

Table 1: Shiphandling Tasks, Standards, and Conditions (Rev 4: 28 Mar 11)

Task #	Task Description	Performance Standards	Conditions - Basic	Conditions - Intermediate	Conditions - Advanced
302.2.21 Conn the ship underway from a pier					
	(1) Lift the ship off the pier, (2) Back the ship out of the slip, and (3) Maneuver the ship fair into the channel using a twist	(1) Lead with stern to protect the screws while keeping the bow from touching the pier (to protect the sonar dome on CRUDES ships). (2) Maintain safe and controlled forward, aft, and lateral movement.	Environment: Calm conditions with winds less than 5 knots and no current, clear visibility; Facilities: one or two tug(s) made up to the bow (or bow thruster); Contacts: no contacts or other vessels in the slip or in the surrounding area; Emergencies / Abnormal Conditions: None.	Environment: Up to 10 knots of onsetting or off setting wind, up to 0.3 knots of onsetting or offsetting current, day or night, limited visibility ; Facilities: one tug made up to the bow or bow thruster; Contacts: one contact in the vicinity of the slip; Emergencies: Possibly 1 emergency situation.	Environment: 15 knots or greater of onsetting or offsetting wind, 0.5 knots or greater of onsetting or offsetting current, day and night, limited visibility; Facilities: one tug made up to the bow or bow thruster; Contacts: multiple contacts in the vicinity of the slip; Emergencies: 1 or more emergency situations.
302.2.20 Conn the ship during a mooring evolution					
	(1) Depart the channel and make the approach to the pier, (2) Bring the ship to a stop and walk it laterally toward the pier, and (3) Stop ship's movements adjacent to the pier at the designated position.	(1) Approach the berth pivoting as necessary to orient the ship to the pier heading. (2) Maintain safe and controlled forward, aft, and lateral movement adjacent to the pier, fenders, and camels with the bridge at its designated position. (3) Touch down on the pier with a lateral speed of 0.5 knots or less.	Environment: Calm conditions with winds less than 5 knots and no current, clear visibility; Facilities: one or two tug(s) made up to the bow (or bow thruster); Contacts: no contacts or other vessels in the slip or in the surrounding area; Emergencies / Abnormal Conditions: None.	Environment: Up to 10 knots of onsetting or off setting wind, up to 0.3 knots of onsetting or offsetting current, day or night, limited visibility; Facilities: one tug made up to the bow or bow thruster; Contacts: one contact in the vicinity of the slip; Emergencies: Possibly 1 emergency situation.	Environment: 15 knots or greater of onsetting or offsetting wind, 0.5 knots or greater of onsetting or offsetting current, day and night, limited visibility; Facilities: one tug made up to the bow or bow thruster; Contacts: multiple contacts in the vicinity of the slip; Emergencies: 1 or more emergency situations.
302.3.12 Conn the ship in a river, estuary, or channel					
	(1) Maneuver the ship down the channel. (2) Conduct two or more turns / significant course changes in accordance with the prescribed navigation track.	(1) Safely maintain ship on proposed track through multiple turns. (2) Safely execute a situation with another vessel in accordance with the Rules of the Road.	Environment: Calm conditions with winds less than 5 knots and no current, day time with clear visibility; Contacts: 1 contact; Emergencies / Abnormal conditions: None	Environment: Up to 10 knots of wind, up to 0.3 knots of current, day or night time with good visibility; Contacts: two or more shipping contacts; Emergencies / Abnormal conditions: Possibly 1 emergency situation.	Environment: 15 knots of wind or greater, 0.5 knots or greater of current, day or night time with limited visibility; Contacts: multiple shipping contacts; Emergencies / Abnormal conditions: 1 or more emergency situations.

302.2.31 Conn during an UNREP approach

<p>(1) Maneuver the ship into Waiting Station. (2) Maintain the ship's position in Waiting Station. (3) Make a safe approach and position the ship alongside the Delivery Ship.</p>	<p>(1) Properly position ship into waiting station giving due consideration to maneuver speed to waiting station. (2) Properly maintain ship's position while in waiting station (+/- 3 degrees in bearing and +/- 10% of prescribed range) to the guide). (3) Make a safe approach alongside along prescribed track at UNREP speed plus at least 5 knots. (4) Properly use the Radian Rule and surge rates for approach angle and deceleration. (5) Position alongside the Delivery Ship with proper line up (+/- 25 feet fore and aft) and at a safe interval of 160 feet of distance (+/- 20 feet).</p>	<p>Environment: Calm conditions with winds less than 5 knots and low sea state (Sea State 1), day time with clear visibility; Contacts: no shipping traffic; Emergencies / Abnormal conditions: None</p>	<p>Environment: Up to 10 knots of wind, Sea State 2 or 3, day or night time with good visibility; Contacts: one shipping contact (which may require coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of wind, Sea State 2 or 3, day or night time with limited visibility; Contacts: multiple shipping contacts (one requiring coordination in accordance with the Rules of the Road and one that may require the ship and the Delivery ship to conduct a coordinated course change of 10 degrees); Emergencies / Abnormal conditions: 1 or more emergency situations.</p>
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302.2.30 Conn alongside during an UNREP evolution

<p>(1) Maintain the ship's position along side the Delivery Ship</p>	<p>(1) Maintain ship's proper position alongside (giving due consideration to helm and speed orders to maintain position control alongside). (2) Maintain position alongside the Delivery ship with proper line up (+/- 25 feet fore and aft) and at a safe interval of 160 feet in distance (+/- 20 feet).</p>	<p>Environment: Calm conditions with winds less than 5 knots and low sea state (Sea State 1), day time with clear visibility; Contacts: no shipping traffic; Emergencies / Abnormal conditions: None</p>	<p>Environment: Up to 10 knots of wind, Sea State 2 or 3, day or night time with good visibility; Contacts: one shipping contact (which may require coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of wind, Sea State 2 or 3, day or night time with limited visibility; Contacts: multiple shipping contacts (one requiring coordination in accordance with the Rules of the Road and one that may require the ship and the Delivery ship to conduct a coordinated course change of 10 degrees); Emergencies / Abnormal conditions: 1 or more emergency situations.</p>
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302.2.32 Conn during an UNREP breakaway

	<p>(1) Maintain the ship's position while along side the Delivery Ship until all lines and rigs are clear. (2) Maneuver the ship away from the Delivery Ship.</p>	<p>(1) Maintain the ship's position while along side the Delivery Ship with proper line up (+/- 25 feet fore and aft) and at a safe interval of 160 feet (+/- 20 feet) until all lines and rigs are clear, and (2) Maneuver the ship away from the Delivery Ship.</p>	<p>Environment: Calm conditions with winds less than 5 knots and low sea state (Sea State 1), day time with clear visibility; Contacts: no shipping traffic; Emergencies / Abnormal conditions: None</p>	<p>Environment: Up to 10 knots of wind, Sea State 2 or 3, day or night time with good visibility; Contacts: one shipping contact (which may require coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of wind, Sea State 2 or 3, day or night time with limited visibility; Contacts: multiple shipping contacts (one requiring coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: 1 or more emergency situations.</p>
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302.2.36 Conn ship during a multi-ship tactical maneuvering exercise

	<p>(1) Maintain ship's position in designated station. (2) Break / Understand tactical signals. (3) Calculate course and speed to station. (4) Maneuver ship to the designated station. (5) Maintain ship's position in the designated station.</p>	<p>(1) Maintain ship's position in designated station (+/- 3 degrees and +/- 10% of range) from the Guide. (2) Break / Understand tactical signals. (3) Upon signal execution, put rudder over and maneuver ship in the direction of the new station. (4) Calculate course and speed to station and refine rudder and engine orders. (5) Maneuver ship to the designated station (+/- 3 degrees in bearing and +/- 10% in range) from the Guide. (6) Maintain ship's position in the designated station. (7) Conduct 3 or more station changes.</p>	<p>Environment: Calm conditions with winds less than 5 knots and low sea state (Sea State 1), day time with clear visibility; Contacts: no additional shipping traffic other than vessels in the formation; Emergencies / Abnormal conditions: None</p>	<p>Environment: Up to 10 knots of wind, Sea State 2 or 3, day or night time with good visibility; Contacts: one commercial shipping contact that will pass through the formation (which may require coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of wind, Sea State 2 or 3, day or night time with limited visibility; Contacts: one or more commercial shipping contacts (one of which will require the ship to maneuver either en route to station or while in station); Emergencies / Abnormal conditions: 1 or more emergency situations.</p>
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302.2.57 Conn the ship to recover an actual or simulated man overboard

	<p>(1) Take immediate action to maneuver the ship away from the man overboard, (2) Conduct the designated maneuver (Williamson Turn, Racetrack Turn, etc.), (3) Approach the man overboard, and (4) Position the ship alongside the man overboard and prepare for (shipboard / boat) recovery</p>	<p>(1) Successfully take immediate action to maneuver the ship's screws away from the man overboard. (2) Based on environmental conditions and the shipping picture, conduct the appropriate maneuver (Williamson Turn, Racetrack Turn, etc.), (3) Expeditiously, approach the man overboard. (4) Position the ship alongside upwind of the man overboard (within 25 feet distant from the man) and prepare for a shipboard or boat recovery.</p>	<p>Environment: Calm conditions with winds less than 5 knots and low sea state (Sea State 1), day time with clear visibility; Contacts: no additional shipping traffic other than vessels in the formation; Emergencies / Abnormal conditions: None</p>	<p>Environment: Up to 10 knots of wind, Sea State 2 or 3, day or night time with good visibility; Contacts: one shipping contact that may require coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of wind, Sea State 2 or 3, day or night time with limited visibility; Contacts: one or more shipping contacts (one of which will require coordination in accordance with the Rules of the Road); Emergencies / Abnormal conditions: 1 or more emergency situations.</p>
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302.2.27 Conn through an anchoring evolution

	<p>(1) Depart the channel and line up the approach to the anchorage, (2) Make an Approach the anchorage, and (3) Maneuver the ship to drop and set the anchor</p>	<p>(1) Depart the channel and line up the approach to the anchorage. (2) Make an Approach to the anchorage taking into consideration winds and currents to maintain track. (3) Maneuver the ship to drop and set the anchor within 100 yards or less of the designated anchorage center. (4) Adjust course, speed, and track as required to comply with Rules of the Road and to maintain a margin of safety with respect to vessels anchored near the ship's track.</p>	<p>Environment: Calm conditions with winds less than 5 knots and no current, clear visibility; Contacts: no contacts or other anchored vessels in the channel or anchorage area; Emergencies / Abnormal Conditions: None.</p>	<p>Environment: Up to 10 knots of onsetting or off setting wind, up to 0.3 knots of onsetting or offsetting current, day or night, limited visibility; Contacts: one anchored vessel in the anchorage along the approach track requiring care in maneuvering to the anchorage; Emergencies: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of onsetting or offsetting wind, 0.5 knots or greater of onsetting or offsetting current, day and night, limited visibility; Contacts: multiple contacts in the vicinity of the channel (requiring coordination in accordance with the Rules of the Road) and anchorage (requiring an adjustment to the approach track in order to maintain safe distance); Emergencies: 1 or more emergency situations.</p>
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302.2.28 Conn underway from an anchorage

	<p>(1) Maintain or adjust the ship's position while anchor is being weighed. (2) Maneuver the ship to depart the anchorage</p>	<p>(1) Maintain or adjust the ship's position while anchor is being weighed. (2) Maneuver the ship to depart the anchorage. (3) Approach and enter the channel or designated track. (4) Adjust course, speed, and track as required to comply with Rules of the Road and to maintain a margin of safety with respect to vessels anchored near the ship's track.</p>	<p>Environment: Calm conditions with winds less than 5 knots and no current, clear visibility; Contacts: no contacts or other anchored vessels in the channel or anchorage area; Emergencies / Abnormal Conditions: None.</p>	<p>Environment: Up to 10 knots of onsetting or offsetting wind, up to 0.3 knots of onsetting or offsetting current, day or night, limited visibility; Contacts: one anchored vessel in the anchorage along the underway track requiring care in maneuvering to the anchorage; Emergencies: Possibly 1 emergency situation.</p>	<p>Environment: 15 knots or greater of onsetting or offsetting wind, 0.5 knots or greater of onsetting or offsetting current, day and night, limited visibility; Contacts: multiple contacts in the vicinity of the channel (requiring coordination in accordance with the Rules of the Road) and anchorage (requiring an adjustment to the approach track in order to maintain safe distance); Emergencies: 1 or more emergency situations.</p>
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