e. Maintain a quiet, orderly, dark, and alert Bridge. Insist on formality, correct terminology and phraseology as outlined in enclosure (6), timeliness in all reports, and demand acknowledgement of all orders. Remember, you set the standard for others to follow.

f. Take time to formally prepare for each and every watch. This includes reviewing the chart and observing the ship's present position and predicted track. Go over in your mind the possible emergencies that may arise. Know what actions to take, and be prepared to take action.

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(b) (6), (b) (7)(C)

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enclosure (1)

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STANDING ORDER NUMBER TWO

REQUIRED REPORTS

1. Remember, I am always on duty. When in doubt of the navigational or tactical situation, or any other matter affecting the ship or other ships in company, CALL ME. I will never chastise you for calling me too often. When making a report at night, make sure I am awake and alert. Do not hesitate to send a messenger to wake me if necessary. If you are in doubt that I understood what you reported, ask me to repeat it back to you. Be forthright, accurate, and insistent in your reports and evaluation. Should you feel my presence is urgently required at a controlling station, pass the word over the IMC, "CAPTAIN TO _____ (THE BRIDGE, COMBAT, CCS, etc)". If we are "in-extremis", or have an onboard "crisis", I expect you to take action while I am enroute to the Bridge. If you need to contact me and the situation is not of an urgent nature, pass the word, "COMMANDING OFFICER, PLEASE CONTACT _____ (THE PILOT HOUSE, CIC, CCS, etc)."

2. Do not assume that I see and/or hear all contacts, signals, voice transmissions, etc. Make reports on the assumption that I have not. Report any unusual circumstances or events to me, even if only as a matter of interest. Keep me fully informed at all times.

3. Minimize multiple reports to me on the same event. The most appropriate watchstander should make a report to me (b)(3) 10 U.S.C. § 130
(b)(3) 10 U.S.C. § 130

4. On occasion, I may direct that all reports be made to the Executive Officer. When I do so, the Executive Officer will decide if a report is critical enough to warrant my immediate attention. I will be very specific with watchstanders when I exercise this option.

5. Contact Reports

a. Notify me of any contact with a Closest Point of Approach (CPA) of (b) (6), (b) (7)(C) or less. This report should be made at (b)(3) 10 U.S.C. § 130 prior to a calculated CPA (whichever occurs earliest). Contact reports shall be made in the following format:

(b)(3) 10 U.S.C. § 130



1. Maintain an (b) (6), (b) (7)(C) plot on contacts within (b) (6), (b) (7)(C)

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(b) (6), (b) (7)(C)

Enclosure (2)

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2. Maintain a Maneuvering Board plot on all contacts with a CPA of (b)(3) 10 U.S.C. § 130 or less.

3. At times I may modify these distances based on the navigational and/or tactical situation.

4. When necessary to change course to avoid a stand on vessel, do so early with a recognizable change in course. Avoid crossing ahead of such vessels.

b. If a contact appears suddenly, report it immediately and maneuver if required. Do not delay a report or action to develop further information.

c. Report when you come across other naval vessels or auxiliaries operating in the vicinity. Inform me of the Commanding Officer's identity and relative seniority. Promptly request or grant permission to proceed on duties assigned, as appropriate, then advise me.

d. Report the presence of any potentially hostile ship, submarine, or aircraft.

e. (b)(3) 10 U.S.C. § 130

f. Report any unresolved contact tracking conflicts between CIC and the Bridge.

6. General Reports

a. All reports between Taps and Reveille shall be made as follows: "Captain, this is the ___ (OOD or TAO) the time is XXXX," then follow up with the report.

b. All occurrences you feel worthy or whenever in doubt.

c. Relief as OOD when I am on the Bridge. The relief should adhere to the following format: Offgoing OOD: "Sir, I have been properly relieved by ___." Oncoming OOD: "Sir, I have the Deck."

d. If I am not on the Bridge and during normal working hours, report relief of the Deck: Sir, I have been relieved, ___ has the Deck."

(b)(3) 10 U.S.C. § 130

g. Conflicting instructions from higher authority or orders from an embarked staff contrary to these Standing Orders or standard procedure.

h. Conflicting interpretations of tactical signals, maneuvers, or situations between (b) (6), (b) and (b) (6), (b) (7)(C)

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(b) (6), (b) (7)(C)

Enclosure (2)

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SLH

- i. Any deviation from these Standing Orders or my Night Orders.
- j. Anytime you decline to relieve the Watch.
- k. If the actions of FITZGERALD are reprimanded by higher authority.
- l. Prior to setting the Low Visibility Detail. If necessary, do not hesitate to set it first and inform me after.
- m. At a time designated in the Night Order Book, the OOD may be asked to provide me a wake up report consisting of time, weather, ship's course and speed, contact summary, and other information as pertinent.
- n. When a Flag Officer or Squadron Commander is embarked, make similar reports to him/her or the staff in accordance with appropriate staff orders.
- o. When refueling FITZGERALD's boats.

7. Formal Reports

a. 12 O'clock Reports. A messenger will deliver these reports to me if I am not on the Bridge. They will consist of:

(1) Muster Report

(b)(3) 10 U.S.C. § 130

(3) Fuels, Oils, and Water Report

(4) Draft Report

(5) Boat Report

(b)(3) 10 U.S.C. § 130

b. Position reports at 0800, 1200, and 2000 when underway. A messenger will deliver these reports to me if I am not on the Bridge. Position reports will be made to an embarked commander.

8. Schedule. Notify the Executive Officer and Operations Officer of any changes to the ship's schedule or SOE.

- a. Commencement and completion of significant evolutions including those in the Plan of the Day (POD).
- b. Inability to complete check-off lists or steps in accordance with reference (i).
- c. Expected arrival and departure times of visitors and Senior Officers.

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Enclosure (2)

(b) (6), (b) (7)(C)

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9. Weather. Notify me if any of the following conditions occur.

- a. Sustained true wind of (b)(3) 10 U.S.C. § 130
- b. Wind speed changes of [redacted] in one hour.
- c. Increase in seas of (b)(3) 10 U.S.C. § 130 period.
- d. Barometric pressure at or below (b)(3) 10 U.S.C. § 130 or a drop in barometric pressure of (b)(3) 10 U.S.C. § 130 in a four-hour period.
- e. When temperature drops below (b)(3) 10 U.S.C. § 130
- f. If visibility changes significantly or reduces to less than (b) (6), (b) (7)(C) [redacted]
Additionally, inform me if you intend to set the (b)(3) 10 U.S.C. § 130 [redacted]

10. Navigation. In addition to myself, the following reports will also be made to the Navigator.

- a. When any navigational sensor indicates that we are standing into danger.
- b. If the fathometer depth and charted depth differ by more (b)(3) 10 U.S.C. § 130 or when the fathometer unexpectedly reads less than (b)(3) 10 U.S.C. § 130 [redacted]
- c. Any time the ship's position is in doubt.
- d. Whenever fixes plot (b)(3) 10 U.S.C. § 130 or when there is an indication of (b)(3) 10 U.S.C. § 130 [redacted]
- f. If there is an unexpected variation in the (b)(3) 10 U.S.C. § 130 [redacted]
- g. When energizing navigation lights during a period when the ship is fully darkened or operating with lights dimmed.
- h. When encountering any unexpected buoys, navigation lights or hazards to navigation.
(b)(3) 10 U.S.C. § 130 [redacted]
- j. Upon entering inland or international waters.
(b)(3) 10 U.S.C. § 130 [redacted]

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(b) (6), (b) (7)(C) [redacted]

Enclosure (2)

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l. Any sudden, large change in computed set or drift (b)(3) 10 U.S.C. § 130

m. Crossing the (b)(3) 10 U.S.C. § 130

n. Sighting of wrecks, floating debris, planes, vessels or forces in distress, unusual coloring of the water, evidence of shoal water, and all other unusual objects or conditions.

11. Communications

a. Tactical signals, including changes in formation, course, or speed of FITZGERALD or any other ship in company.

b. (b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

12. Maneuvering. Inform me of unplanned course and speed changes prior to their execution except as follows:

a. When you are required to take immediate action to avoid collision in accordance with the Navigation Rules.

b. To avoid objects in the water ahead which may be hazardous to the screws, or to avoid marine mammals. (b)(3) 10 U.S.C. § 130

c. Course and speed adjustments required to maintain PIM, an assigned station, or to patrol an assigned screen sector.

(b)(3) 10 U.S.C. § 130

13. Formation Steaming

a. Whenever a ship joins or departs the formation.

b. All (b)(3) 10 U.S.C. § 130 contacts held by us or other assets in our formation/exercise.

c. Breakdown of ship(s) in company.

d. If we are unable to maintain station and we exceed our station limits by (b)(3) 10 U.S.C. § 130 in bearing or (b)(3) 10 U.S.C. § 130

e. When other ships in company are significantly out of station, or when other ships in company change course or speed unexpectedly.

f. If you do not understand the movement of the guide.

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Enclosure (2)

(b) (6), (b) (7)(C)

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- g. If another Command questions your movements or actions, or issues a reprimand.
- h. If we are unable to comply with a tactical signal.

14. Material

- a. Inform myself and the Chief Engineer when fresh water drops (b)(3) 10 U.S.C. § 130 change below that.
- b. Any degradation to steering system or inability to conduct daily equipment shifts.
- c. All degradations of equipment that may affect our safety or could have an adverse impact on current or planned operations.
- d. Prior to using the main drainage system, regardless of the ship's distance from land.

15. Emergencies

- a. Whenever the Bridge team is in doubt or when a possible emergency is developing that could lead to material or personnel casualties or to limitations in operational readiness (e.g. significant temperature changes in the engineering spaces, weapons system spaces, communications difficulties). This includes any alarm that cannot be immediately cleared.
- b. When you take necessary action in an emergency to avoid collision, grounding, or other danger.
- c. If aircraft or vessels are in distress.
- d. All injuries to personnel. Also report this to the Executive Officer and the Senior Medical Representative and log the facts in the Deck Log.
- e. Any potentially dangerous, unusual, or important sighting such as breakers, unlighted or derelict vessels, discolored water, audible or visible emergency/distress signals, waterspouts and any other occurrence you deem out of the ordinary.

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6
(b) (6), (b) (7)(C)

enclosure (2)

STANDING ORDER NUMBER THREE

RELIEVING THE WATCH

1. Prior to Relieving the Watch

a. Ensure you are well rested, physically fit, appropriately clothed, equipped, and (for night watches) have adequate night vision to stand an alert watch.

(1) You will not relieve when feeling sick or overly tired, or if you judge yourself unable to fulfill your responsibilities as a watchstander. Any watchstander who has not had an opportunity to get an adequate amount of sleep in the previous 24 hours must notify the Senior Watch Officer who will specifically evaluate their ability to stand a proper watch. In the event the watch is not relieved under these circumstances, I shall be notified.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

b. Have a thorough knowledge and clear understanding of our material and operational status and any changes expected during your watch. To this end, you shall:

(1) Visit CCS and receive a brief on the current plant status from the EOOW. Be aware of any important engineering evolutions, maintenance, or requests that will occur on your watch.

(b)(3) 10 U.S.C. § 130

(3) Visit CSMC and get briefed by the CSOOW. Obtain a complete understanding of any Combat Systems related maintenance or evolutions that will occur on your watch.

(4) Read and be familiar with the current Daily Intentions Message, Schedule of Events in the (b)(3) 10 U.S.C. § 130 messages, and any other special instructions. Read and initial my Night Orders Book and seek verbal amplification from myself, the Executive Officer, the Operations Officer, the Combat Systems Officer, the Chief Engineer and the Navigator if you have any doubts or confusion regarding our material status, upcoming evolutions or any other aspect of your Watch.

(5) Study the navigation chart on the (b)(3) 10 U.S.C. § 130 Satisfy yourself that the ship's position is accurately known, including set and drift, as well as (b)(3) 10 U.S.C. § 130 status. Be aware of all possible navigation hazards and available navigation aids that you may encounter while on watch. If any question concerning the ship's position exists, notify the Navigator immediately and insist on a resolution to your satisfaction prior to relieving. If the situation cannot be resolved, call me.

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Enclosure (3)

(b) (6), (b) (7)(C)

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c. Ensure that there is a complete exchange of information with the offgoing OOD, to include:

(1) Tactical formation and organization, including FITZGERALD's station and any unexecuted or expected tactical signals.

(2) Status of communications circuits and stations responsible for guarding those circuits.

(b)(3) 10 U.S.C. § 130

(4) Status of all contacts including relative position, course, speed, CPA, and if I have been notified.

(5) Previous, existing, and forecasted weather.

(6) Course, speed, and propulsion plant status including major equipment out of commission, estimated time to repair (ETR), and any impact to FITZGERALD's mobility.

(7) Steering alignment and any steering related alarms received during your watch.

(b)(3) 10 U.S.C. § 130

(9) Any special work or evolutions scheduled during your watch. In the case of planned evolutions, ascertain the status of preparations.

(10) Lighting measures in effect.

(11) Status of the Rigid Hull Inflatable Boats (RHIB).

(12) My location.

(13) The JOOD shall ensure by a sight inventory that all required publications and controlled equipment are accounted for and present on the Bridge.

(14) Status of your watch section. The OOD will relieve after the BMOW and QMOW, and neither shall relieve until all watch reliefs are on deck.

(a) CIC, Bridge (including JOOD/CONN), and Engineering watch standers will relieve on the half hour. The CICWO will be the last CIC watch stander relieved and the BMOW will be the last enlisted Bridge watchstander relieved.

(b)(3) 10 U.S.C. § 130

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(b) (6), (b) (7)(C)

Enclosure (3)

1 Feb 16

STANDING ORDER NUMBER THREE

RELIEVING THE WATCH

1. Prior to Relieving the Watch

a. Ensure you are well rested, physically fit, appropriately clothed, equipped, and (for night watches) have adequate night vision to stand an alert watch.

(1) You will not relieve when feeling sick or overly tired, or if you judge yourself unable to fulfill your responsibilities as a watchstander. Any watchstander who has not had an opportunity to get an adequate amount of sleep in the previous 24 hours must notify the Senior Watch Officer who will specifically evaluate their ability to stand a proper watch. In the event the watch is not relieved under these circumstances, I shall be notified.

(2) If you become ill, call for a relief and notify me, the Executive Officer and the Senior Watch Officer.

(3) Any changes to assignments on any underway watchbill must be submitted to the Senior Watch Officer, recommended by the Executive Officer, and approved by me before the change goes into effect.

b. Have a thorough knowledge and clear understanding of our material and operational status and any changes expected during your watch. To this end, you shall:

(1) Visit CCS and receive a brief on the current plant status from the EOOW. Be aware of any important engineering evolutions, maintenance, or requests that will occur on your watch.

(2) Visit CIC and receive a brief from the TAO/CICWO. Know the current tactical picture and communications plan. Inspect the VMS display, radar displays, and status boards.

(3) Visit CSMC and get briefed by the CSOOW. Obtain a complete understanding of any Combat Systems related maintenance or evolutions that will occur on your watch.

(4) Read and be familiar with the current Daily Intentions Message, Schedule of Events in the POD, PRE-EX messages, and any other special instructions. Read and initial my Night Orders Book and seek verbal amplification from myself, the Executive Officer, the Operations Officer, the Combat Systems Officer, the Chief Engineer and the Navigator if you have any doubts or confusion regarding our material status, upcoming evolutions or any other aspect of your Watch.

(5) Study the navigation chart on the (b)(3) 10 U.S.C. § 130 Satisfy yourself that the ship's position is accurately known, including set and drift, as well as (b)(3) 10 status. Be aware of all possible navigation hazards and available navigation aids that you may encounter while on watch. If any question concerning the ship's position exists, notify the Navigator immediately and insist on a resolution to your satisfaction prior to relieving. If the situation cannot be resolved, call me.

CERTIFIED TO BE

(b) (6), (b) (7)(C)

Enclosure (3)

USCG

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c. Ensure that there is a complete exchange of information with the offgoing OOD, to include:

(1) Tactical formation and organization, including FITZGERALD's station and any unexecuted or expected tactical signals.

(2) Status of communications circuits and stations responsible for guarding those circuits.

(b)(3) 10 U.S.C. § 130

(4) Status of all contacts including relative position, course, speed, CPA, and if I have been notified.

(5) Previous, existing, and forecasted weather.

(6) Course, speed, and propulsion plant status including major equipment out of commission, estimated time to repair (ETR), and any impact to FITZGERALD's mobility.

(7) Steering alignment and any steering related alarms received during your watch.

(8) Scope and depth (b)(3) 10 U.S.C. § Compare scope and depth with water depth along the intended track before relieving.

(9) Any special work or evolutions scheduled during your watch. In the case of planned evolutions, ascertain the status of preparations.

(10) Lighting measures in effect.

(11) Status of the Rigid Hull Inflatable Boats (RHIB).

(12) My location.

(13) The JOOD shall ensure by a sight inventory that all required publications and controlled equipage are accounted for and present on the Bridge.

(14) Status of your watch section. The OOD will relieve after the BMOW and QMOW, and neither shall relieve until all watch reliefs are on deck.

(a) CIC, Bridge (including JOOD/CONN), and Engineering watch standers will relieve on the half hour. The CICWO will be the last CIC watch stander relieved and the BMOW will be the last enlisted Bridge watchstander relieved.

(b)(3) 10 U.S.C. § 130

2. Relieving Process

a. Be particularly alert during watch turnover times. The watch is also being changed on ships around you as well as at the various watch stations in FITZGERALD.

b. The change of the OOD watch shall be made with meticulous care and formality, as the relieving OOD is completely responsible for the ship once he/she has relieved.

c. Relieving procedure. When the oncoming OOD is on the Bridge and has the full picture, he/she shall present themselves to the OOD on watch, saluting and stating, "I am ready to relieve you.", to which the OOD shall respond, "I am ready to be relieved." The OOD and oncoming OOD will then conduct turnover. When the oncoming OOD is satisfied in all respects and ready to assume the Watch, they will salute the OOD and state, "I relieve you." The offgoing OOD will acknowledge this in a formal fashion by stating, "I stand relieved." The offgoing OOD will then ensure that all personnel in the pilothouse are aware of the watch relief by stating, "Attention in the Pilot House, this is (offgoing OOD's rank and name), (oncoming OOD's rank and name) has the deck." The oncoming OOD shall acknowledge by stating, "This is (rank and name), I have the deck." The Conn shall be transferred in a similar manner with a report of relief to the OOD. If I am on the Bridge, the OOD shall obtain permission from me to relieve their watch. The officer relieving shall say "Captain, I request permission to relieve the Deck." After the offgoing OOD has signed the Deck Log, he shall report, "Captain, I stand relieved. Request permission to lay below."

(1) I may relieve the Deck and/or assume the CONN at any time. Normally, I will specifically inform the OOD of the duties of which he/she is being relieved; however, should I give a direct order to the Helm or Lee-Helm at any time it will be understood that I have assumed the Conn. The Conning Officer shall immediately announce, "The Captain has the Conn." I will continue to exercise the Conn/Deck until it has been properly and positively turned over to another Conning Officer or OOD.

(2) There must never be any misunderstanding as to the identity of the Conning Officer. In case of doubt, it is the OOD's responsibility to immediately clarify who has the Conn. "Captain, do you have the Conn?" is the proper question in this situation. Upon all such occasions, the OOD shall remain on the Bridge to assist in those functions of which he/she has not specifically been relieved. Specifically, the OOD shall continue to forcefully express recommendations regarding the safe and proper operation of the ship.

3. The Offgoing OOD shall:

a. Sign the Deck Log after reviewing it for accuracy and completeness. Initial all corrections in the left hand margin.

b. Debrief the BMOW, QMOW, JOOD, CONN, and other watchstanders as appropriate concerning performance and areas where the team can improve.

4. The Offgoing JOOD shall:

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a. Be responsible for accomplishing the meal evaluation for the meal that occurs directly after his/her watch.

b. Assume duties and responsibilities as the (b)(3) 10 U.S.C. § 130 [REDACTED] if boat operations or a steering casualty should occur during the following watch.

4. Declining to Relieve.

a. An Officer may decline to relieve the Deck when he or she:

- (1) Believes the ship's position cannot be satisfactorily determined.
- (2) Considers the ship to be in peril.
- (3) Finds we are appreciably out of station.
- (4) Does not feel physically capable of relieving the watch.
- (5) Is not satisfied with the completeness of the tactical picture being turned over.

b. Any Officer who declines to relieve the Deck shall immediately notify me of this fact and state his or her reasons.

STANDING ORDER NUMBER FOUR

CONDUCT OF THE WATCH

1. Watchstanding Principles. References (a) and (b) set forth the duties, responsibilities, and authority of an OOD in a ship of the U.S. Navy. The following watch standing principles will help you meet and exceed these requirements:

- a. Integrity: Always do what is right.
- b. Teamwork: Work together to accomplish the mission.

(1) The OOD is responsible for the continual instruction of the members of the watch. No watch should be inactive; the bridge watch team should spend over half of the watch teaching and training, unless operational circumstances prevent this. Drill during quiet periods. Know every piece of equipment on the bridge along with its function, location, and operation

(2) The Conning Officer will not be burdened with collateral duties that could affect his/her ability to carry out his/her responsibilities.

(3) Keep an informed Bridge. Brief your lookouts on the tactical situation and current operations.

c. Questioning Attitude

(1) Never be complacent.

(2) Be vigilant. You are your own best lookout and should keep a sharp visual lookout at all times, particularly during maneuvers. Ensure that one officer is looking out at all times. Complete a full horizon scan at least every 5 minutes. Use mechanical and electronic sensors and navigation aids, but do not become solely dependent on them. Wear binoculars at all times and learn to recognize aspects and determine approximate ranges with binoculars, particularly at night. Frequently take a visual bearing of all contacts to establish a trend of relative motion. Remember that a constant bearing and a decreasing range means a danger of collision exists.

(3) Prepare well in advance for any evolution on your watch or the following watch.

(4) Rehearse with your watch teams anticipated actions for all emergencies. Know what actions to take and be confident to take action

d. Level of Knowledge

(1) Frequently verify the course being steered. Look where you are going and check the side to which you will turn.

(b)(3) 10 U.S.C. § 130

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(b) (6), (b) (7)(C)

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check for submerged objects (e.g. sea mounts) that could damage the towed array. Know the scope and depth of the towed array.

(3) Go out on the bridge wings to listen as well as look. Do not forget to use all your senses.

e. Verbatim Compliance. Use standard commands for conning orders. Announce orders clearly in a loud voice and demand an exact repeat back acknowledgment. Monitor execution of conning orders by observing rudder angle and RPM indicators.

f. Formality

(1) Minimize noise in the Pilot House. Essential reports and conversation should be given at the minimum volume. A quiet bridge is a professional bridge and directly contributes to the safety of the ship.

(2) Keep a darkened bridge at night. All lights on the bridge will be extinguished or dimmed where practical.

(3) Demand subordinates to conduct their duties in a smart and professional manner.

g. Ownership. You are my representative on the Bridge. It is your watch. Run the ship's routine.

2. Safety

a. Restrict topside access when you deem it dangerous by passing the appropriate word over the IMC. When it is imperative for a Shipmate to go topside in unfavorable conditions, take all required precautions:

- (1) Obtain my permission.
- (2) Choose the most capable person for the job.
- (3) Use the buddy system.
- (4) Use life preservers and tended safety lines, as necessary.
- (5) Alter course and speed to gain more favorable conditions.
- (6) Ensure competent supervision.
- (7) Ensure you are included in the Safety Brief as applicable.

b. Give warnings on the IMC when you anticipate heavy rolls.

c. Ensure the Aft Lookout is properly equipped and posted where best suited to prevailing weather conditions and upcoming operations. The Aft Lookout must always have binoculars, a life ring, light, and smoke float immediately available. Ensure he or she knows what is expected in the event of a man overboard.

3. Required Permissions. If you deem it an emergency situation, take whatever action is required to place FITZGERALD in a safe condition, and notify me as soon as possible. Make no changes to the status of weapons systems, propulsion systems, or ship control systems without my approval, except as noted in this instruction, Night Orders, Battle Orders, or as emergency conditions warrant. Except in an emergency, obtain my permission before conducting the following evolutions:

- a. Deviation from Standing Orders and/or Night Orders.
- b. Sending Sailors aloft or over the side.
- c. Setting or securing special details.
- d. Special evolutions or drills not in the POD.
- e. Work on any energized circuits.
- f. Allowing anyone to enter a fuel tank, void, or sump.
- g. Transferring or handling ammunition.
- h. Starting, securing, or testing main engines or Gas Turbine Generators (GTGs).
- i. Turning shafts.

(b)(3) 10 U.S.C. § 130

- k. Bringing boats or tugs alongside.
- l. Embarking, launching, and recovery of boats.

(b)(3) 10 U.S.C. § 130

- n. Breaking darkened ship condition or sending personnel topside after darken ship is set.
- o. Prior to pumping bilges and operating ejectors. Do not allow trash to be dumped during Flight Quarters, while a ship is alongside, or when in formation with other ships astern. Allow the dumping of trash and garbage only over the stern and in accordance with reference (k).

(b)(3) 10 U.S.C. § 130

(2) Ammunition casings may be thrown over the side of the forecastle with the OOD's permission.

(b)(3) 10 U.S.C. § 130

q. Change existing orders for other forces for which FITZGERALD maintains tactical command.

r. Challenge (or reply to) any contact. This does not include contacting vessels via bridge to bridge regarding maneuvering intentions.

s. Allow personnel on weather decks during high winds and seas prior to reopening weather decks.

t. Refueling. This does not include refueling small boats or transferring fuel from storage to service. However, I shall be notified when this occurs.

u. Take or relinquish control of any unit.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

x. Setting or securing the Restricted Maneuvering Doctrine. However, if an emergency, do not wait for my permission.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

aa. In a crossing situation, turning to port for contact avoidance.

(b)(3) 10 U.S.C. § 130

4. Watch Administration

a. The Executive Officer runs the ship. Carry out the daily routine as published in the Plan of the Day (POD) and keep the Executive Officer and Operations Officer advised of any changes you deem necessary.

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(b) (6), (b) (7)(C)

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- b. Control the proper use of the IMC and the General, Chemical, Collision, and Flight Crash alarms as well as the ship's whistle.
- c. Keep tactical publications on hand and prepared for use.
- d. Render honors to passing ships as required by custom and regulations.
- e. Ensure the Executive Officer and Department Heads are promptly informed of changes to the tactical situation, operational schedule, or the approach of heavy weather and any other circumstance which will require action on their part or a change in routine.
- f. Doors to the Bridge Wings should remain open as much as possible in an effort to "maintain a proper look out by sight and hearing", as set forth in reference (c). The OOD may make exceptions in order to prevent precipitation from entering the Bridge, for maintenance reasons or to prevent excessive condensation on the windows. Doors should be latched opened again once the weather or maintenance is finished.

5. Relationship with (b)(3) 10

(b)(3) 10 U.S.C. § 130
[Redacted]

- b. (b)(3) 10 U.S.C. § 130 will compare tactical signals with the Bridge to determine concurrence or non-concurrence in order to ensure we respond appropriately to tasking or other information.

(b)(3) 10 U.S.C. § 130
[Redacted]

(b)(3) 10 U.S.C. § 130
[Redacted]

(b)(3) 10 U.S.C. § 130
[Redacted]

(b)(3) 10 U.S.C. § 130
[Redacted]

6. Relationship with the EOOW

- u. The EOOW is responsible for the safe and proper operation of the propulsion, electrical and auxiliary systems. I require the EOOW to operate the engineering plant in accordance with good engineering practices, and strict adherence to approved specific operating and casualty

(b)(3) 10 U.S.C. § 130
[Redacted]

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b. The OOD shall normally limit his or her orders for control of the engineering plant to:

- (1) Orders to start or secure main engines after first obtaining my permission.

(b)(3) 10 U.S.C. § 130

c. The EOOW is required to report any changes, conditions, or casualties to machinery or equipment that may limit ship's operation.

d. The EOOW is required to request permission from myself via the OOD for the following:

- (1) Start Main Engines and Gas Turbine Generators (except as noted in the Restricted Maneuvering Doctrine).
- (2) Pump bilges.
- (3) Place any vital machinery or equipment out of commission for preventive maintenance.
- (4) Refueling. In the case of refueling small boats or transferring fuel from storage to service, the OOD will grant permission and then notify me.

e. The OOD shall inform the EOOW of the following:

- (1) Anticipated upcoming speed and/or power requirements (as early as practicable).
- (2) Anticipated and actual times of:

(b)(3) 10 U.S.C. § 130

- (b) Arriving at or departing from all pollution discharge restriction zones.

- (3) Whenever we enter or pass through areas containing debris or vegetation that might clog sea chests/suctions or cooling water systems.

- (4) Any other operations affecting the engineering plant.

- (5) Abnormal stack smoke emission.

- (6) Unexpected liquid discharge overboard.

(b)(3) 10 U.S.C. § 130

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STANDING ORDER NUMBER FIVE

NAVIGATION

1. **AS OOD THE SAFE NAVIGATION OF THE SHIP IS YOUR MOST IMPORTANT RESPONSIBILITY.** You share responsibility with the Navigator for the safe navigation of the ship. Do not blindly steer recommended courses. Keep yourself continually advised of our position, course, speed, and intended track. Before relieving review the DNC currently in use, observe the present and predicted position of the ship during your watch. Personally supervise the navigation plot maintained by your Quartermaster of the Watch (QMOW). Ensure that VMS is fully operational and configured correctly, including accurate sensor inputs. If there is any doubt on the Bridge or ^{(b)(3) 10 U.S.C. § 130} regarding the accurate position of the ship, slow or stop as necessary until the ship's position is resolved, and call me immediately. Have the JOOD call the XO and Navigator.

2. The Navigator will perform his/her duties as outlined in references (b), (j) and (l) as well as this Standing Order. When time permits, contact the Navigator first when you have questions regarding the safe and proper navigation of the ship. Do not hesitate to call the Executive Officer or me if you are uncomfortable. Specifically notify the Navigator when:

a. You are in doubt about any element of navigation or the performance of any navigation watchstander.

b. If there is a malfunction of any navigation support equipment.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

f. When FITZGERALD is or will enter into tail-restricted waters. Defined as cable scope plus (b) (6), (b) (7)

(b)(3) 10 U.S.C. § 130

h. If a required navigation light fails to properly energize or suddenly becomes extinguished.

i. If, for safety of navigation, you feel the fix interval should be more frequent than the intervals prescribed in 5-A.

3. Depth Soundings. The following general procedures are in effect for the use of the fathometer, subject to modification by me. Depth readings will be taken and recorded:

a. Whenever a fix is taken.

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(b) (6), (b) (7)(C)

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(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

d. The fathometer will be continuously monitored during Sea and Anchor Detail and other times when maneuvering in restricted waters.

(b)(3) 10 U.S.C. § 130

f. Shoal Water: The fathometer is the best indicator of shoal water. Ensure its reading is compared with charted depth whenever a fix is obtained. If in doubt, your first reaction should be to take all way off, verify position and fathometer accuracy, and call the Navigator and me.

4. Navigational Running Lights

a. Display required navigational running lights and shapes.

b. Navigational running lights will be checked one-half hour prior to sunset and burned between the hours of sunset and sunrise or during reduced visibility unless otherwise ordered.

c. Require the QMOW to report "All navigation lights are bright lights" upon energizing and log it into the Deck Log. Thereafter, require the BMOW to report the status of the lights once per watch while navigation lights are burning, and to have the QMOW record it in the Deck Log.

d. Remember that DIM lights do not comply with Navigation Rules and will not be used without my approval.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

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(b) (6), (b) (7)(C)

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f. Label each fix with course, speed, and time. Draw a new course line from each fix or running fix as soon as it has been determined and plotted on the chart. This is accomplished whether the ship is on track or not. The DR plot should cover at least the next two fix intervals.

7. Fix Interval

a. Fixes will be taken at a minimum in accordance with Table 5-A. A good rule of thumb is that if a hazard to navigation falls within a circle whose radius is equal to that of two DR intervals, either the fix interval or ship's speed requires adjusting.

(b)(3) 10 U.S.C. § 130

b. Do not hesitate to call away the Navigation or Modified Navigation Detail when required

(b)(3) 10 U.S.C. § 130

c. Navigation watch station manning will be in accordance with reference (j).

(b)(3) 10 U.S.C. § 130

c. All other navigational information available shall be compared to the fix taken to ensure proper correlation. Should the various data not match with the fix taken, steps shall immediately be taken to determine the source of the error. Never place blind reliance on any single source of information. Should the position be in doubt, the OOD will first ensure that he or she is not standing into danger (immediately take all way off the ship if necessary), then notify the Navigator and me.

8. Conduct compass comparisons between the (b)(3) 10 U.S.C. § 130 every time a new course is set and at least every half hour. Ensure the results are entered in the Deck Log.

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3 (b) (6), (b) (7)(C)

Enclosure (5)

9. Record the bearing, range, and frequency of all navigational aids. Verify light characteristics with a stopwatch.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

12. Rules of the Road

a. You are expected to be an expert in and comply with reference (c). This requires study and frequent review. The Navigator shall provide written exams monthly.

b. You are expected to take all appropriate measures to avoid embarrassing other vessels. If required to maneuver in accordance with reference (c), do so early. It is normally most appropriate to change course rather than speed, since this clearly shows the other ship your actions. Whether you change course or speed, make the change large enough that it is readily observable from the other ship. Take action early.

c. Small craft operators often ignore Rules of the Road. Never assume that a small craft or sailboat will act predictably in any given situation. Always anticipate the unexpected and leave yourself a way out. Do not hesitate to use the (b) (6), (b) (7)(C) whistle signals to alert the other vessel to the danger of the situation. When using (b) (6), (b) (7) it is imperative that you speak slowly and clearly.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

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(b) (6), (b) (7)(C)

(b)(3) 10 U.S.C. § 130
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(b)(3) 10 U.S.C. § 130
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(b)(3) 10 U.S.C. § 130
[Redacted]

16. (b)(3) 10 U.S.C. § 130 shall be determined daily and before special evolutions.

17. Determine surface RADAR, repeater range, and bearing errors whenever possible and ensure they are posted on the Bridge and in the Deck Log. (b)(3) 10 U.S.C. § 130 Results shall be logged in the

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(b) (6), (b) (7)(C)
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STANDING ORDER SIX

STANDARD COMMANDS

1. General. Terminology and phraseology are of utmost importance in commands given by the OOD and the Conning Officer. Since misunderstanding or ambiguity can quickly lead to disaster, all commands that are given must be fully understood. This is accomplished by the use of official terminology and phraseology at all times. Commands shall be given in a clear voice, loud enough to be heard and the tone should be authoritative. Clear and concise communications improve safety, reduce confusion and allow smart seamanship.

2. Rudder and Course Orders

NOTE: A STEADY COURSE IS NOT A MANDATORY REQUIREMENT TO FOLLOW RUDDER ORDERS.

a. Course orders will be given in increments of whole degrees during normal underway operations and stated in three digits (135 = one three five). Course orders may be given in half-degree increments during underway replenishment, specified by the word "decimal" (112.5 = one one two decimal).

b. When a new rudder order is given, it supersedes the previous order and cancels the previously ordered course. The helmsman shall report "My rudder is left/right ___ degrees. No new course given."

c. "Test for positive rudder control" instructs the helmsman to swing the rudder left and right five degrees and then back to amidships.

(b)(3) 10 U.S.C. § 130

c. "Orders to the helm" is used when the helmsman does not understand or did not hear the order.

<u>HARD</u> RIGHT/LEFT RUDDER	Is an immediate order to 35 degrees and should be used with caution
RIGHT/LEFT <u>FULL</u> RUDDER	30 degree rudder
RIGHT/LEFT <u>STANDARD</u> RUDDER	15 degree rudder
RUDDER AMIDSHIPS	Place the rudder centerline and do not steady on a course
RIGHT/LEFT ___ DEGREES RUDDER	Place the rudder right/left in the amount ordered

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STEADY ON COURSE ____	Maintain the last ordered rudder position and then steady on the ordered course. Can be used after a rudder has been ordered or in conjunction with a rudder order.
STEADY AS SHE GOES	Use no more than 10 degrees rudder to steady on whatever course your head marked at the instant the order was given
COME RIGHT/LEFT, STEER COURSE ____	Only for course changes less than 10 degrees. Use up to 10 degrees rudder to steer the new course
INCREASE/EASE YOUR RUDDER TO RIGHT/LEFT ____ DEGREES/STANDARD/FULL/HARD	Increase / decrease the rudder to the new amount ordered
SHIFT YOUR RUDDER	Place the rudder in the opposite direction at an equal amount
MEET HER	Immediately shift rudder, steady on course that is where the swing of the ship stops
MARK YOUR HEAD	Report the heading of the ship at the instant the order is given
BELAY/MARK YOUR PASSING HEADS	Belay or report the passing headings and direction of movement of the ship at every decade. Reports at cardinal heads will not be belayed
USE AS MUCH RUDDER AS NECESSARY TO MAINTAIN COURSE	Allows the helmsman to use up to 30 degrees of rudder to maintain course
USE NO MORE THAN ____ DEGREES RUDDER TO MAINTAIN COURSE	Limits the helmsman to use up to the ordered amount of rudder to maintain course
HOW IS YOUR RUDDER?	Report the current direction and amount of rudder that is in use
MIND YOUR HELM	Reminder to the helmsman that they are straying from the ordered course
CONTINUE RIGHT/LEFT, STEADY ON	Allows helmsman to maintain original rudder

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COURSE ____	order but continue past original course to new course.
STEADY SHORT, STEADY ON COURSE ____	Helmsman will maintain original rudder order and will anticipate stopping short of original course ordered to new ordered course.
STEER NOTHING TO THE LEFT/RIGHT OF ____	Steer nothing to the left/right of course given

3. Engine Orders.

a. Normal engine orders will be given in the following sequence: Engine, Direction, Magnitude (e.g. "All engines ahead one-third for seven knots"). When an order is given without a specific speed the helmsman shall answer for standard bell.

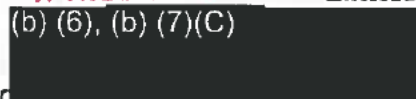
(b)(3) 10 U.S.C. § 130



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(b) (6), (b) (7)(C)



d. During UNREP, speed will be adjusted by RPM. Engine orders will be ordered as follows "Indicate ___ RPM".

(b)(3) 10 U.S.C. § 130

f. The Conning Officer will inquire "How are your engines" when desiring a report of the current engine orders from the helmsman.

4. Anchoring Orders

MAKE THE ANCHOR READY FOR LETTING GO	Pass the riding stopper, set the brake and disengage the wildcat.
STAND BY THE ANCHOR	Remove the stoppers, with the brake set, chain compressor disengaged
ENGAGE/DISENGAGE THE WILDCAT	Anchor Windlass engages/disengages the wildcat
PLACE THE ANCHOR AT THE DIP	Unhouse the anchor and place the stem of the anchor outside of the hawspipe
LET GO THE ANCHOR	Release the brake and allow the chain to pay out
SET / RELEASE THE BRAKE	Engage / release the brake to control the motion of the anchor chain.
VEER TO ___ SHOTS ON DECK	Pay out the chain until the specified shot is on deck and then set the brake
HEAVE AROUND TO SHORT STAY	Bring the anchor chain back onboard just short of breaking out the anchor (pulling the anchor loose from the bottom)
HEAVE AROUND TO ___ SHOTS ON DECK	Bring the anchor chain back onboard until the specified shot is on deck
HEAVE AROUND ON THE ANCHOR, HEAVE ON IN	Bring the anchor back onboard

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MAKE SECURE THE ANCHOR READY FOR SEA	Anchor is housed, both stoppers have been passed and the wildcat and chain compressor have been disengaged
PASS THE STOPPERS	Set the brake and place the stoppers on the chain

5. Line Handling Commands

STAND BY YOUR LINES	Man the lines
OVER	Send the line(s) to the pier and the place the eye over the appropriate bollard
TAKE A STRAIN	Put the line under tension
TAKE IN SLACK	Heave in the line to remove its slack but do not place under tension
SLACK	Take tension off the line and let it hang slack
EASE	Let out enough of the line to reduce the tension but do not slack the line
HEAVE AROUND	Apply continuous tension to the line
TAKE LINE ___ TO POWER	Heave around on the line using a capstan
CHECK	Hold heavy tension on the line but let it slip to prevent it from parting
HOLD	Stop heaving, keep under tension. Do not allow any more line to go out. Hold until the line parts
SURGE	With tension on the line let it slip enough to allow the ship to move then immediately place it back under tension
SINGLE UP	Make the mooring line fast to the pier or take in the additional bight/eye so there is only one part of the line to the pier
DOUBLE UP	Pass an additional bight/eye on the line so that there are two parts of the line to the pier

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TAKE IN	Have the line cast off from the pier and bring it onboard
CAST OFF	A command to those tending the line on the pier to remove it from the bollards and send it back to the ship

6. Boat Deck Commands

MAN THE BOAT DECK	On watch boat crew and safety observer will expeditiously man the boat deck and report when ready.
AWAY THE RHIB	Grants permission to board the RHIB, lower it to the water, and dispatch it for tasking. Used in emergency situations.
AWAY THE RHIB, AWAY.	This word will be passed in the same circumstances as above if the CO or senior officer is departing in the RHIB.
PLACE THE RHIB AT THE RAIL	Remove the RHIB from the skid and position the RHIB even with the deck. Lift, slew, and lower the RHIB to the gunwale
EMBARK THE RHIB	Boat crew enters the RHIB
LAUNCH THE RHIB	Lower the RHIB to the water and cast-off all lines
BRING CUTLASS/SABER ALONGSIDE	RHIB is signaled alongside
RECOVER THE RHIB	Raise the RHIB from the water to the rail, disembark the boat crew and place the RHIB back in the skid, and safely stow RHIB for sea.

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STANDING ORDER NUMBER SEVEN

LOW VISIBILITY

1. **Reduced Visibility.** Reduced visibility is one of the most dangerous times at sea, and requires increased vigilance on the part of the Bridge and of the OOD. During reduced visibility, operational commitments will never override the safety of the ship.

a. The speed of the ship will be determined as prescribed in Rules 6 and 19 of reference (c).

(b)(3) 10 U.S.C. § 130

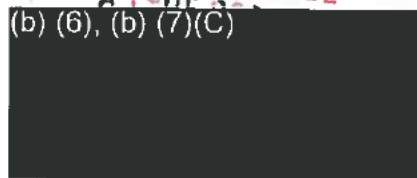


c. When stationing the low visibility detail, notify the Navigator, Executive Officer, and myself. Notify the TAO/CICWO, EOOW, and CSOOW of the low visibility conditions. Direct them to suspend any scheduled drills, maintenance, or activities that may hamper FITZGERALD's ability to detect surface contacts and navigate safely.

d. In situations of extremely low visibility, do not hesitate to post additional lookouts including a Commissioned Officer or Chief Petty Officer.

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(b) (6), (b) (7)(C)



STANDING ORDER NUMBER EIGHT

RESTRICTED MANEUVERING DOCTRINE/MAXIMUM RELIABILITY LINEUP

I. Purpose of Restricted Maneuvering Doctrine (RMD)

a. This doctrine provides specific guidance for engineering and ship control procedures and actions necessary when the ship is operating under conditions of restricted maneuvering. These special procedures are required to maintain optimum control of the ship in situations where immediate propulsion and ship control are critical to ensure our safety.

b. It is the responsibility of the OOD to contact me in a timely manner and recommend setting RMD in any situation that may warrant it. Situations typically requiring these procedures include, but are not limited to:

- (1) Entering or leaving port.
- (2) Going alongside another vessel.
- (3) Navigating a narrow channel or strait.
- (4) Navigating near restricted or shallow waters.
- (5) Operating in close proximity to other vessels.

c. Setting Restricted Maneuvering Doctrine does not require (b)(3) 10 U.S.C. § 130 and vice versa.

(b)(3) 10 U.S.C. § 130

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(b)(3) 10 U.S.C. § 130

(b) (6),
(b) (7)
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(6),
(b)

d. Any changes to the (b)(3) 10 U.S.C. § 130 plant configuration must be approved by me. No preventive or corrective maintenance, or testing will be conducted that might cause loss of electrical power or ship control. The Chief Engineer will review any PMS actions considered to ensure it does not meet this criteria. Seek my approval if you are unsure.

3. Method of Imposing. When restricted maneuvering is ordered, the primary method of imposing is for the OOD, using the IMC, to order: "SET RESTRICTED MANEUVERING DOCTRINE." This order will normally be followed up with a voice order to the EOOW by any

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(b) (6), (b) (7)(C)

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alternate means. Once the Chief Engineer or Main Propulsion Assistant has reported that Engineering Department is manned and ready and all other required actions are complete, the OOD will announce over the IMC: (b)(3) 10 U.S.C. § 130

Once set, restricted maneuvering will remain in effect until the OOD passes the word over the IMC: (b)(3) 10 U.S.C. § 130

4. Required Actions

a. OOD:

(1) Ensure the Bridge team is manned with a Master Helmsman, Lee-Helmsman and Helm Safety Officer.

(2) Ensure After Steering is manned with a qualified Aft Steering Helmsman, Electrician, Engineman, and Helm Safety Officer.

b. Chief Engineer:

(1) Proceed to CCS and ensure that the applicable provisions of this doctrine are carried out.

(2) Remain in CCS unless my permission is obtained to depart.

(3) These duties can be delegated to the Main Propulsion Assistant or Departmental Leading Chief Petty Officer (DLCPO) with my approval.

c. EOOW:

(1) Ensure the Chief Engineer and Main Propulsion Assistant (MPA) are notified that RMD has been set.

(2) Ensure the plant is aligned as discussed and report any deviations to the OOD.

(b)(3) 10 U.S.C. § 130

(6) Report to the OOD when Engineering Department is manned and ready for restricted maneuvering.

(b)(3) 10 U.S.C. § 130

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(b)(3) 10 U.S.C. § 130
[Redacted]

d. No routine or corrective maintenance will be conducted while Restricted Maneuvering is in effect without my permission. Neither the CSOOW nor the EOOW will authorize any equipment tag-outs while RMD is in effect without my permission.

(b)(3) 10 U.S.C. § 130
[Redacted]

(b)(3) 10 U.S.C. § 130
[Redacted]

(b)(3) 10 U.S.C. § 130
[Redacted]

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(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

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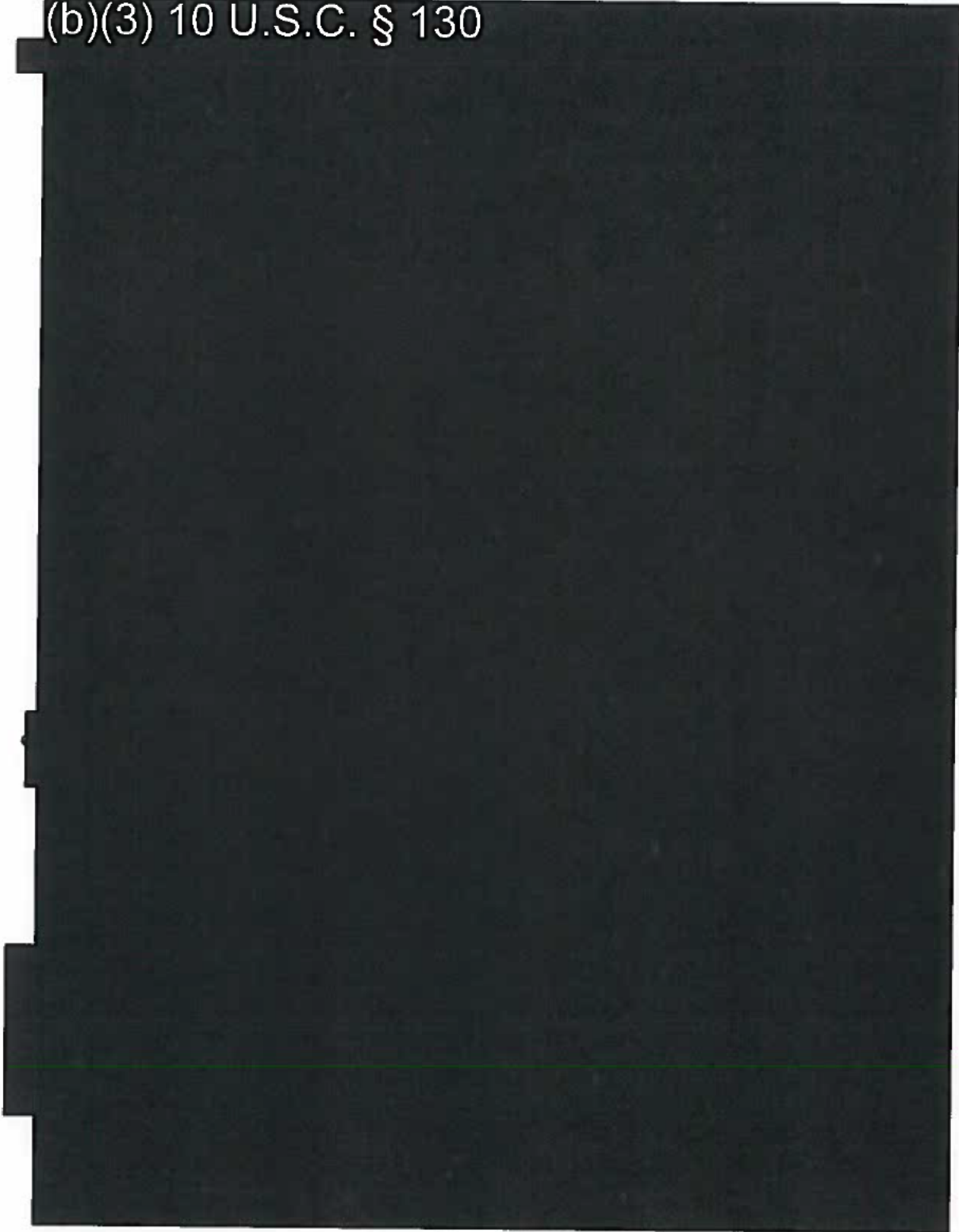
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(b)(3) 10 U.S.C. § 130



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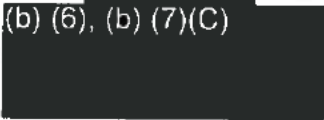
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(b) (6), (b) (7)(C)



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STANDING ORDER NUMBER NINE

EMBARKED STAFF

1. If a staff is embarked in FITZGERALD, one of our primary missions is to support that staff in the execution of their responsibilities. You are directed to take such action as will enhance our performance as the Flagship.

2. When a staff watch is posted, establish a cooperative, supportive environment, providing all possible assistance.

(b)(3) 10 U.S.C. § 130

4. As flagship, one of our primary functions is to provide rapid, reliable communications. Ensure the staff communications plan is in effect and that circuit restoration priorities are posted, completely understood, and enforced. Do not permit routinely shifting frequencies or equipment on important circuits without the prior knowledge and approval of the Combat Systems Officer and/or the Staff Watch Officer.

a. Be alert to answer all radio circuits for the staff if they are otherwise occupied. Know their proper call sign(s) and ensure you immediately inform them of the message received.

b. Never assume it is not necessary to make formal or routine reports to the staff simply because they are onboard, or in the space when a report is received or an incident occurs. Remember, other units are trying to keep the big picture and rely on information they copy on the nets. You can assist the staff in the accomplishment of their mission by making a judicious, timely report or request. (b)(3) 10 U.S.C. § 130 must establish suitable divisions of labor with staff personnel for guarding circuits, controlling aircraft, plotting contacts of interest, etc.

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(b) (6), (b) (7)(C)

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STANDING ORDER NUMBER TEN

(b)(3) 10 U.S.C. OPERATIONS

1. General. Operations in close proximity to (b)(3) 10 U.S.C. § 130 require extraordinary vigilance and adherence to prudent seamanship to ensure the safety of the ship. When assigned as a planeguard, be ready to recover a downed aviator or man overboard at a moment's notice. Prior preparation is required, as well as frequent rehearsal of planned emergency actions.

(b)(3) 10 U.S.C. § 130

3. Preparations. The OOD is fully responsible for making the ship ready to rapidly recover a downed aviator, and taking and maintaining assigned stations. In preparing for (b)(3) 10 U.S.C. § 130 operations, the following guidelines, though not all inclusive will be considered:

a. Upon notification of impending (b)(3) 10 U.S.C. § or two hours prior to the start of land/launch operations, inform me of your intentions and begin timely preparations.

b. Review the standard operating procedures for the carrier involved and note specific actions required by you or your watch team.

c. Bring all engines online and set (b)(3) 10 U.S.C. § 130

d. Muster the boat crew and ensure they are instructed on specific procedures and your intentions with regard to type of pick up, maneuvering, etc. Personally instruct the Boat Officers of their duties. Ensure portable radios are ready and tested and sound powered phones have been connected and checked. At night, provide and test necessary lighting. Once all equipment is ready, the boat crew may be secured. This will be repeated at every watch change.

e. Research the appropriate lighting measures. Unless otherwise set by a specific (b)(3) 10 U.S.C. § 130 normally be set during actual flight operations. This includes sidelights set on dim, aircraft warning lights, a blue stern light and no masthead lights. Ensure normal running lights are displayed on bright except when actually conducting flight operations, and especially when the (b)(3) 10 U.S.C. § reversing course or otherwise maneuvering. Follow the motions of the carrier in this regard by observing her shifts between white and blue stern lights, but do not hesitate to turn normal running lights on bright if the (b)(3) 10 U.S.C. § begins to maneuver unexpectedly or you otherwise are uncertain as to her intentions. In such circumstances, inform me immediately.

f. Be forehanded in bringing up required communication circuits (e.g. primary air control, land/launch, primary tactical circuit, designated bridge-to-bridge channel). Obtain radio checks as operations and the situation permits, but do not fill the airwaves with repeated transmissions.

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(b)(3) 10 U.S.C. §
130

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(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

a. Station limits in bearing remain (b)(3) 10 U.S.C. § 130 simply position yourself in line with angled deck line up lights and you should be well within limits.

(b)(3) 10 U.S.C. § 130

c. I expect you to stay on station. Continue to drive the ship aggressively toward the exact point station. Change course (b)(3) 10 U.S.C. § 130 or more and speed (b)(3) 10 U.S.C. § 130 knots until you see the relative motion required getting you to station. Do not assume a specific course and speed for the (b)(3) 10 U.S.C. § 130 until you have verified her actual course over several minutes and can control your closing and opening rate at will.

d. The best estimate of the (b)(3) 10 U.S.C. § 130 and speed is your own observations and judgment. Note tactical signals and flashing light messages and obtain the best possible data from all of your sensors, but do not rely on these aids alone. Watch the (b)(3) aspect, bearing drift, and range closely to obtain her course and speed.

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

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(b) (6), (b) (7)(C)

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(b)(3) 10 U.S.C. § 130

d. If the (b)(3) increases speed, as determined by an opening range or (b)(3) 10 increase speed markedly so you will not get left behind. It is always easier to slow than regain lost ground. However, do not close inside your inner station limits without my permission.

(b)(3) 10 U.S.C. § 130

f. Ensure regular running lights are displayed on bright whenever the (b)(3) and/or we are maneuvering.

g. Do not hesitate to use the radio to resolve a developing emergency situation. If you take such action, immediately inform me and:

(b)(3) 10 U.S.C. § 130

(2) Always give your course, speed, and intentions.

(3) Use any circuit on which you have good communications with the (b)(3) 10
Usually this will be the tactical circuit in use or designated (b)(3) 10 U.S.C. § 130

(4) Use the whistle to signal your actions.

h. Do not hesitate to take action to resolve an emergency situation. Inform me immediately, but do not let this reporting requirement detract from your primary responsibility for ship safety. If circumstances warrant, simply direct "Captain to the Bridge" to be passed on the IMC or sound the collision alarm.

(b)(3) 10 U.S.C. § 130

6. Man in the Water. In the event of an aircraft crash or man overboard, the objective is to recover the man as quickly as possible.

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(b) (6), (b) (7)(C)

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a. If a helo is assigned plane guard, it will normally be the primary recovery vehicle. However, be alert, especially at night, to assume this role if the helo becomes disoriented or two or more men are positioned in the water a good distance apart from each other.

b. Close the area to within about (b)(3) 10 and standby to assist. Remain well clear of the area and upwind of the man if a helo is making the recovery.

c. The primary concern is to mark the area with a light/ ring buoy and/or smoke float. If need be, (b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

e. At night, immediately turn on lights and begin preparations for a lengthy search. Direct (b)(3) 10 U.S.C. § 130

(b) (6),

f. Ensure the best possible location of the crash or man is plotted and logged in the Deck Log.

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(b) (6), (b) (7)(C)

STANDING ORDER NUMBER ELEVEN
SHIP ANCHORED OR MOORED TO A BUOY

1. Bridge Watch Responsibilities.

- a. Manned by a qualified Navigation Anchor Watch, either a Quartermaster or Operations Specialist, and an Underway OOD.
- b. Guard all required circuits.
- c. Ensure that the fathometer is continuously energized.

(b)(3) 10 U.S.C. § 130

- e. A visual/radar/composite fix must be taken at least once every (b)(3) 10 a minimum or upon receiving a position alarm including, but not limited to the following:

(b)(3) 10 U.S.C. § 130

- f. The CDO will personally take a fix prior to relieving the watch to verify the position of the ship.

- g. At night, and especially in foul weather, show appropriate anchor lights, aircraft warning lights, and deck lights. Sound fog signals as required by reference (c).

- h. The OOD shall inform the CDO of all ships that enter, leave, or pass nearby the vicinity of the anchorage. Report to me if a ship is anchoring or weighing anchor, appears to be dragging, or otherwise could become a hazard to the ship.

- i. Record the range and bearing of ships anchored nearby and report any significant changes or unusual activity.

- j. Allow no small craft, water taxis or barges to approach the ship without your permission. Use radio, loud hailer, the IMC or other means to warn them away. If the situation requires, launch the RHIBs to direct other boats to keep clear.

- k. Establish communications with the forecastle and receive reports from the Anchor Watch

(b)(3) 10 U.S.C. §

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(b) (6), (b) (7)(C)

Enclosure (11)

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(b)(3) 10 U.S.C. § 130

3. Anchor Watch Responsibilities. Stationed on the forecastle, report the status of the anchor to the Navigation Anchor Watch every (b)(3) 10. The report should state the direction the chain is tending, the strain and the amount of chain on deck (i.e., "The anchor is at twelve o'clock, moderate strain with four shots on deck").

4. (b)(3) 10 U.S.C. § 130 Take all necessary precautions to protect FITZGERALD from theft, terrorist attack, intrusion, or other untoward event.

a. Station lookouts as necessary obtain warning of approaching vessels or swimmers. Remember to use the Bridge and Anchor watches as lookouts.

b. Station sentries as necessary to warn off boats or provide topside security. Arm them as required by the situation and the prevailing Force Protection Condition.

c. Ensure the waterline, the water adjacent to the ship, as well as any ladders, booms, and boats are well illuminated.

5. Engineering Readiness. Whenever the ship is at anchor, propulsion plant readiness will be such as to permit reducing the strain on the anchor and getting underway on at least one shaft within (b)(3) 10. The steering system will be aligned for starting on the Bridge.

6. Watches. In addition to a normal inport watchstations, the following watches will be established as a minimum while at anchor:

a. Bridge:

(1) OOD (OOD Underway Qualified)

(b)(3) 10 U.S.C. § 130

b. Topside:

(1) Topside Rover (As Necessary)

(2) Anchor Watch

(3) Additional sentries as required.

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(b) (6), (b) (7)(C)

- c. Boat Deck (If using RHIBs):
 - (1) Qualified Duty Boat Crew.
 - (2) Boat Officer, when appropriate.

7. Communications

- a. Ensure you have voice communications with any ship's boat before you permit it to cast off.
- b. Maintain a listening watch on the specified (b)(3) 10 U.S.C. § 130 for the port in which anchored.
- c. Have the harbor operations or administrative net ready for use.
- d. If established, maintain positive communications with ship's beach guard and be prepared to provide assistance as required.

8. Boats

- a. The CDO shall control the dispatch of and is responsible for the safety of the ship's boats. You may exercise your authority through the OOD, but the responsibility remains with the CDO.
- b. Be especially alert to deteriorating weather. Make recommendations to me concerning implementation of heavy weather precautions or cessation of boating. Make the recommendations to the Executive Officer in my absence.
- c. Ensure boats are manned by fully qualified crews, are operated in a seamanlike manner, maintain positive communications with the ship and are refueled regularly.
- d. Hoist boats aboard when no longer required or weather conditions dictate.

9. Emergency Actions

- a. In the event that the CDO suspects the ship is dragging anchor, or another ship is approaching or dragging anchor dangerously close, commence the following actions:
 - (1) Establish communications with CCS.
 - (2) Light off steering on the Bridge.
 - (3) Vccr additional anchor chain.
 - (4) Station the Special Sea and Anchor Detail.

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(b) (6), (b) (7)(C)

(5) Direct CCS to light off at least one engine and order ahead turns to ease the strain on the anchor, move away from shoal water, or permit weighing anchor and proceeding to sea.

(6) Radio for tugs or other assistance.

(7) Inform nearby ships.

b. Act promptly. Do not delay taking any or all of the above actions while you assess the situation further. It is better to start an engine and station the Sea and Anchor detail based on early/false indications of dragging, than to jeopardize the safety of the ship while confirming the ship is dragging anchor. Act on the first indication that something is wrong.

10. Reports. Make the following reports to me, or in my absence, to the Executive Officer or the CDO:

- a. If any fix plots outside the drag circle as specified by the Navigator.
- b. Inability to obtain a fix or confusion with navigational aids.
- c. 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.
- d. Evidence of the ship dragging anchor. A jumping or grinding of the anchor chain.
- e. Reduced visibility.
- f. Cessation of boating.
- g. Ships entering, departing, or nearing the anchorage, or those out of position or appearing to drag anchor.
- h. Approach of small craft, bum boats, utility barges, etc.
- i. Any change in propulsion status or readiness.
- j. Disposition of boats and any difficulties encountered.
- k. Noteworthy communications from other ships or harbor authorities.
- l. Security precautions taken or recommended.
- m. Be alert for changes in the weather, make reports to me regarding 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.

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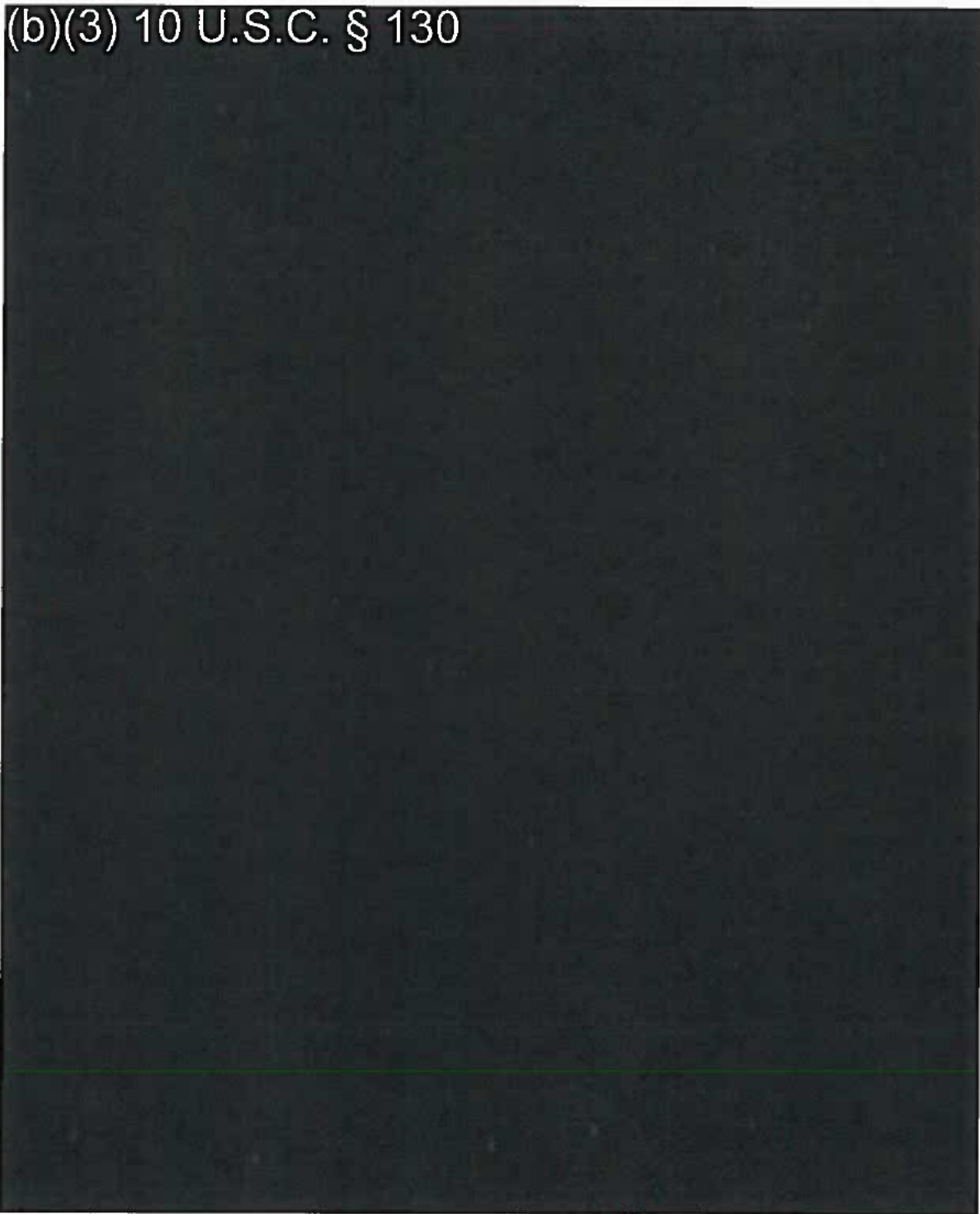
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STANDING ORDER NUMBER TWELVE

(b)(3) 10 U.S.C. § 130



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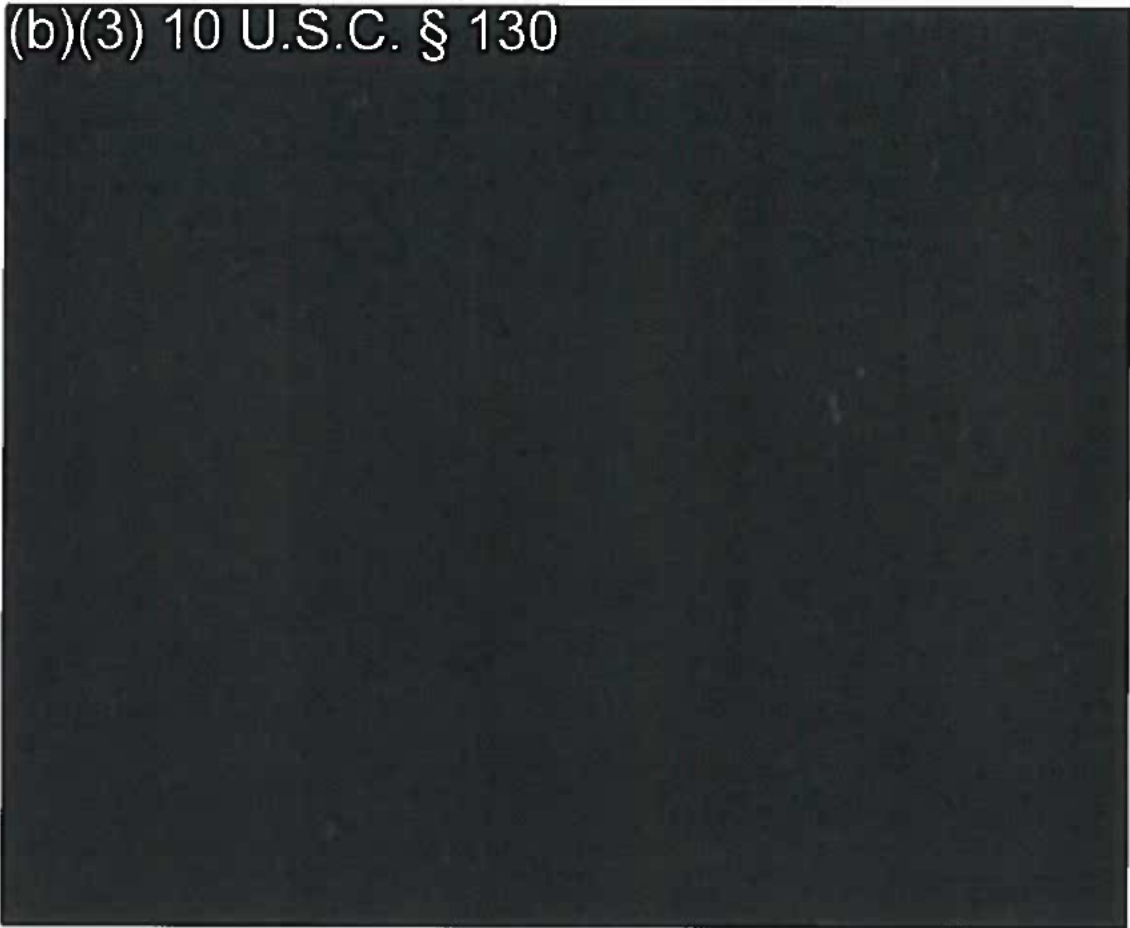
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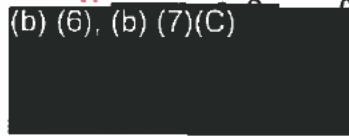
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STANDING ORDER NUMBER THIRTEEN

SMALL BOAT OPERATIONS

1. Launching and recovering the RHIB while underway is an extremely dangerous evolution and requires my permission. The OOD shall control the evolution but not to the extent it detracts from the safe navigation of FITZGERALD.

a. Once permission is obtained to launch the RHIB, the OOD shall maneuver to create a lee for RHIB operations. The OOD shall maintain course and speed while launching and recovering until the RHIB is safely away and has made a satisfactory communication check or is on deck with the gripes attached.

b. A qualified safety observer will be on the boat deck to observe safety only. They shall not involve themselves with the handling or operation of any equipment.

c. Either the OOD, JOOD, or Conn will be on the starboard bridge wing to observe the evolution.

d. A qualified boat crew, will deploy with the RHIB at all times unless I specify differently. The RHIB will be equipped with life jackets, radio, compass, and DNC printout if required. It will be armed for self—defense as appropriate.

e. The following words shall be passed on the IMC to launch and recover the rhib:

(1) "Man the boat deck". The on-watch boat crew and safety observer will expeditiously man the boat deck and report when ready. Additional permissions will be required to launch the RHIB.

(2) "Away the Rhib". This single command grants permission to board the RHIB, lower it to the water, and dispatch it for tasking. Use this command in an emergency situation (e.g. Man Overboard). If additional personnel will be boarding the RHIB, the RHIB will make fast to FITZGERALD at the designated boarding location and request permission to board additional personnel.

f. Avoid unnecessary communications so the boat crew can safely perform its mission.

g. The off-going OOD will respond as the Boat Officer unless otherwise designated by a watchbill, the Senior Watch Officer (SWO), Executive Officer, or me.

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Enclosure (13)

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STANDING ORDER NUMBER FOURTEEN

HELICOPTER OPERATIONS

1. By nature, Helicopter operations with ships are dangerous. You are directed to treat any operation of a helicopter on the flight deck as a special evolution requiring your specific attention to ensure the safety of FITZGERALD and the helicopter.
2. As OOD, you are responsible for the safe and proper conduct of flight deck operations. The Helicopter Control Officer (HCO) is your agent on the flight deck to ensure that all preparations are made correctly and that all aspects of the evolution are carried out safely.

a. Anticipate setting Flight Quarters in advance to permit thorough preparations. If in formation, attempt to position FITZGERALD in sector such that anticipated Foxtrot Corpen will not immediately take FITZGERALD off station or put her in the path of another vessel in the (b)(3) 10 U.S.C. § 130

wave height data. Proper use of (b)(3) 10 U.S.C. § 130 is contingent upon a competent assessment of significant wave height and direction. Do not allow website unavailability or time-late data to prevent you from selecting the appropriate (b)(3) use a conservative estimate of significant wave height if in doubt.

- b. Ensure the check—off list is completed prior to helicopter operations.
- c. If at trail shaft, bring the engineering plant to split plant.
- d. Ensure proper communications are established between the Bridge, CIC, and Helicopter Control Station.

(b)(3) 10 U.S.C. § 130

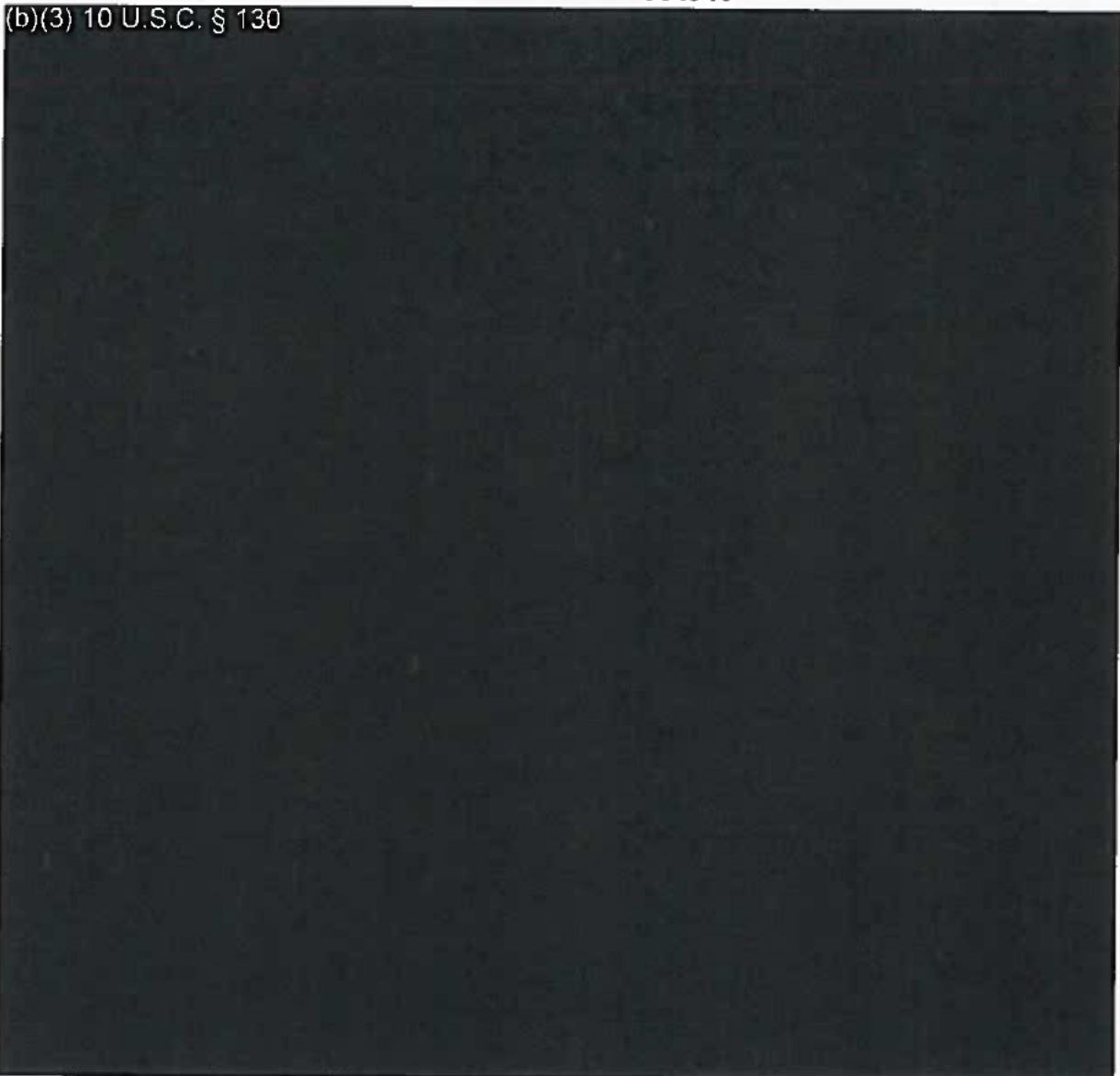
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(b)(3) 10 U.S.C. § 130



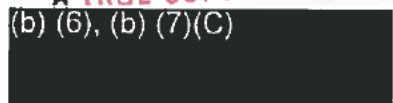
a. The following emergencies require the most stable deck possible:

- (1) Loss of tail rotor control.
- (2) Erratic flight controls/stability system.
- (3) Unsafe landing gear indication.

b. The following emergencies require best winds across the flight deck:

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- (1) Single engine failure.
- (2) Partial power loss in one engine with engine still operating.
- (3) Engine compressor stall.
- (4) Throttle malfunctions (oscillation, overspeed, underspeed).
- (5) Rotor overspeed.
- (6) Total electrical failure.
- (7) Fuel transfer system pump failure.
- (8) Communications failure while in a low fuel state.

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(b) (6), (b) (7)(C)

EXECUTIVE OFFICER'S COMMENTS (b)(3) 10 U.S.C. § 130

- Let the back underway team start with disordered time at home. Show off the
rust and get back into the rhythm
- Watch each other and make sure everyone is focused. Use the heading back
to the wild wild west, get back into the mindset where you are
watching all contacts closely for this (b)(3) 10 U.S.C. § 130
- Before we look to operations we need to focus on our engineering
considerations. Please, work closely with CCS to achieve absolute safety!
- Tools - work (b)(3) 10 U.S.C. § 130
How to find track work and how you find (b)(3) 10 U.S.C. § 130 solutions.

Wake me at: 0530
Signature: (b) (6), (b) (7)(C)

COMMANDING OFFICER'S COMMENTS (b)(3) 10 U.S.C. § 130

Well done managing multiple events today.
Remain focused on safely operating our
ship. Continue to push ahead on qualifications,
there are many departing in the coming months.
Ensure you are watching and getting our midshipman
guest involved - they are our people and we protect
our people.

SUPPLEMENTAL GUIDANCE: (b)(3) 10 U.S.C. § 130 / (b)(3) 10 U.S.C. § 130 until we
get 4hrs ahead of (b)(3) 10 U.S.C. § 130

Wake me at: 0555
Signature: (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

WATCH	OOD	TAO/ CICWO	JOOD	SONAR	CONN	EOOW	OMOW	EMOW	CSC	SUWC	AAWC	CSMC
17-22	(b) (6), (b) (7)(C)											
22-02	(b) (6), (b) (7)(C)											
02-07	(b) (6), (b) (7)(C)											



USS FITZGERALD DDG-62

Engineering Departmental Night Orders

Friday, June 16, 2017



ENGINEERING PLANT STATUS (AFTER-MIDNIGHT)

(b)(3) 10 U.S.C. § 130

Situational Checks

Perform (b)(3) 10 U.S.C. § 130 YES NO

Time: _____

Next Scheduled check: _____

Time: _____

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

(b)(3) 10 U.S.C. § 130

ONLINE:

OOC:

Scheduled Maintenance on Major Equipment

Nightly Orders

Call CHENG (1408) and MPA (1402) with any issues.

Top Snipe Corner

WE'VE MADE IT TO THE I-3C. KEEP IN MIND ALL OF THE THINGS THAT YOU'VE LEARNED ALONG THE WAY. @500 MANNING THE SPACES FOR STD!

Main Propulsion Assistant

WATERWASH (b)(3) 10 U.S.C. § 130 DURING 0200-0700 WATCH.

Chief Engineer

- FOCUS ON SAFETY, WATCH STANDING GUIDE, & STD HITS. REPORT ISSUES UP QUICKLY!

Executive Officer

FOCUSFUL BACK-UP. WATCH EACH OTHER AND PLAN FOR SAFETY

Commanding Officer

Remain focused with deliberate action. Rest, eat breakfast, hydrate and breathe.

(b) (6), (b) (7)(C)

Dept LCPO

MPA

CHENG

Executive Officer

Commanding Officer (Approved)

(b) (6), (b) (7)(C)

NAVIGATION AND OPERATIONS NIGHT ORDERS

SHIP (NAME & NUMBER): USS FITZGERALD (DDG 62)	TIME ZONE: -9I	DATE: 16 June 2017
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AT / PASSAGE FROM: YOKOSUKA JA	TO / IN: SOUTH CHINA SEA
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SIGNIFICANT NAV AIDS:

OTC: N/A	FLAGSHIP: N/A
OTC: N/A	FIX INTERVALS: 30 MIN

OWN SHIP DATA		
EMCON CONDITION: <small>(b)(3) 10 U.S.C. § 130</small>	MATERIAL CONDITION: <small>(b)(3) 10 U.S.C. § 130</small>	CONDITION OF READINESS: <small>(b)(3) 10 U.S.C. § 130</small>

CELESTIAL DATA			
SUNSET: 1857	SUNRISE: 0426 17 th	MOONRISE: 2330	MOONSET: 1115 17 th 61% ILL

WEATHER			
SKY: BKN	TEMPERATURE: 78°F/64°F	DEW POINT: 66°F	
SEAS: 1-3ft	BAROMETER: 29.59	FALLING STEADY RISING	
VISIBILITY: >9NM			

COMMENTS

NAVIGATOR (b)(3) 10 U.S.C. § 130

1. SOA IS 16KTS
2. USE 20KTS TO GET 4HRS AHEAD OF PIM ✓
3. STAY WITHIN ¹⁰⁰⁰500YDS OF THE TRACK OR CALL THE CAPTAIN
4. RULES OF THE ROAD IS BETTER THAN ANY FRIEND YOU HAVE
5. START STUDYING ENGINEERING CASUALTIES.

Signature:

(b) (6), (b) (7)(C)

OPERATIONS OFFICER (b)(3) 10 U.S.C. § 130

MOB-E 1.32 IS THE FOCUS. KNOW WHAT TO DO ON THE BRIDGE AND WHAT THE ENGINEER'S ACTIONS ARE IN ORDER TO SUPPORT THEM.

Signature:

(b) (6), (b) (7)(C)

XO Signatu

CO Signature:

(b) (6), (b) (7)(C)