

UNCLASSIFIED//

R 022018Z Feb 10

FM COMNAVSURFOR SAN DIEGO CA

TO AL ALNAVSURFOR  
ALNAVSURFOR  
AFLOATRAGRU SAN DIEGO CA  
ALAFLOATRAINING  
INFO COMUSFLTFORCOM NORFOLK VA  
COMPACFLT PEARL HARBOR HI  
COMSECONDFLT  
COMTHIRDFLT  
COMFOURTHFLT  
COMSIXTHFLT  
COMSEVENTHFLT  
COMFIFTHFLT  
COMNAVSURFOR SAN DIEGO CA  
COMNAVSURFLANT NORFOLK VA  
NETC PENSACOLA FL  
PEO EIS WASHINGTON DC  
COMSTRKFORTRALANT  
COMSTRKFORTRAPAC  
COMAFLOATRAGRU ATLANTIC NORFOLK VA  
COMAFLOATRAGRUPAC SAN DIEGO CA  
CENSURFCOMBATSYS DAHLGREN VA  
CENSECFOR NORFOLK VA  
NAVSURFWARCENDIV CRANE IN  
CENNAENGINEERING NORFOLK VA

MSGID/GENADMIN//COMNAVSURFOR/-/FEB/0379//

SUBJ/SAFE TO OPERATE VERIFICATION (STOV) GUIDANCE//

REF/A/MSGID:GENADMIN/CNSF/272157ZJAN2010//  
AMPN/REF A IS SFTM 1D CH-2 MESSAGE.//

POC/KURUSH MORRIS/CAPT/CNSF/N7/EMAIL:KURUSH.MORRIS@NAVY.MIL/  
TEL:(619)437-2307//  
POC/IVAN JIMENEZ/LCDR/CNSF/N74/EMAIL:IVAN.JIMENEZ@NAVY.MIL/  
TEL: (619) 437-2570//

RMKS/1. THE PURPOSE OF THIS MESSAGE IS TO ISSUE GUIDANCE TO CONDUCT THE SAFE TO OPERATE VERIFICATION (STOV), WHICH IS REFERRED TO AS THE ABBREVIATED CREW CERT IN REF A. THIS MESSAGE IS ALSO POSTED ON THE SURFOR WEBSITE IN THE TRAINING AND READINESS DEPARTMENT SECTION UNDER N7A SURFORTRAMAN, FILE: STOV REQUIREMENTS MESSAGE. THIS POLICY IS EFFECTIVE IMMEDIATELY AND WILL BE INCLUDED IN THE NEXT EDITION OF THE SFTM.

2. ISICS WILL CONDUCT A SAFE TO OPERATE VERIFICATION (STOV) FOR ALL SHIPS IN COMMISSION UPON COMPLETION OF AN AVAILABILITY LONGER THAN 60 DAYS BUT LESS THAN 119 DAYS. AVAILABILITIES LONGER THAN 120 DAYS ARE COVERED UNDER STFM 1D CH-1 ARTICLE 2406, AND ANY SHIP NOT UNDERWAY FOR SIX MONTHS OR MORE MUST CONDUCT A STANDARD CREW CERTIFICATION IN ACCORDANCE WITH SFTM 1D CH-1 ARTICLE 2405. STOV IS A REQUIRED ISIC CONDUCTED EVENT, SUPPORTED BY ATG AND THE RESPECTIVE CLASSRON AS REQUESTED. STOV IS NOTIONALLY ONE TO ONE AND ONE-HALF

DAYS, HOWEVER ISICS MAY ADD TO THE MINIMUM REQUIREMENTS LISTED BELOW BASED ON THEIR ANALYSIS OF EACH SHIP'S SPECIFIC NEEDS. WHEN POSSIBLE STOV SHOULD BE SCHEDULED AFTER AN ISIC CONDUCTED LOA (COMNAVSURFOR SAN DIEGO CA MSG DTG 152340JUL09) BUT AT LEAST ONE WEEK PRIOR TO SEA TRIALS OR ANY SCHEDULED UNDERWAY PERIOD.

3. THE FOCUS OF STOV IS TO VERIFY THE SHIP HAS THE ABILITY TO SAFELY NAVIGATE AND OPERATE INDEPENDENTLY IN AND AROUND HOMEPORT. THIS DETERMINATION WILL BE BASED ON ACCOMPLISHING SEVERAL CCRS FROM SFTM 1D CH-1, MATERIAL CHECKS OF KEY DECK/NAVIGATION/SAFETY EQUIPMENT, AND LEVEL OF KNOWLEDGE TESTING OF KEY WATCHSTANDERS. A THOROUGH VERIFICATION THAT THERE ARE ADEQUATE PQS QUALIFIED WATCHSTANDERS MUST ALSO BE ACCOMPLISHED DURING STOV.

4. A FAST CRUISE WILL BE CONDUCTED IAW SFTM 1D CH-1 ARTICLE 2315.

5. THE FOLLOWING CERTIFICATIONS MUST REMAIN CURRENT IAW SFTM 1D CH-1 ARTICLE 2406: ATFP, 3M, SUPPLY, MOB-D, AND FSO-M. THESE CERTIFICATIONS WILL BE VERIFIED AND SPOT CHECKED BY THE ISIC DURING STOV AND MUST BE MAINTAINED AT TFOM PROFICIENCY LEVEL BLUE/GREEN.

6. PERFORMANCE OF THE FOLLOWING CCRS AND MATERIAL CHECKS ARE REQUIRED. THESE ARE THE MINIMUM STANDARDS. THE CCRS LISTED BELOW ARE TO BE USED AS CHECKLISTS IN ORDER TO PREVENT ERROR CHAINS FROM OCCURRING. EACH CCR SHOULD BE PERFORMED ONCE, AND ALL DISCREPANCIES MUST BE DOCUMENTED. ISICS WILL TRACK MAJOR DEFICIENCIES AND DETERMINE IF SHIPS ARE CAPABLE OF SAFELY FULFILLING THESE REQUIREMENTS. THE SHIP AND ISIC WILL DEVELOP A PLAN TO CORRECT OR MITIGATE DEFICIENCIES PRIOR TO ANY SCHEDULED UNDERWAY.

7. MOB-N: IN ACCORDANCE WITH CNSF MESSAGE DTG 092319ZSEP09 THE FOLLOWING WILL BE ACCOMPLISHED:

A. IF THE SHIP IS INPORT 60 TO 89 DAYS, THE ISIC SHALL ASSESS THE SHIP'S NAVIGATION TO INCLUDE STATUS OF SHIP'S MOB-N CCRS AND TFOM PROFICIENCY AND, IF DEEMED NECESSARY DUE TO PROFICIENCY LESS THAN 80, CONDUCT AN ISIC NAV ASSESSMENT IAW MOB-N CCR MGMT 5 (ECDIS MGMT 11).

B. IF THE SHIP IS IN PORT OVER 90 DAYS, THE SHIP WILL BE PLACED IN RESTRICTED OPERATIONS AND THE ISIC SHALL EMBARK SUFFICIENT PERSONNEL TO ENSURE SAFE NAVIGATION. ISIC PERSONNEL WILL BE REQUIRED TO GET UNDERWAY WITH THE SHIP UNTIL SUCH TIME THAT THE ISIC RE-VALIDATES THAT THE SHIP HAS ACHIEVED A LEVEL OF NAVIGATION READINESS COMMENSURATE WITH INDEPENDENT OPERATIONS. AT A MINIMUM TO BE REMOVED FROM RESTRICTED OPERATIONS, IF THE SHIP IS IN PORT GREATER THAN 90 DAYS, THE ISIC MUST VALIDATE SUCCESSFUL DEMONSTRATION OF THE FOLLOWING:

MOB-N:

-PROF 2: (ECDIS PROF 14): PLAN TO NAVIGATE THE SHIP

-PROF 4: (ECDIS PROF 16): PILOTING BY GYRO

-PROF 5: PILOTING DURING LOW VISIBILITY

-PROF 6: (ECDIS PROF 17): PILOTING DURING LOSS OF GYRO

-PROF 9: (ECDIS PROF 23): LOSS OF STEERING

-PROF 11:(ECDIS PROF 25): RULES OF THE ROAD EXAM

-PROF 12:(ECDIS PROF 26): NAVIGATION LEVEL OF KNOWLEDGE EXAMS

-PERS 3: QUALIFICATIONS

-PERS 4: NAVIGATION OFFICER ASSIGNED AND QUALIFIED

-PERS 5: PQS QUALIFIED QMOWS

-PERS 6: PQS QUALIFIED NAVIGATON (SEA AND ANCHOR) DETAIL

-PERS 7: (ECDIS PERS 14): BRIDGE RESOURCE MANAGEMENT (BRM) AND ADVANCED SHIPHANDLING

-MGMT 5: (ECDIS MGMT 11): ISIC NAV ASSESSMENT

C. IN ADDITION TO THE ABOVE, THE BRIDGE SEA AND ANCHOR TEAM MUST ATTEND THE LOCAL NSST TO CONDUCT A DETAILED DEPARTING AND ENTERING PORT SCENARIO, INCLUDING A LOSS OF RUDDER CONTROL CASUALTY, WHERE SEA TRIALS ARE TO BE CONDUCTED. THE COMMANDING OFFICER MUST BE PRESENT DURING THESE SIMULATED TRANSITS AND THIS EVENT MUST BE CONDUCTED WITHIN TWO WEEKS OF GETTING UNDERWAY. IF SCHEDULING DOES NOT PERMIT WITHIN THIS TIME FRAME, A WAIVER FROM THE CNSF/L MUST BE OBTAINED. ISICS ARE REQUIRED TO VERIFY THAT ALL NAVIGATION EQUIPMENT, TO INCLUDE RADARS, REPEATERS AND GPS/GYRO/FATHOMETER INPUTS ARE PROPERLY ALIGNED AND OPERATIONAL. SPECIFIC EQUIPMENT REQUIREMENTS ARE DETAILED IN SFTM 1D CH-1 ARTICLE 2315 FAST CRUISE.

8. MOB-S:

-PROF 2: MOORING ALONGSIDE A PIER OR SHIP (DAY OR NIGHT). PARTIAL REVIEW OF THIS CCR. WHILE THE SHIP WILL NOT ACTUALLY GET UNDERWAY FROM THE PIER THE SHIP WILL LAY OUT AND INVENTORY ALL REQUIRED EQUIPMENT.

-PROF-12: SMALL BOAT OPERATIONS (ONE BOAT CREW AND ONE DAVIT CREW)

-PROF-15: WATCHTEAM LOK

-PERS-02: PQS QUALIFIED TRAINING TEAM

-PERS-03: PQS QUALIFIED WATCH TEAMS

-MGNT-01: COMPLETION OF ASA CHECK SHEETS

-MGNT-02: SHIPS BILLS

-MGNT-03: EFFECTIVE WTRP

-MATL-01: DECK EQUIPMENT\*

-MATL-02: SMALL BOATS\*

\*ESSENTIAL DECK GEAR, TO INCLUDE THE ANCHOR AND GROUND TACKLE, WILL BE LAID OUT AND INSPECTED. THE ANCHOR WILL BE WALKED OUT TO THE WATER'S EDGE AND HAND BRAKE AND ELECTRIC WINDLASS BRAKES WILL BE VERIFIED TO FUNCTION PROPERLY. ALL CAPSTANS WILL BE DEMONSTRATED OPERATIONAL IAW PMS AND SMALL BOAT WILL BE OPERATED IN THE WATER IF BERTHING CONFIGURATION PERMITS.

9. SAR:

-PROF-02: SURFACE RESCUE SWIMMER DAY

-PROF-03: SURFACE RESCUE SWIMMER NIGHT

-PERS-01: MEET 100% OF CRITICAL SCHOOLS

-PERS-03: PQS QUALIFIED WATCHTEAM

-MNGT-01: TYCOM SAR EVALUATION CHECKLIST

-MATL-01: SURFACE RESCUE SWIMMER EQUIPMENT REQUIRED FOR EACH SWIMMER

-MATL-02: DECK EQUIPMENT

-MATL-03: SMALL BOAT

10. REPORTING REQUIREMENTS:

A. SHIP IN PORT 60 TO 89 DAYS: ISIC REPORT ASSESSMENT OF SHIPS' NAVIGATION READINESS AND NECESSITY FOR NAVIGATION ASSESSMENT TO COGNIZANT TYCOM VIA MSG.

B. SHIP IN PORT OVER 90 DAYS: ISIC REPORT RE-CERTIFICATION AND REMOVAL OF RESTRICTED OPERATIONS STATUS TO COGNIZANT TYCOM VIA MSG.

C. UPON COMPLETION OF A SAFE TO OPERATE VERIFICATION, ISICS WILL NOTIFY TYCOM THAT SHIPS ARE SAFE TO COMMENCE OPERATIONS AT SEA, DOCUMENTING DEFICIENCIES AND A PLAN TO CORRECT AND/OR MITIGATE DEFICIENCIES.//