

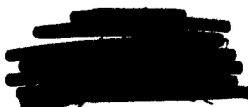


HEALYINST M1603.1C
10 June 2006

USCGC HEALY INSTRUCTION M1603.1C

Subj: STANDING ORDERS FOR THE OFFICERS OF THE DECK

1. PURPOSE. This instruction issues standing orders to the Officer of the Deck (OOD) onboard USCGC HEALY (WAGB-20).
2. ACTION.
 - a. Chapters 1 through 4 of these standing orders shall be read and understood by all personnel standing or qualifying for the following underway watches and OODs shall review the Standing Orders every six months:
 - Officer of the Deck (OOD).
 - Junior Officer of the Deck (JOOD).
 - Engineering Officer of the Watch (EOW).
 - Technician of the Watch (TOW).
 - Bridge Watchstander (BW)
 - Helm and Lookouts.
 - b. Chapters 1 and 5 of these standing orders shall be read and understood by all personnel standing or qualifying for the following inport watches and OODs shall review the Standing Orders every six months:
 - Officer of the Deck (OOD).
 - Engineering Officer of the Watch (EOW).
 - Security Watch
 - c. The senior watch officer shall maintain a signature sheet indicating that all applicable personnel have complied with this requirement. The master copy shall be kept on the bridge when underway or at anchor, and at the Quarterdeck inport.
3. DIRECTIVES AFFECTED. HEALYINST 1603.1B is canceled.


P. G. Russell

Encl: (1) USCGC HEALY (WAGB 20) Commanding Officer's Standing Orders

(b)(6) & (7)(C)

COMMANDING OFFICER'S STANDING ORDERS

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CHAPTER 1 - GENERAL INSTRUCTIONS

- A. **Purpose.** The Officer of the Deck (OOD) in HEALY is directly responsible to the Commanding Officer for the safety of the ship and the accomplishment of all assigned missions. These standing orders cannot provide a complete set of instructions to cover every situation which may confront you or a list of all the tasks you may need to undertake. You must be prepared to act on your own initiative within the spirit of these instructions. Supplementary night orders will be issued as required, and will be initialed by each bridge watchstander underway and the OOD inport, prior to relieving the watch.
- B. **Basic Precepts.** The basic precepts for the Officer of the Deck are **Forehandedness** and **Vigilance**. Whether inport or at sea, I expect you to plan your actions to prevent emergencies. As OOD you must foresee adverse situations before they occur. The only way to meet such situations is to have a thought-out plan of action for potential emergencies. For example, think about and have a specific plan ready in the event of:
- A vessel or light suddenly appearing close aboard
 - Dragging anchor
 - Man overboard
 - Main generator casualty or loss propulsion.
 - Steering casualty in HEALY or in any other nearby vessel
 - Fire onboard.
- C. **Other Directives and References.**
1. Read, understand and comply with applicable portions of the following references:
 - U. S. Coast Guard Regulations, COMDTINST M5000.3
 - Navigation Rules, International-Inland, COMDTINST M16672.2
 - Cutter Navigation Standards and Procedures, COMDTINST 3530.2
 - USCGC HEALY Command Navigation Standards, HEALYINST 3530.1
 - USCGC HEALY Helicopter Operations Bill, HEALYINST 3710.1
 - USCGC HEALY Organization and Regulations Manual, HEALYINST M5400.16
 - USCGC HEALY Casualty Control Manual, HEALYINST M9079.2
 - USCGC HEALY Machinery Space Firefighting Doctrine, HEALYINST 9555.1A
 - Commander, Pacific Area Standard Operating Procedures (SOP)
 - Shipboard-Helicopter Operational Procedures Manual, COMDTINST M3710.2
 - Operation Orders (OPORDs) for specific deployments
 2. The following references provide valuable information and are highly recommended for developing and maintaining your skills as an OOD:

<ul style="list-style-type: none"> - <u>The Watch Officer's Guide</u> - <u>Knight's Modern Seamanship</u> - <u>Crenshaw's Naval Shiphandling</u> 	<ul style="list-style-type: none"> - <u>Dutton's Navigation and Piloting</u> - <u>Bowditch, The American Practical Navigator</u> - <u>Kotsch, Weather for the Mariner</u>
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- D. **Calling the Commanding Officer.** As Commanding Officer, I am always on duty and I am completely and inescapably responsible for HEALY, its equipment, and all personnel onboard. As the OOD, you are my direct representative and are responsible for keeping me promptly and fully informed of all circumstances, which in any way bear on the safety and operational readiness of HEALY. **Never hesitate to call me at any time, day or night, if there is the slightest doubt as to the proper action to be taken in any circumstance.** If you find yourself wondering whether you should call me, you have sufficient reason for doing so. In emergent situations you are authorized and directed to take appropriate, immediate action as necessary, advising me as soon as possible after the fact.
- E. **OOD Responsibilities.** The duties of the OOD aboard any Coast Guard cutter demand the highest levels of attention and dedication to duty. Be very mindful that the Commanding Officer and all of your shipmates have placed a very special trust with you. The safety of HEALY and the lives of all personnel embarked are in your hands.

CHAPTER 2 - STANDING THE WATCH AT SEA

A. **Relieving the Watch.** Prior to relieving, become thoroughly familiar with the ship's circumstances and complete the following tasks:

1. Ensure that you are sufficiently rested to the degree practicable.
2. Make a round of the ship's weather decks on the 02 and 01 levels, fo'c's'le and fantail (when weather and sea conditions permit) prior to arriving on the bridge to relieve the watch. Check for:
 - Proper material condition setting
 - Darken ship properly set between sunset and sunrise
 - Navigation lights burning brightly (at night and in reduced visibility)
 - Status of the ship's boats
 - Safety hazards
 - Science activities and other evolutions planned or in progress
3. Visit Engineering Control Central (Main Control). Verify with the engineering watch the status of main propulsion and auxiliary systems. Read the Engineer Officer's night orders for all night watches.
4. Upon arrival on the bridge, visit the meteorology lab to view the latest weather forecast, satellite imagery and weather messages.
5. Read and initial the night orders, if promulgated. Read the OOD message board and the ship's log. Ensure you understand the ship's mission, evolutions and events expected during your watch, and any planned deviations from the daily routine. Determine the status of any unexecuted orders, including verbal instructions from the CO, XO, Ops, or Navigator.
6. Check the GMDSS console to ensure that VHF and HF transceivers are scanning properly. Check for any distress messages on the VHF, HF and HF Telex displays. Check the enhanced group call (EGC) display. Read the latest meteorological warnings and any distress traffic that may be relevant, and scan NavTex notice to mariners for applicable information.
7. Examine the navigation plot, whether in electronic format or on paper, including HEALY's position, trackline, course, speed, set and drift. Determine whether the soundings on the chart are in fathoms, feet or meters, and compare the fathometer against charted depth for your position. Ensure the best electronic chart is loaded and that a paper chart appropriate for our area is available if needed.
8. Study the chart display currently in use and areas that will be transited during your watch. Note channels, shoals, bottom features, reefs and other potential hazards near HEALY's trackline. Mark useful turn ranges, turn bearings, and danger bearings. Determine distances to the next course change, expected landfall and next aid to navigation. Check that future waypoints are appropriate and note the times to expect navigation events.
9. Ascertain navigational aids in use, and land in sight or on the radar. Check aids held visually against the chart and, if necessary, against the Light List or List of Lights to confirm their identities.
10. Determine the status of all visual and radar contacts, to include the location, closest point of approach (CPA) information, and visual bearing drift of each.
11. Determine the current state and trend of weather and sea conditions.
12. Determine HEALY's damage control closure condition and any exceptions.
13. Know the status of any significant material or equipment casualties.

14. Before relieving at night, ensure that your eyes are properly adapted.
 15. Ensure the other bridge watchstanders are relieved properly.
 16. If I am present on the bridge, ask my permission to relieve the watch. If you are in doubt about any part of these standing orders, or if you believe you cannot comply with them, or if for any reason circumstances are such that you cannot willingly assume full responsibility for the watch, notify me and request instructions.
- B. **Duties of Watchstanders.** All members of the bridge watch are on duty, first and foremost, to assist the OOD. I expect them to help you to the maximum degree possible, consistent with each individual's ability and experience. As OOD, manage and lead your watchstanders in a manner that elicits their best efforts. Create a team environment where any member of the bridge watch will not hesitate to call to your attention any situation, which appears to be unusual, unsafe, or contrary to prescribed procedure.
- C. **Responsibility for Watchstanders.** As OOD you are responsible for the bridge watch, including:
1. **Health and Well-being.** Rotate watchstanders who must be out in weather as often as necessary to ensure their reasonable comfort and effectiveness in cold, hot, or rough weather. Insofar as possible, plan ahead so that members of the watch are relieved to eat if ship's evolutions would otherwise make them miss a meal.
 2. **Safety.** Secure weather decks as necessary, and ensure that personnel operating topside on deck or in boats in rough weather are properly equipped with flotation devices, pyrotechnics, safety lines, and tenders. Be especially careful of personnel on the forecastle (watchstander making rounds, low visibility lookouts) when in moderate to heavy seas.
- D. **Conduct of the Watch.** Run a professional watch. To do so:
1. Maintain a DARKENED BRIDGE at night and a QUIET bridge at all times. Ensure strict attention to duty by all watchstanders. Do not allow visiting, loitering, or idle conversation to distract bridge watchstanders.
 2. Require watchstanders to be in the COMPLETE UNIFORM of the day, clean and neat.
 3. As OOD, remain standing throughout your watch. A helmsman, if used, may sit in a helm chair but all other members of the watch should also remain standing.
 4. Do not leave the bridge area, which includes the pilothouse, met lab, ops office, watchstanders' head, and open deck area immediately aft of the bridge, at any time without a proper relief. Necessary head calls for bridge watchstanders are permitted at the OOD's discretion, provided sound judgment of the current situation is applied.
- E. **Standard Commands.** Standard commands are provided to you in the Command Navigation Standards and Procedures. Standard and complete phraseology is an absolute requirement for clear understanding. Use standard commands, and require the same of all members of your watch. In addition, give commands in a clear voice, loud enough so that all personnel on the bridge with an interest in the commands can hear them.
- F. **Security Rounds.** Use your Bridge Watchstander (BW) to make security rounds of the 0-1 and 0-2 decks, like the hanger, fantail, foc'sle provided you also have a JOOD on watch. The BW should be used to check that all navigational lights are burning brightly after sunset. The BW should check the security of boats and boat gear, ground tackle, material condition, water-tight integrity, navigation lights, life rings and any other items that could affect the safety of the ship and personnel. Rounds may be varied as watch activities and conditions permit. The BW should remain in constant communications with you or the JOOD. After dark ensure the BW wears a mustang suit or flotation jacket with reflective tape and a personal marker light. Do not permit the BW to go on any weather deck where he/she may be in danger in rough sea conditions, and obtain assistance from off-watch personnel if discrepancies require correction.

- G. **Lookouts.** All bridge watchstanders are lookouts, and must work together to ensure compliance with rule 5 of the Navigation Rules. Do not let HEALY's integrated bridge system absorb all of the watch's attention. At least one member of the bridge watch must be looking forward at all times. When visibility decreases to less than two miles, be prepared to station a lookout at the bow with radio communications with the bridge.
- H. **Ship's Log.** As a legal record of HEALY's activities, the ship's log must be recorded precisely and accurately. Ensure that all entries are logical and understandable to a mariner who has never sailed in HEALY. Supervise and review log entries. Each OOD shall type their name and rank at the end of their watch's log entry upon relief. This shall be considered their "electronic signature" that verifies the accuracy of their respective log entries. Any subsequent changes needed to the Ship's Log shall be done as pen and ink changes and properly initialed.
- I. **Risk Assessment.** Ensure that briefs are conducted prior to executing shipboard evolutions including small boat operations, flight operations, mooring, getting underway, anchoring, and unusual or highly complex scientific operations. Risk assessment using the GAR model shall be a key component of the briefs including discussion of the primary risk drivers..

J. **Communications.**

1. **Bridge-to-Bridge.** Ensure the following frequencies are guarded on the bridge, and that speakers are not turned down simply because of annoying static.
 - Channel 16 VHF-FM (Safety and Calling)
 - Channel 13 VHF-FM (Bridge to Bridge)
2. **Distress.** Pay close attention to all GMDSS information and alerts. Prior to relieving and frequently during your watch, ensure all GMDSS equipment is operating properly and monitoring the required frequencies. Answer any call for assistance not being answered by another Coast Guard unit. Gather the information listed on the distress checklist. Do not commit HEALY to any operational change without first consulting me. Copy all traffic relating to a distress or Urgent Marine Information Broadcasts. Advise me and the Operations Officer immediately of any distress or potential distress information.
3. **Radiotelephone Log.** Log a summary of all voice radio traffic to or from HEALY.
4. **Incoming Message Traffic.** Call me or ensure I am notified if we receive communications in the following situations. This requirement includes messages received through record communications systems, by voice radio, INMARSAT, IRIDIUM, or fax.
 - a. Precedence of immediate or higher. However, use your judgment for weather messages and administrative messages to multiple addressees that have no impact on our current or future operations (such a MINIMIZE messages).
 - b. Any message that directs a change to our mission or intended operations.
 - c. Distress traffic as noted above.
 - d. Any other message that you believe I would want to see immediately.

K. **Navigation.** Comply at all times with the HEALY Navigation Standards.

1. **Fixing the Ship's Position.** Be aware of your exact position at all times. If you have the slightest doubt as to our position, and/or the VMS appears to be malfunctioning, obtain an immediate fix on a paper chart. When the VMS is not operating, as a minimum, have fixes taken at the following intervals:
 - a. Every 3 minutes in restricted waters, which are 2 nautical miles (nm) or less from land or shoal water.
 - b. Every 15 Minutes in piloting waters, which are between 2 and 6 nm from land or shoal water, and the

Strait of Juan de Fuca west of Port Angeles.

- c. Every 30 Minutes in open waters, which are greater than 6 nm from land or shoal water.
2. **Navigation Plot.** Ensure that a proper navigation plot is maintained, on the best VMS chart scale available, in accordance with the HEALY Navigation Standards. Ensure the Dead Reckoning (DR) vector on the VMS is of sufficient length to cover two fix intervals. When plotting on paper charts, require a proper Dead Reckoning (DR) plot, laid out at least two fix intervals in advance.
3. **Navigation Guidelines.** Use the navigational information from your plot and other available sources to direct the movements of HEALY within the following guidelines:
 - a. You are authorized to adjust the ship's course up to 10 degrees to regain or maintain trackline. Notify me if more than 10 degrees is required. This applies to manual helm steering, autopilot, and the VMS.
 - b. Maneuver the ship as necessary to avoid floating objects in the water.
 - c. Notify me if HEALY is off the trackline more than:
 - 5 nm in open waters.
 - 1 nm in piloting waters.
 - Half the distance to shoal water in restricted waters.
 - b. When transiting piloting or restricted waters, stay right of center in channels and fairways to the degree practicable. When other traffic is present, maneuver well to the right of center to afford no doubt as to port-to-port passage, unless other arrangements are made.
 - c. In piloting or restricted waters, notify me prior to making scheduled course changes. This requirement does not apply in the Strait of Juan de Fuca and Puget Sound.
 - d. Whenever the fathometer indicates rapid and unexpected shoaling, reverse the engines and stop all way. Notify me immediately. Do not try to reverse course by using full rudder and coming about.
4. **Augmenting the Watch and Setting the Navigation Detail.** Monitor your workload on the bridge and recognize when you may require assistance. Never hesitate to call for assistance early--well before you reach the point of crisis or task overload.
 - a. Notify the Navigator and augment your watch with an additional JOOD or OOD in situations where this assistance will provide you with the fix information you need and allow you to devote your attention to controlling the ship's movements.
 - b. At a minimum, augment with a JOOD or OOD in the Strait of Juan de Fuca east of Port Angeles and elsewhere in Puget Sound; and in restricted and piloting waters when visibility is less than 2 nm.
 - c. Set the navigation detail whenever you require more navigation assistance--anytime the level of activity threatens to interfere with the watch's ability to take, record, plot, evaluate and act on accurate fixes at the intervals described above. Normally, the time or place for setting the navigation detail will be clearly explained in a navigation brief, night orders or other direction. But you are to always call me and the Navigator if you feel at any time it would be prudent to set the navigation detail earlier than planned.
5. **Course and Compass Checks.** Ensure that compass comparisons are recorded every 30 minutes and after each course change. If comparison results are erratic, have the gyrocompass checked by visual range, azimuth, or amplitude. Notify the Navigator and me at once of any discrepancies.

L. Surface Contacts.

1. **Initial Action.** When a vessel is sighted visually or on radar:
 - a. Commence an ARPA plot with RASCAR.
 - b. Commence taking visual bearings as soon as possible to determine bearing drift.

2. **Contact Information.** Obtain the following information on a contact as soon as possible:
 - Type of vessel (if possible to determine).
 - Relative bearing and range.
 - Target aspect.
 - CPA--range, relative bearing, and time.
 - Bearing drift (right/left, fast/slow).
 - True course and speed.
 - Identify stand-on and give-way vessels, and if a meeting, crossing or overtaking situation exists.
 - Recommended action.

3. **Reports to the Commanding Officer.** Whenever a contact's range at CPA will be less than 2 nm (4,000 yards), call me promptly with the information listed above, in the order indicated. If all of the above information is not available or the contact appears suddenly, call me immediately with the information you do have. Generally, I expect to be advised of your recommended course of action . . . but if time is critical, advise me of action taken. There are situations, such as multiple contacts, where the course of action is not easily determined. Do not delay contacting me when such situations exist.

4. **Bridge-to-Bridge Radiotelephone Communications.** Attempt to establish communications with any large contacts having CPA's less than 1.5 nm (3,000 yards). The exception is when HEALY and the contact are operating in established traffic separation schemes and an overtaking situation does not exist. Bridge-to-bridge communications may also help clarify situations where the CPA is more than 1.5 nm.

5. **Visual Bearings.** This is an excellent tool for assessing the risk of collision. Take, or have taken, visual bearings on all vessels. When CPA is less than 1.5 nm (3,000 yards), and for any vessel not detected by radar, take frequent visual bearings. Continue taking visual bearings until contacts are past CPA and opening as a secondary check on the ARPA plot.

M. Rules of the Road. Each OOD and JOOD shall review the Navigation Rules quarterly and prior to each sailing.

1. **Action to Avoid Collision.** If HEALY is the:
 - a. **Give-way vessel,** initiate early and definite action. If the situation permits, make a course change of at least 30 degrees so your actions are readily apparent to the other vessel. A small course change may be acceptable if the other vessel is advised of our action by bridge-to-bridge radiotelephone, or if the course change is made when time to CPA is greater than 30 minutes and results in a revised CPA of more than 2 nm (4,000 yards).
 - b. **Stand-on vessel,** maintain course and speed unless it becomes apparent that the other vessel is not taking appropriate action to keep clear. Make this determination as early as possible but not before the other vessel has had a reasonable opportunity to take action.

2. **Sound Signals.** Proper whistle signals should normally be sounded when making course changes within 2 nm (4,000 yards) of other vessels.

3. **Reduced Visibility.** In the event visibility becomes less than 2 miles:
 - Notify Operations Officer, Navigator, and me.

- Commence sounding fog signals.
- Open bridge doors.
- Set the proper navigation lights.
- Reduce speed to at least 10 knots (or less if necessary).
- In restricted/piloting waters or areas of known or expected shipping traffic, station an additional lookout, with a radio, as the eyes of the ship.

N. Weather. Perhaps more than any other single factor, weather affects the ship, her crew, and our ability to carry out assigned missions.

1. **Changes in the Weather.** Be particularly watchful for significant changes, such as the following, and notify me when they occur:
 - A drop in the barometer of 0.04 inches (1.4 mb) or more in an hour.
 - A wind shift of more than 30 degrees when speed is a steady 10kts or higher.
 - Sustained changes in wind speed of more than 10 knots in an hour (↑↓).
 - Receipt of meteorological information that indicates weather significantly worse than forecasted.
 - Unusual changes in air temperature, such as a rise after sunset or a fall after sunrise.
 - Unexpected changes in seawater temperature, or any change in seawater temperature greater than 5 degrees Fahrenheit in one hour.
2. **Marine Science Technician (MST) assistance.** The MST's will monitor weather information and provide forecasts of weather conditions. The duty MST will be available to clarify forecasts or assist with interpretation of weather information.
3. **Icing.** Be alert for any accumulation of ice on HEALY's decks or superstructure, and notify me if it occurs.
4. **Heavy Weather Precautions.** Take appropriate early measures:
 - Notify the XO, department heads and me as soon as possible.
 - If helos are onboard, ensure a hangar watch is set if rolls exceed 20 degrees.
 - Secure weather decks as necessary.
 - Ensure rounds are made of the ship and that all gear is properly stowed and secured.
 - Be mindful of your watchstanders; assess when and if the BW should go on deck.

O. Small Boat Operations.

1. **Ready Boat.** Normally, either of the rigid hull inflatable boats (RHIB) will be available for use as a ready boat. For a man overboard response, the HEALY 1 will be the ready boat unless the OOD directs otherwise. Ensure that daily boat checks are made. Notify me if equipment casualties will prevent launching of either RHIB.
2. **Launch Preparations.** Prior to launching any HEALY boat, ensure the following actions have been accomplished:
 - Main Control is notified in advance of planned operations.
 - Boat crew and passengers have proper equipment, including mustang suits if air temperature is less than 50 degrees Fahrenheit, and chem-lights or other light devices attached to outer clothing at night.
 - The boat is equipped with the appropriate charts and a GPS receiver.
 - The coxswain is briefed on the mission and any special safety precautions. A risk assessment using the GAR model shall be completed as part of the brief.
 - Inclusion of a boat engineer is considered if the boat mission will be of unusual length or distance from the ship, or other circumstances indicate.
 - Radio communications are established with the boat crew prior to launch.
 - Names of the boat coxswain and crew and the total number of personnel aboard. Ensure boat capacities are not exceeded:

RHI 2 crew + 9 passengers
 LCVP 2-4 crew + 36 passengers
 ASB 2-4 crew + (# of passengers to be determined)

3. **Boat Control.** When a HEALY boat is underway, know where it is, where it is going and when it is due back. Whenever visual contact is not maintained, obtain an "ops normal" every 15 minutes.
4. **Approval.** Obtain my approval before launching or recovering small boats except for in port emergencies.

P. Proper Waste Disposal. As a Coast Guard unit, we must not only observe laws and regulations but also set an example for responsible waste management at sea and inport. No one shall throw anything overboard without permission of the OOD. Refer to the Unit Environmental Guide for details.

1. **Trash and Garbage.** In general, trash and garbage will be discharged overboard only on an exception basis (such as when the incinerator is not operating). If dumping of trash is permitted, HEALY must be at least 25 nm from shore and north of 60 degrees South Latitude.
2. **Food Wastes.** Carefully segregated food wastes will normally be dumped overboard when HEALY is at least 12 nm from shore.
3. **Bilge Water.** Untreated bilge water may be pumped overboard only when an emergency situation dictates. Bilge wastes must be retained onboard until processed through the oily water separator (OWS) or discharged to a proper shore facility. The OWS may discharge overboard if less than 15 parts per million (ppm) of oil is contained in the discharged water.
4. **Sewage and Gray Water.** Both may be pumped overboard when the ship is at least 3 nm from shore, except in a marine sanctuary or other sensitive area. If in doubt, check with the Operations Officer. South of 60 degrees South Latitude, sewage may be pumped when the ship is at least 12 nm from shore.
5. **Incinerator.** The incinerator may be operated when more than 12 nm from shore. Incinerator ash may be discharged overboard beyond 12 nm except in a marine sanctuary and south of 60 degrees South Latitude.
6. **Science Stations.** Secure overboard discharge of sewage, processed bilge water, food, trash and garbage well in advance of arriving on any science station. Determine whether "hove-to mode" for the auxiliary generator will be required at an upcoming science station and notify main control well in advance.
7. **Plastic and Hazardous Material.** NEVER allow any plastic materials or any toxic, noxious or harmful substances to be discharged or thrown overboard.

Q. Restricted Maneuvering Doctrine. Some engineering casualties will result in severe damage if not handled immediately. The Engineer Officer's Standing Orders (and in the Casualty Control Manual) require immediate shutdown of propulsion machinery (refer to EO's Stndg Orders for machinery detail), without bridge approval, in the event of certain casualties. As OOD, you need to be constantly prepared for such an occurrence. If you find yourself in a situation where loss of an engine will hazard the ship, notify the EOW that the restricted maneuvering doctrine is in effect and notify me immediately (although I should already be on the bridge if such a situation has developed).

R. Emergencies. Proper handling of various emergency situations that may arise requires thorough familiarity with emergency procedures. I cannot list specific response requirements for all emergencies, and even emergency bills and procedures cannot cover all possible conditions and necessary actions. Use the following principles in your approach to emergencies:

1. **Emphasize prevention.** Ensure safety precautions are instituted and unsafe behavior is corrected. Charge your BW to be safety conscious during rounds of the ship.
2. **Continually rehearse in your mind** what you would do if various emergencies occur. As you stand your

watch, mentally review the action you would take for the events mentioned in Chapter 1.

3. **Do not delay action** in the event of an emergency solely to notify me, if time is of essence. Act and then notify me of action taken. Early discovery and prompt action is the key to minimizing the impact of emergencies.

S. OOD Relationships.

1. **Executive Officer.** The Executive Officer is responsible for HEALY's daily routine. Obtain his/her approval prior to making any changes to the daily routine or scheduled events. If I am not on the bridge, the Executive Officer may direct the OOD how to proceed, and is directed to relieve the OOD if the situation merits relief.
2. **Operations Officer.** Normally the Operations Officer will be the senior watch officer and is delegated authority to schedule the OOD watch rotation and make appropriate changes. Notify me of any changes to the published OOD watch schedule that involve transits of piloting, restricted or ice covered waters. If neither the Executive Officer nor I are on the bridge, the Operations Officer is directed to relieve the OOD if the situation merits relief.
3. **Navigator.** The Navigator may direct the OOD as to HEALY's course and speed. If neither the Operations Officer, Executive Officer nor I are on the bridge, the Navigator is directed to relieve the OOD if the situation merits relief.
4. **Engineering Officer of the Watch (EOW).** The engineering watch section is part of your watch team; treat them as such.
 - a. The EOW should notify you of relief and if it is necessary for the EOW to leave Main Control. In turn, you should advise the EOW when you assume the watch.
 - b. Keep the EOW informed of any changes to planned operations. Provide as much advance notice as possible for bringing additional engines on line; small boat operations; flight quarters; science stations; and use of cranes, windlasses and capstans.
 - c. As OOD, you are delegated authority to approve requests to replace on-line main propulsion diesels with standby engines. Notify me if these changes result from machinery casualties. Advise me of changes in plant configuration that increase or reduce horsepower in the water.
 - d. Notify the EOW when any equipment on the bridge does not function properly and inform the Operations Officer and the Navigator.
 - e. Notify the EOW if you must institute the restricted maneuvering doctrine.
5. **Senior Scientist and Members of Embarked Science Parties.** When HEALY is engaged in the support of research activities, we will always endeavor to accomplish the goals of the science party to the maximum safe extent of our capabilities. The OOD will normally be provided with a detailed plan of objectives, activities, locations for science stations, etc. However, as with any other operations, a high degree of flexibility will be necessary to accommodate changing conditions and new information. If the embarked senior scientist or other member of the science party requests a change to the plan of events, call me and the Operations Officer immediately. Also call me at the commencement and completion of each science station.

T. Calling the Commanding Officer. I am always on duty. Never hesitate to call me when in doubt. If you are wondering whether you should call me, you have sufficient reason for doing so. You never need to apologize for calling me. It is not a poor reflection on your competence, but rather an indication of your reliability.

1. **General Requirements.** Call me in the following situations:

- WHEN IN DOUBT.
- When, in your opinion, special circumstances require departing from the requirements of these standing orders. There are always exceptions to rules and procedures.
- For any unusual phenomena or unusual vessel sightings.
- In the event of injury to personnel.
- When sighting a ship or aircraft in the polar regions (north or south of 60 degrees Latitude).
- When sighting an unexpected Coast Guard cutter or aircraft.
- Prior to allowing personnel to work aloft or over the side.
- Upon any sighting of Davy Jones.

2. **Specific Requirements.** As required by the foregoing guidance in this chapter, call me for any of the following conditions:

- If you are in doubt about these standing orders, cannot comply with them, or cannot assume the watch (2-A-16).
- When distress information is received (2-J-2).
- For message traffic of high interest or immediate or higher precedence (2-J-4).
- If HEALY is off the trackline more than the specified distances, or if a course correction of more than 10 degrees is required to regain track (2-K-3).
- Prior to making course changes in piloting or restricted waters (2-K-3).
- When the fathometer indicates rapid and unexpected shoaling (2-K-3).
- When you feel it would be prudent to set the navigation detail (2-K-4).
- For any suspected discrepancies with the gyrocompass (2-K-5).
- For any surface contacts with a range to CPA of less than 2 nm, or in situations with multiple contacts and no clear course of action (2-L-3).
- When visibility becomes less than 2 nm (2-M-3).
- For specified changes in the weather (2-N-1).
- If any accumulation of ice is detected on the superstructure or decks (2-N-3).
- Whenever equipment problems would prevent launching the RHIB (2-O-1).
- Prior to launching or recovering any boats (2-O-4).
- If you must put the restricted maneuvering doctrine into effect (2-Q).
- Whenever you must take action in an emergency without calling me first (2-R-3).
- If the OOD watch list must be changed for transits of piloting, restricted or ice covered waters (2-S-2).
- In the event of machinery casualties or changes in the propulsion plant configuration (2-S-4).
- In the event the senior scientist or a member of the science requests a diversion from the planned schedule of events (2-S-5).
- At the commencement and completion of each science station (2-S-5)

3. **Method of Notification.** For routine calls while underway, use the ship's telephone and/or pager as the primary means of contacting me. If you are unable to locate me, pipe "Captain, you are requested to contact the bridge." In an emergency, pipe "Captain to the bridge," and you can be assured that I will arrive as quickly as possible.

4. Should a situation develop which in your opinion requires immediate action, you are authorized and directed to take appropriate action before I arrive on the bridge.

U. **Some Words Based on Experience.**

1. **Be vigilant.** You are your own best lookout. Use all available mechanical and electronic sensors, navigation aids, and the abilities of your watch team . . . but do not become solely dependent on any single input. Fixes are not always accurate, equipment can malfunction, aids go off station, and people can make mistakes.
2. **Trust your sea sense.** If you feel something is not right, or common sense contradicts information from sensors, take positive action to verify the situation.

3. **Learn to recognize when you are "losing the bubble" . . . then take immediate action to reestablish it.** Recovering may involve getting additional help.
4. **Avoid fixation.** Never let any particular aspect of your duties absorb your full attention. Keep your situational awareness.
5. **Reducing speed or stopping usually, but not always, improves bad situations.** This should be one of the first responses you consider in responding to an emergency.
6. **Good navigation can be rendered ineffective by sloppy helmsmanship.** This normally applies to manual steering, but computer-controlled steering can also malfunction. Observe your track to make sure our steering is adequate.
7. **Don't ignore the fathometer.** Fathometers tend to be overlooked more than any other navigation equipment. Ships do not run aground with water beneath the keel.
8. **Always know HEALY's position exactly in regard to shoal water and other vessels.** This is your most important responsibility as OOD. Look where you are going and in the direction where you are about to turn. Do not allow evolutions such as man overboard maneuvers and small boat launches to degrade your awareness of the ship's position.
9. **Frequently re-assess the risk associated with ongoing evolutions and take appropriate action to mitigate elevated risks.** Conditions can change during evolutions resulting in an elevation of a risk. Be proactive in adapting to changing conditions so as to minimize the risk to personnel and the ship. Sometimes, the prudent action is to stop the evolution until conditions improve.
10. **OOD failure usually results from complacency, not lack of skill or knowledge.** You have completed a rigorous qualification program and I would not have qualified you as an OOD if I did not have full confidence that you can be a successful OOD. Attention to detail and remaining alert even during the most routine and boring watches are the keys to successful watchstanding.

CHAPTER 3 - STANDING THE WATCH AT ANCHOR

- A. **Applicability of Underway Standing Orders.** When the ship is anchored or moored to a buoy, the underway standing orders in chapters 1 and 2 apply as appropriate.
- B. **Watches.** Specific watchstanding requirements will be instituted depending on the circumstances of our anchorage. In general, a BW or JOOD will be required at all times on the bridge and the OOD must be in contact with the bridge watch and immediately available.
- C. **Relieving the Watch.** As with an underway watch, conduct a thorough relief. Become fully aware of all conditions relating to HEALY's anchored situation, including depth of water, scope of chain, tides and currents, weather, status of the engineering plant, readiness of the boats, etc. Determine the best course to steer out of the anchorage in the event of an emergency departure at night or in reduced visibility. Personally check the ground tackle prior to relieving.
- D. **Ground Tackle.**
1. **Standby Anchor.** Ensure the standby anchor is ready for letting go.
 2. **Riding at Anchor.** Ensure the ground tackle is made up to ride on the chain stopper (pelican hook), with wildcat disengaged from the windlass and brake set.
 3. **Checks.** Have the anchor gear checked every 30 minutes for evidence of dragging or failure of ground tackle components. If you are not required on the bridge, make occasional checks of the anchor yourself.
- E. **Dragging Anchor.** Use all possible means to detect a dragging anchor:
1. **Plotted Position.** Locate HEALY's anchored position by most accurate means, including visual bearings and/or radar ranges if necessary. Plot the swing circle, danger bearings, and danger ranges on the electronic display or paper chart.
 2. **Fixes.** Ensure ranges and bearings are recorded, with fathometer readings, in the anchor log every 15 minutes if the VMS is not plotting position. Ensure VMS alarms are set to detect dragging of the anchor.
 3. **Radar.** Use a radar display and/or radar overlay on an electronic chart to check position.
 4. **Lead Lines.** Have a lead line ready for immediate use; rig a drift lead if warranted.
 5. **Ground Tackle Checks.** As noted above, have the anchor gear checked every 30 minutes. Vibrations on the forecastle or from the ground tackle itself are an indication of a dragging anchor. Use the cctv system when mounted.
 6. **If you believe the anchor is dragging, take the following actions in order:**
 - Order engines on line immediately, but remember if the high voltage bus is not powered there is a 15 minute delay for the cyclo-drives once you have high voltage power.
 - Notify me, or in my absence, the senior officer on board.
 - Veer chain on the dragging anchor.
 - If still dragging, drop the standby anchor underfoot.
 - Use engines to ease the strain on the anchor.
- F. **Watchfulness.** Keep the anchorage area under surveillance, monitoring the movement of other vessels in the vicinity. Require an alert watch for signals, radio calls, unusual noises, approaching vessels, etc. Do not allow boats to come alongside without your permission.

- G. **Reports.** Call me with all applicable reports required by the underway standing orders. In my absence, notify the senior officer aboard.

CHAPTER 4 - STANDING THE WATCH IN ICE

- A. **General.** The ability to operate in the ice is HEALY's purpose and distinguishing operational capability. Although operating in ice can be characterized as an art, this unique form of shiphandling depends, in the final analysis, on the same foundations of all successful seamanship: awareness, forethought, common sense, and risk assessment. The information in this chapter is very general, but will serve to provide some basic guidelines for the beginning conning officer.
- B. **Entering Ice.**
1. Enter ice from open water slowly--never more than 5 knots. Increase power as appropriate after the bow is in the ice.
 2. Don't enter where pressure is evident.
 3. Never hit a large piece of ice if you can reasonably avoid it; if you must hit it, do so head on and avoid glancing blows aft of the stem.
- C. **Transiting in Ice.**
1. Unless you are attempting to open a channel, the best way to transit ice is to avoid it. Follow leads or move to open water whenever possible.
 2. In using open water leads and cracks, don't swing the sides and stern into heavy ice or allow the "shoulders" to impact heavy ice before the bow.
 3. Your speed should generally not exceed 7 knots when transiting in ice. Much less speed may be appropriate to avoid rapid decelerations and excessive ice milling by the propellers.
 4. Milling ice can be reduced by slowing and/or increasing the radius of turns.
 5. Generally, conning from aloft conn is preferable when transiting in ice coverage of 7/10s or more. Conning from aloft in lesser coverage may improve your ability to find the best route through floes and leads, and thus provide the most expeditious transit.
 6. **Note:** Before shifting to aloft conn, either have a second OOD relieve you on the bridge or ensure the ship is safely hove to with the JOOD fully aware of the situation before departing the bridge.
 7. Frequently observe your track astern. If the track you have opened is rapidly closing or becoming blocked, you have reason for concern.
- D. **Backing and Ramming.**
1. Always shift the conn to aloft conn before backing and ramming. You need the all-around visibility, and in particular you must be able to assess ice conditions aft when you back down.
 2. Limit impact speed to 7 knots or less. It is generally preferable to increase the number of rams rather than increasing ramming speed. However, some situations may require maximum safe force. If you believe impact speeds of more than 7 knots are necessary, discuss the situation with me.
 3. Use an appropriate technique such as the herringbone or railroad track approaches. Striking the same area of ice repetitively, without widening the track, greatly increases the risk of becoming beset.
 4. Before you back, assess the ice aft and how the after parts of the ship will meet it. Always seek to **protect the propellers and rudders.** Always place the rudders amidships before backing. Enable the icebreak monitor to provide an additional check that the rudders are within two degrees of amidships. Placing your

rudders amidships, however, does not imply that backing into heavy ice is acceptable. Damage is possible any time the rudders strike ice when backing down.

5. When backing, apply more power initially and reduce it as sternway begins.

E. Rules of Icebreaking.

1. Be continually conscious of the fact that despite HEALY's substantial power and strength, the ice can always be stronger and more powerful.
2. Always place the rudders amidships before backing.
3. Always seek to minimize milling of ice by the propellers.
4. In difficult ice conditions, keep some power in reserve.
5. Be patient.
6. Anticipate changing conditions.
7. Beware of changing conditions.

CHAPTER 5 - STANDING THE WATCH INPORT

A. Duty Day and Watch Schedule.

1. The OOD's watch inport will normally be stood on a duty day basis, with EOW relief occurring at the same time of day.
2. OOD's will stand duty in accordance with the watch list promulgated by the Operations Officer. Except in emergencies, OOD duties will not be exchanged without prior approval by the Operations Officer, or in his/her absence, by the Executive Officer.
3. The OOD and EOW will to be up and about between reveille and taps.
4. Other members of the duty section will stand duty on the same duty-day basis described above. Individuals qualified for security watch positions will be assigned watches of appropriate length during the duty day.

B. Relieving the Watch. Prior to relieving, become thoroughly familiar with the ship's circumstances and complete the following tasks:

1. Ensure that you are sufficiently rested to the degree practicable.
2. Make a round of the ship's principal engineering and work spaces, public living spaces, topside areas, and the pier. Check for:
 - Proper material condition setting.
 - Hazardous conditions and safety concerns.
 - Noteworthy work and evolutions planned or in progress, such as personnel going aloft or working over the side, boat operations, crane use, painting, hot work, machinery light-offs and tests, dive operations, contractors aboard, etc.
 - Adequacy of mooring arrangements, including how the lines are tending, placement of fenders, safe brow alignment, etc.
 - General cleanliness, proper stowage, and ship-shape appearance.
3. Meet with the offgoing and oncoming EOW's. Read the Engineer Officer's Night Orders. Verify the status of shore ties and engineering systems; review firefighting capabilities or exceptions onboard and on the dock.
4. Read and initial the morning orders. Review the morning orders back to your previous duty day. Read the message board and the ship's log. Determine HEALY's operational status, threat condition status, and operational commander. Ensure you understand any special evolutions or events expected during your watch, and any planned deviations from the daily routine. Know the weather forecast and tidal changes. Determine the status of any unexecuted orders.
5. Determine the status of liberty, absentees and restricted personnel.
6. Review duty section emergency billet assignments to ensure appropriate personnel have been assigned to all billets. Know the identity of personnel in key billets. Attend muster for the oncoming duty section. Ensure you understand outside emergency assistance available and how to summon it.
7. Review and understand the AT/FP plan developed for the port we are moored at and any other information available for the local area threat assessment. Check for:
 - Who in your duty section is weapons qualified.
 - Contact number for local police/security personnel.

- If pier/shoreside security is being provided, review their procedures and guidance for allowing access to the brow.
 - Any scheduled visitors to the cutter.
 - Discuss with your duty section how you will react to an increased threat level, particularly what you will do if you believe arming of weapons qualified personnel is justified.
8. If we are in company with other Coast Guard or Navy vessels, determine who is SOPA and how you can communicate with each unit.
- C. **Duties of Watchstanders.** All members of the duty section are on duty to assist you as OOD. I expect them to help you to the maximum degree possible, consistent with each individual's ability and experience. HEALY's small inport duty sections require the highest levels of teamwork and performance. As OOD, manage and lead your duty section in a manner that elicits their best efforts. Create a team environment where any member of the duty section will not hesitate to call to your attention any situation, which appears to be unusual, unsafe, or contrary to prescribed procedure. In particular, the OOD and EOW must establish a close and effective working relationship.
- D. **Responsibility for Watchstanders.** As OOD you are responsible for the duty section, including their health and well-being and their safety. Make sure all members of the duty section receive meals. Be especially cognizant of any environmental conditions such as heat or adverse weather that may affect your watchstanders.
- E. **Quarterdeck Watch.** The Quarterdeck is the official receiving point for personnel arriving onboard and departing. As such, it must at all times present a professional, squared-away appearance.
1. Quarterdeck watchstanders must be in the complete uniform of the day.
 2. The watch must be attentive to the arrival and departures of all visitors and ascertain the business of personnel not part of the crew. Salutes must be rendered smartly. Pipe commanding officers and other senior officers aboard and sound bells, as appropriate, between reveille and taps. While prompt and courteous answering of the telephone is important, telephone calls do not take precedence over people arriving and departing.
 3. Ensure that Quarterdeck status boards accurately reflect personnel aboard and ashore.
 4. Require the Quarterdeck watch to remain free of unnecessary distractions, especially personnel loitering or engaged in activity that can be conducted elsewhere. Military personnel visiting or transiting the Quarterdeck should be in an authorized uniform and covered, or in appropriate civilian attire.
 5. Keep piping over the 1MC to an absolute minimum. Cease all routine piping between taps and reveille. Use topside speakers only when necessary.
 6. Ensure the brow has adequate illumination and a cargo net rigged beneath it. The Quarterdeck watch should have flashlights and a life ring with float light and line immediately available.
 7. Ensure that proper flags, ensigns and pennants are displayed properly and in a timely manner. The OOD should personally observe morning and evening colors. Between sunset and sunrise and in low visibility conditions, ensure deck and aircraft warning lights are energized and burning brightly. In foreign ports, ensure that courtesy flags are flown properly.
 8. As OOD, ensure the Quarterdeck watch can always contact you quickly and easily. Visit the Quarterdeck frequently and be present for scheduled activities that will cause it to be busier than normal. Examples include the granting and expiration of liberty and the arrival of contract or yard workers, inspection teams or ship riders.
 9. Ensure the Quarterdeck is properly secured at the end of the watch day, and that the brow gate and surveillance cameras are working properly.

- F. **Security Watchstander in Main Control.** When the Quarterdeck watch is secured, ensure the Security Watchstander in Main Control understands both internal and external security and monitoring responsibilities. During night hours, this will be a challenging watch, demanding that the watchstander use good judgment in allocating his/her time. Remain immediately available to the watchstander, and coordinate with the EOW to provide assistance if the watch becomes task-saturated.
- G. **Security and Safety of the Ship.** This is the most important responsibility of the OOD and the duty section. The Quarterdeck watch when manned, and the security watch, after hours, will normally suffice as the control point for contact with the pier. However, be alert for developing situations that may require additional watchstanders, topside patrols, or additional security measures.
1. Ensure that the security watch at the Quarterdeck or in Main Control is alert and observant for suspicious activity in the vicinity of the ship. The watchstander should leave the Quarterdeck shack or Main Control often to observe the brow and pier areas.
 2. Make frequent inspections of the ship and pier, checking for watertight integrity, proper material condition, good order and discipline, mooring lines and general safety and security. At a minimum, the OOD should make a thorough inspection tour before relieving, after the workday (or in the afternoon for holiday routine), and after 2000. Coordinate with and ensure the EOW also makes appropriate inspections.
 3. Know how to handle the following events, and notify the Executive Officer, appropriate department heads, and me if any occur:
 - Bomb threat.
 - Pollution incident.
 - Storm, tsunami or hurricane warning.
 - Parted mooring line or excess strain on our moorings.
 - Physical security violation.
 - Missing ordnance or small arms.
 - A civil disturbance in the area.
 - Medical emergency.
 - Implementation of the emergency action plan.
 - Change in THREATCON status
 4. Be thoroughly familiar with procedures when a higher threat condition (THREATCON) is ordered.
 5. Ensure that secure spaces are checked and remain properly secured when not occupied by authorized personnel. Know the proper procedures in the event a security container is found open or improperly secured.
 6. Ensure that HEALY's sovereign status as a U. S. vessel is preserved. While maintaining cooperative relationships with local officials, politely but firmly refuse requests for inspections or law enforcement actions aboard HEALY. Refer such issues immediately to me and the XO.
 7. Be thoroughly familiar with procedures for dealing with requests for asylum by foreign nationals.
- H. **Visitors.** As mentioned above, ensure that all visitors coming aboard are greeted professionally and their status ascertained. Do not allow unauthorized personnel aboard. If in doubt, ask for identification, verify business aboard, and inspect any packages being brought aboard. The OOD should be alert for distinguished visitors and should personally receive them on the Quarterdeck. Personal guests of the crew are welcome aboard, normally after working hours and before taps, unless other arrangements have been made with the OOD's permission.
- I. **Personnel Issues.**
1. Ensure that personnel are properly accounted for, and that appropriate log entries are made. Notify the Executive Officer promptly if a crewmember is reported absent.

2. You are authorized to grant emergency leave, special liberty or emergency exchange of duty in accordance with guidelines in the Personnel Manual, if the Executive Officer or department head is not available. Ensure the senior available person in the department is notified, and record any action taken in the morning order book.
3. Contact the Executive Officer or me immediately whenever you become aware of a crewmember involved in an accident or becomes ill. Know sources of medical care appropriate to emergency and non-emergency situations. Ensure you know the procedures for a death imminent situation.
4. Be familiar with the rules for divulging personnel information about crewmembers. If in doubt, consult the Executive Officer or Chief Yeoman.

J. **Ship's Log.** As a legal record of the command's activities, the ship's log must be kept precisely and accurately. Ensure that all entries are logical and understandable to a mariner who has never sailed in HEALY. Require that routine entries are made in standard format and wording. Supervise and review log entries, and sign the log promptly upon relief. Ensure the damage control closure log is maintained properly. Each OOD shall type their name and rank at the end of their watch's log entry upon relief. This shall be considered their "electronic signature" that verifies the accuracy of their respective log entries. Any subsequent changes needed to the Ship's Log shall be done as pen and ink changes and properly initialed.

K. **Maintenance Availabilities.** Risks to the ship and personnel are very high when HEALY is in a drydock, undergoing a dockside availability, or has contractors performing major maintenance and repair work aboard.

1. Know what kind of work is being performed and its location within the ship, as well as any associated requirements (e.g., crane service, power outages, etc.). Know who has been designated as inspectors for contract work.
2. If hot work is scheduled, coordinate closely with the EOW to ensure that firewatches are assigned, properly equipped, and rotated on a reasonable basis. Ensure that hot work chits are properly signed off and have necessary gas-free certifications.
3. If HEALY is in a shipyard, be thoroughly familiar with provisions for firemain pressure and other emergency services. Ensure that you and the EOW know the names and how to contact the ship's superintendent, shift foreman or other yard supervisors. Ensure the Quarterdeck has phone numbers for emergency services.
4. In addition to the foregoing considerations, when HEALY is in a drydock ensure that the EOW or his/her representative inspects the dock for stability and logs dock freeboard at least once per day.

L. **Duty Section Readiness.** Ensure the duty section maintains the ability to respond to unanticipated contingencies to the degree possible. Ensure that emergency billets are filled with qualified personnel before duty section relief, and that members of the duty section remain able to carry out emergency duties throughout the duty day. Be prepared to render assistance off the ship if required, to the extent we can safely do so. Carry out drills or other training scheduled by the training officer and ensure they are logged.