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These were the personnel who attacked the fire from FWD out of Repair 5 area. Their actions were highly commendable due to the fact that high explosives were burning, in plain sight of all, even after the first explosion all stayed to combat the fire.

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These were the personnel who attacked the fire from FWD out of Repair 5 area. Their actions were highly commendable due to the fact that high explosives were burning, in plain sight of all, even after the first explosion all stayed to combat the fire.

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CAPT. A. T. KANG
MASTER MARINER (F.G.)



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PUB. 170

**SAILING DIRECTIONS
(PLANNING GUIDE)**



**FOR THE
INDIAN OCEAN**



**THIRD EDITION
1988**

Certified True
B-6

LT. JAGC. USNR
AUTH: 10 USC 833 (a) (4)

CHAPTER 4

ROUTES

- Part A. Recommended Routes
- Part B. Traffic Separation Schemes
- Part C. Deep Water Routes
- Part D. Areas to be Avoided

PART A. RECOMMENDED ROUTES

GENERAL REMARKS

4.01 The Voyage Planning part of this chapter has within it some of the common practices and information needed to help plan an optimum route for a particular passage.

The route information in this chapter considers selected ports in the Indian Ocean and routes to and from the Indian Ocean and ports in the Atlantic, the Red Sea, and the Pacific Ocean.

In general these routes are as direct as safe navigation permits. However, in some instances a divergence is made to avoid dangers to navigation, to take advantage of favorable currents or to minimize the effects of adverse currents. In some cases several routes are recommended due to the effects of strong seasonal winds caused by the alternation of the monsoons. Where the same route may be followed either way, the reverse route is not described.

Route Chart.—The distances for these selected routes, as shown on the route chart in this volume, are for comparative purposes. For additional distances, see Pub 151, Distances Between Ports.

Traffic Separation Schemes.—To increase the safety of navigation, particularly in areas of high shipping density, routes incorporating traffic separation have, with the approval of the International Maritime Organization (IMO), been established in certain areas of the world. The routes described herein do not always originate or terminate in a separation scheme and it therefore behooves the prudent navigator to predetermine the location of these separation schemes and navigate accordingly. (See Part B of this chapter.)

VOYAGE PLANNING

Voyage Planning.—The choice of the best route for a particular passage requires a skilled evaluation of all the factors that can affect the voyage and altering the shortest route accordingly. Some of the factors that can affect decisions regarding voyage planning include: vessel limitations, urgency, fuel consumption, weather, currents, geography, risk of damage, etc.

Vessel voyage planning and routing is generally done with the help of statistics concerning weather, currents, and climate coupled with the experiences of prior voyages. These statistic-based or climatic routes usually depend on factors which can vary seasonally and serve the mariners purpose up to a point. However, they do not take into account short term variations in the statistical pattern which can be detected or forecast and sent to the vessel at sea. See Ships Weather Routing below.

4.02 Generally speaking there are four separate phases to the planning and ultimate attainment of a safe voyage. The first phase of voyage planning is the assessment of all available navigational information which would include but not be limited to:

1. The appropriate charts of the proposed voyage corrected up to the latest Notice to Mariners and existing Radio Navigational Warnings.
2. Latest editions of Sailing Directions (Enroute and Planning Guide), Pilot Charts, List of Lights, Radio Navigational Aids.
3. Tide and Tidal Current Tables, climatological data.
4. The World Port Index (Pub. 150.), Distances between Ports (Pub. 151). Also, where appropriate, study all available port information.
5. The draft of the vessel during various phases of the passage and required underkeel clearance.
6. Navigational Aids/Landmarks/dangers to be avoided.
7. The Traffic Separation Schemes and/or routing related measures to be encountered.
8. Radio Aids to Navigation (LORAN, Decca, Omega, RDF), SATNAV.

9. Vessels maneuvering data, her equipment, the condition of the vessel.

Secondly, after assessing available data a more detailed plan of the voyage can be created and this will encompass the entire route from berth to berth and will include, but not be limited to, the following:

1. Plot the intended voyage on the respective charts marking clearly all areas of danger. The planned track should be plotted to clear hazards at as safe a distance as circumstances allow.

2. Indicate on the chart those objects which will be radar conspicuous, which may be used to obtain a fix.

3. Indicate on the chart any clearing marks.

4. What will be the safe speed taking into consideration the maneuvering capabilities of the vessel, also, allowances for squat and heel effect. Changes in speed may be made to affect a certain ETA or where there will be tidal problems or limitations on night passage.

5. What is minimum underkeel allowance required in specified parts of the track, having due regard for height of tide.

6. Contingency plans in the event of an emergency requiring abandonment of the original plan. It is impossible that every detail of a voyage will have been anticipated, particularly in pilotage waters. This, however, does not take away from the real value of the plan which is to mark out in advance where the vessel must not go and the precautions that must be taken to achieve that objective.

4.03 The third part or the actual execution of the voyage will be dependent upon several factors including:

1. The accuracy, reliability and condition of the vessels navigation equipment.

2. Meteorological conditions, fog, ice, etc.

3. Traffic conditions expected along the route.

4. ETA's at critical points for tidal heights and flow.

Finally, the fourth phase involves checking the progress of the vessel ensuring compliance with the designed plan. Mariners should naturally avail themselves of all of the navigational equipment aboard keeping in mind the following:

1. Visual bearings are generally the most accurate way to fix a position.

2. Fixes should, if possible, be based on at least three position lines.

3. Positions obtained by electronic navigation should be checked, where practicable, by visual means.

4. Navigational Warnings via the HYDROLANT/HYDROPAC system.

Ship Weather Routing is a procedure of selecting an optimum track based on the forecasts of weather

and seas and the vessels characteristics for a particular transit. In the U.S. Navy weather routing is called **Optimum Track Ship Routing (OTSR)** and is done by NAVEASTOCEANCEN, Norfolk, Va for the Atlantic or by NAVWESTOCEANCEN, Pearl Harbor, HI, for the Pacific and Indian Oceans. Both above activities will coordinate with NAVPOLAR-OCEANCEN, Suitland, MD prior to issuing route recommendations to vessels where proposed tracks may take them into an area where sea ice or icebergs may present a hazard to safe navigation. Several Commercial Meteorological activities provide similar services for merchant vessels.

The Ship Routing Agency acts as an advisory service and as such attempts to avoid or reduce the effects of adverse weather and sea conditions on a vessel by issuing initial route recommendations before sailing, recommendations for track changes while underway (diversions), and weather advisories to alert the commanding officer or master with respect to approaching unfavorable weather and sea conditions that cannot be effectively avoided by a diversion. The use of this advisory service in no way should relieve the commanding officer or master of responsibility for prudent seamanship and safe navigation. There is no intent by the routing agency to inhibit the exercise of professional judgment, capabilities and prerogatives of commanding officers and masters.

Further general information on Ship Weather Routing can be found in Pub. No. 9, Vol 1, Bowditch. Also, Pub. SP-1, **Application of Wave Forecasts to Marine Navigation** (U.S. Naval Oceanographic Office) may be consulted to gain insight into the techniques required for Optimum Ship Routing.

4.04 Charts and Publications.—The appropriate charts, U.S. Sailing Directions (Enroute and Planning Guide), List of Lights, Radio Navigational Aids, Atlas of Pilot Charts for the Indian Ocean etc. can be obtained by reference to the **Defense Mapping Agency Catalog of Maps, Charts and Related Products (CATP2)** and **Miscellaneous Charts and Publications (CATP2V10)**.

Great Circle Sailing.—Great circle sailing is used when it is desired to take advantage of the shorter distance along the great circle between two points, rather than to follow the longer rhumb line. Generally, great circle sailing holds the advantage in distance over the rhumb line to the greatest extent in high latitudes and on E-W courses. When calculating the great circle track for voyage purposes the two primary requirements are the whole distance and the latitude in which a series of chosen meridians are crossed, for plotting the track, which will be steered by rhumb line between those meridians. The problems of great circle sailing can be solved by

chart, computation, table, graphically or mechanically.

Whether or not to sail by great circle oftentimes depends on the conditions. That is, the savings in distance should be worth the extra effort, and of course the great circle track should not cross the land nor carry the vessel into dangerous waters or excessively high latitudes.

Great Circle Sailing by Chart.—The problem of Great circle sailing may be most easily solved by plotting directly on a chart. For this purpose DMAHTC publishes a number of charts (Great Circle Charts) on the gnomonic projection. On this projection any straight line is a great circle, but since the chart is not conformal, directions and distances cannot be measured directly as on a mercator chart.

The usual way to use a gnomonic chart is to plot the great circle and, if it proves a satisfactory track, to determine a number of points along the track, using the latitude and longitude scales at the immediate vicinity of each point. These points are then transferred to a Mercator chart or plotting sheet and used as a succession of destinations to be reached by rhumb lines. The course and distance for each leg is determined by measurement on the Mercator chart or plotting sheet. See Pub. No. 9, Bowditch, Vol 1 for further information concerning great circle sailing.

4.05 Rhumb Line Sailing.—A rhumb line, or a loxodrome, is a line on the earth's surface which cuts all meridians at a constant angle. Rhumb lines plot as straight lines on a mercator chart. Rhumb line distances taken from a Mercator chart are only acceptable if measured on the latitude, or distance, scale of the chart within the band of latitude covering the distance in question, and when the difference of latitude is not great. With small scale charts and a large difference of latitude, large errors may occur unless great care is taken in using the latitude scale, especially in high altitudes.

ROUNDING THE CAPE OF GOOD HOPE

When approaching the Cape of Good Hope from the W it is advisable to close the land off the cape in $34^{\circ}22'S.$, $18^{\circ}23'E.$ and continue as close to the shore as prudent navigation will allow, in order to keep out of the Agulhas Current. Favorable counter currents will be found from 1 to 6 miles offshore.

To avoid the Agulhas Current altogether, steer to pass through $36^{\circ}30'S.$, $20^{\circ}00'E.$ and $34^{\circ}30'S.$, $32^{\circ}30'E.$

When approaching from the E, it is advisable to remain in the favorable Agulhas Current which is found from 6 to 30 miles off shore.

CAPE OF GOOD HOPE TO PORTS ON THE EAST COAST OF AFRICA

Cape of Good Hope to Bur Said (Port Said) (coastal route).—Round the Cape of Good Hope remaining as close to the land as safe navigation permits, thereby remaining in the countercurrent and passing within range of Cape Agulhas Light; follow a rhumb line to Cape St. Francis; then, taking frequent soundings, proceed along the coast to Cape Hermes. When off Durban veer away from the coast to about 100 miles offshore, where the current is weak. Then follow a rhumb line to the middle of Mozambique Channel, passing E of Ile Europa. Continue on a rhumb line to pass W of Grande Comore Island, then direct to a point off Ras Hafun, and rhumb lines to round Ras Aser (Capo Guardafui). Then continue on rhumb lines keeping the African shore aboard to take advantage of the smooth water and the favorable currents as far as Mait Island; steer a direct course for Bab al Mandab, entering into the Red Sea; and then proceed direct to Bur Said, as safe navigation permits.

4.06 Offshore route.—As an alternate route, whereby the Agulhas Current may be completely avoided and at the same time to take advantage of the Madagascar Current, follow a direct course to round the Cape of Good Hope, crossing longitude $20^{\circ}E.$, in latitude $36^{\circ}30'S.$; then a direct course for latitude $34^{\circ}30'S.$, longitude $32^{\circ}30'E.$; and a rhumb line to pass to the E of Ile Europa; then follow the route to Bur Said as noted above.

Bur Said to Cape of Good Hope.—Proceed direct from Bur Said to Bab al Mandab as safe navigation permits; then by rhumb lines to Raas Alula; and by rhumb line to Ras Aser (Capo Guardafui), rounding that cape, then W of Grande Comore, as noted on reverse route; steer direct courses to pass about 30 miles off Point Barracouta, Pta Zavora, and Cape St. Lucia; then follow the coast but remain at least 30 miles offshore during the remainder of the passage and around the Cape of Good Hope.

Cape of Good Hope to Durban.—See the coastal route, Cape of Good Hope to Bur Said. Due to the contour of the coast as strong offshore current will be experienced just off Durban.

Durban to Cape of Good Hope.—After departing Durban, join the coastal route from Bur Said to the Cape of Good Hope.

Cape of Good Hope to Maputo (Lourenco Marques).—See the coastal route from Cape of Good Hope to Bur Said. After passing within range of Cape St. Lucia Light and proceed along the coast

"Cape of Good Hope to Fremantle, Australia", remaining in 41°S latitude until reaching longitude 100°E., then proceed by great-circle course to Investigator Strait, and steer rhumb-line courses to destination.

From May to September proceed as for "Cape of Good Hope to Fremantle, Australia" until the position 35°S-90°E is reached; then proceed by great-circle course to Investigator Strait, and steer rhumb-line courses to destination.

PART B. TRAFFIC SEPARATION SCHEMES

General Provisions on Ships Routing.—The International Maritime Organization (IMO) is the specialized agency of the United Nations responsible for establishing and recommending ship routing systems on an International level. The purpose of ships' routing is improve the safety of navigation in converging areas and in areas where the density of traffic is great or where the freedom of movement of shipping is inhibited by restricted searoom, the existence of obstructions to navigation, limited depths or unfavorable meteorological conditions.

The precise objectives of any routing system will depend upon the particular hazardous circumstances which it is intended to alleviate, but may include some or all of the following:

- a. the separation of opposing streams of traffic so as to reduce the incidence of head-on encounters;
- b. the reduction of dangers of collision between crossing traffic and shipping in established traffic lanes;
- c. the simplification of the patterns of traffic flow in converging areas;
- d. the organization of safe traffic flow in areas of concentrated offshore exploration or exploitation;
- e. the organization of traffic flow in or around areas where navigation by all ships or by certain classes of ships is dangerous or undesirable;
- f. the reduction of risk of grounding by providing special guidance to vessels in areas where water depths are uncertain or critical;
- g. the guidance of traffic clear of fishing grounds or the organization of traffic through fishing grounds.

4.48 Procedures and Responsibilities.—IMO (formerly IMCO) is recognized as the only international body responsible for establishing and recommending measures on an international level concerning ships' routing. In deciding whether or not to adopt or amend a traffic separation scheme, IMO will consider whether:

- (a) the aids to navigation proposed will enable mariners to determine their position with sufficient accuracy to navigate in the scheme in accordance

with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972;

- (b) the state of hydrographic surveys in the area is adequate;

- (c) the scheme takes account of the accepted planning considerations and complies with the design criteria for traffic separation schemes and with established methods of routing.

In deciding whether or not to adopt or amend a routing system other than a traffic separation scheme, IMO will consider whether the aids to navigation and the state of hydrographic surveys are adequate for the purpose of the system.

IMO shall not adopt or amend any routing system without the agreement of the interested coastal States, where that system may affect:

- (a) their rights and practices in respect of the exploitation of living and mineral resources;

- (b) the environment, traffic pattern or established routing systems in the waters concerned;

- (c) demands for improvements or adjustments in the navigational aids or hydrographic surveys in the waters concerned.

A new or amended routing system adopted by IMO shall not come into force as an IMO adopted system before an effective date promulgated by the Government that proposed the system, which shall be communicated to the Organization by the responsible Government. That date shall not be earlier than six months after the date of adoption of a routing system by the Organization, but when new chart editions necessitate a substantially longer period between adoption and implementation, the Organization shall set a later date as required by the circumstances of the case. Either Notices to Mariners to amend charts, or revised charts to depict the system shall be made available in ample time before the system comes into force.

The selection and development of routing systems is primarily the responsibility of the Governments concerned.

4.49 Use of Routing Systems.—Routing systems are intended for use by day and by night in all weathers, in ice-free waters or under light ice conditions where no extraordinary maneuvers or assistance by icebreakers are required.

Routing systems are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate underkeel clearance, a decision to use a routing system must take into account the charted depth, the possibility of changes in the seabed since the time of the last survey, and the effects of meteorological and tidal conditions on water depths.

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COLREGS), is mandatory for all ships when operating in or near schemes which have been adopted by IMO, in order to minimize the development of risk of collision with another ship. In some schemes special provisions are included and this will be noted below with the appropriate scheme.

The other rules of the 1972 Collision Regulations apply in all respects, and particularly the steering and sailing rules if risk of collision with another ship is deemed to exist.

At junction points where route traffic from various directions meet, a true separation of traffic is not really possible, as ships may need to cross routes or change to another route. Ships should therefore navigate with great caution in such areas and be aware that the mere fact that a ship is proceeding along a through-going route gives that ship no special privilege or right of way.

A deep water route is primarily intended for use by ships which, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route. Through traffic to which the above consideration does not apply should, as far as practicable, avoid using deep water routes.

Precautionary Areas should be avoided, if practicable, by passing ships which are not making use of the associated traffic separation schemes or deep water routes, or entering or leaving adjacent ports.

In two-way routes, including two-way deep water routes, ships should as far as practicable keep to the starboard side.

Arrows printed on charts in connection with routing systems merely indicate the general direction of established or recommended traffic flow; ships need not set their courses strictly along the arrows.

The signal 'YG' meaning "You appear not to be complying with the traffic separation scheme" is provided in the International Code of Signals for appropriate use.

TERMS AND DEFINITIONS

4.50 The following terms and definitions to be used in connection with matters related to ships' routing and traffic separation schemes have been approved by IMO:

(a) **Routing system.**—Any system of one or more routes and/or routing measures aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, recommended tracks, areas to be avoided, inshore traffic zones, roundabouts, precautionary areas and deep water routes.

(b) **Traffic separation scheme.**—A routing measure aimed at the separation of opposing streams of traffic by appropriate means by the establishment of traffic lanes.

(c) **Separation zone or line.**—A zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(d) **Traffic lane.**—An area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(e) **Roundabout.**—A routing measure comprising a separation point or circular separation zone and a circular traffic lane within defined limits. Traffic within the roundabout is separated by moving in a counterclockwise direction around the separation point or zone.

(f) **Inshore traffic zone.**—A routing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, to be used in accordance with the provisions of rule 10(d) of the 1972 Collision Regulations.

(g) **Two-way route.**—A route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

4.51 (h) **Recommended track.**—A route which has been specially examined to ensure so far as possible that it is free of dangers and along which ships are advised to navigate.

(i) **Deep water route.**—A route within defined limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles as indicated on the chart.

(j) **Precautionary area.**—A routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(k) **Area to be avoided.**—A routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which

CHAPTER 4. ROUTES

should be avoided by all ships, or certain classes of ship.

(l) **Established direction of traffic flow.**—A traffic flow pattern indicating the directional movement of traffic as established within a traffic separation scheme.

(m) **Recommended direction of traffic flow.**—A traffic flow pattern indicating a recommended directional movement of traffic where it is impractical or unnecessary to adopt an established direction of traffic flow.

LIST OF SEPARATION SCHEMES

Traffic Separation Schemes in the Indian Ocean basin are listed below. Both IMO-adopted schemes and those established by local governments are listed with the originating authority given where appropriate. The best scale charts covering each scheme are also listed. It should be noted that IMO-adopted schemes are not differentiated from the local schemes on the charts. Notice to Mariners should be consulted for the latest information on these schemes.

Revision.—Any changes or additions to the traffic separation schemes now in operation will be promulgated in Notice to Mariners. All referenced charts are published by the Defense Mapping Agency Hydrographic/Topographic Center, except those pertaining to the United States, which are published by the National Ocean Service.

RED SEA

4.52 1. In the Gulf of Suez—Charts 62191, 62194, 62195, and 62001 (IMO).

Gulf of Suez—Navigation Regulations.—The following rules for vessels navigating in the Gulf of Suez have been approved by IMO.

General provisions

- 1.1 Ships should take into account that crossing traffic may be encountered in the traffic junction eastward of Ain Sukhna and in the precautionary area off Ras Shukheir, and should be in a high state of readiness to maneuver in these areas.
- 1.2 Exceptional care is needed, when overtaking another ship within a lane, not to enter the separation zone or force the overtaken ship to do so.

- 1.3 Ships navigating in the Gulf of Suez are requested to keep a continuous listening watch on the Suez Gulf Traffic Information Broadcasts and report any aids to navigation which are malfunctioning or are out of position and which are not already included in the Suez Gulf Traffic Information Broadcasts.

Rules

- 2.1 All ocean ships should have their radar in effective use by day and night throughout the passage between Shaker Island and Suez Port as an aid to achieving maximum feasible lane conformity and avoiding risk of collision. Particular care is required for strict adherence to the confines of relevant traffic lanes.
- 2.2 Ships proceeding south from Suez should be alert for tankers heading for the SUMED Oil Terminal off Ain Sukhna.
- 2.3 Northbound tankers heading for SUMED Oil Terminal should report their intention of using the traffic junction off Ain Sukhna on the appropriate frequencies.
- 2.4 All ships north and southbound when navigating through the precautionary area off Ras Shukheir or in the vicinity of the July oil field should avoid overtaking in the traffic lanes in these areas.
- 2.5 All ships including service and supply craft serving the oil workings in July, Ramadan and Morgan oilfields proceeding in and out of Ras Shukheir oil terminal, should only cross the south and northbound traffic flow through the precautionary area off Ras Shukheir. Within the precautionary area, local rules relating to crossing traffic apply.
- 2.6 Tankers leaving the Ras Shukheir oil terminal and intending to join the northbound traffic lane should only do so when no through southbound traffic is in the vicinity and should always report their movements to other ships beforehand on VHF.
- 2.7 Ships anchored in the designated waiting area for Ras Shukheir should ensure that they are never less than 0.25 mile from the edge of the southbound traffic lane and should pay special regard to their correct light signals for ships at anchor. They should also show their deck lights.

4.53 2. In the Strait of Bab al Mandab—Chart 62100 (IMO).

3. In Approaches to Yanbu—Charts 62171 and 62172 (Kingdom of Saudi Arabia).

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PERSIAN GULF

1. In the Strait of Hormuz—Chart 62392 (IMO).
Mariners are cautioned that the Government of Oman has designated the area between the Musandam Peninsula Coast and the landward boundary of the traffic separation scheme "In the Strait of Hormuz" as an Inshore Traffic Zone. Mariners are warned that the Inshore Traffic Zone is only to be used by vessels under 20m (65 ft.) in length and sailing vessels.

2. Jazireh-ye Tonb-e Bozorg to Tazireh-ye Forur—Chart 62460 (IMO).

3. In the Approaches to Ras Tannurah—Charts 62420 and 62419 (IMO).

4. In the Approaches to Ra's al Ju'ayma—Charts 62420 and 62419 (IMO).

5. Between Zukum and Umm ash Shayf Oilfields—Charts 62440 and 62408 (IMO).

GULF OF OMAN

1. Off Ras Al Hadd—Chart 62028 (IMO).

INDIAN OCEAN

1. Off the S coast of Sri Lanka (Ceylon)—Off Dondra Head.—Chart 63230 (IMO).

2. Routing System in the Approaches to Port Victoria, Mahe Island, Seychelles.—Charts 61036 and 61541 (Department of Transport, Seychelles).

The Port Authority has adopted a routing system for vessels approaching Port Victoria. All vessels entering or leaving Port Victoria are required, as far as practicable, to stay within the northern and southern charted approach limits. These areas may be best seen on the appropriate charts.

EAST INDIAN OCEAN

1. Port of Singapore—Designated Channels (inward and outwards)—Charts 71240 and 71250 (Port of Singapore Authority).

2. At One Fathom Bank—W entrance Strait of Malacca—Chart 71270 (IMO).

3. At Horsburgh Light—E entrance Singapore Strait—Charts 71240 and 71440 (IMO).

4. In the Singapore Strait—Charts 71230, 71240, and 71250 (IMO).

4.54 Routing System in the Straits of Malacca and Singapore.—An IMO Approved Routing System has been established for the Straits of Malacca and Singapore. The routing system is comprised of the above traffic separation schemes, a deep water route, as well as rules for its use which follow.

Rules for Vessels Navigating through the Straits of Malacca and Singapore

1. **Definitions.**—For the purposes of these Rules the following definitions should apply:

a. A vessel having a draft of 15m (49.2 ft.) or more shall be deemed to be a deep draft vessel.

b. A tanker of 150,000 d.w.t. and above shall be deemed to be a Very Large Crude Carrier (VLCC).

Note: The above definitions do not prejudice the definition of "Vessel constrained by her draft" described in Rule 3 (h) 72 COLREGS.

2. General Provisions

a. Deep draft vessels and VLCCs shall allow for an under keel clearance of at least 3.5m (11.5 ft.) at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions especially when navigating through the traffic separation scheme.

b. Masters of deep draft vessels and VLCCs shall have particular regard to navigational constraints when planning their passage through the Straits.

c. All deep draft vessels and VLCCs navigating within the traffic separation schemes are recommended to use the pilotage services of the respective countries when they become available. (Indonesia, Malaysia and Singapore).

3. Rules

Rule 1.—a. Deep draft vessels shall use the designated deep water route between approximate positions 1°09'57"N., 103°48'17"E. and 1°02'58"N., 103°39'06"E. Other vessels should, as far as practicable, avoid the deep water route.

b. Deep draft vessels are advised to use the deep water route between Buffalo Rock and Batu Berhanti.

Rule 2.—Deep draft vessels navigating in the deep water route shall, as far as practicable, avoid overtaking.

4.55 Rule 3.—All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible consistent with safe navigation.

Rule 4.—In the event of an emergency or breakdown of a vessel in the traffic lane it shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.

Rule 5.—a. Vessels proceeding in the W bound lane of the traffic separation scheme "In the Singapore Strait" when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and in compliance with Rule 18 (d) 72 COLREGS avoid impeding the safe passage of a

SUMMARY

OF CORRECTIONS

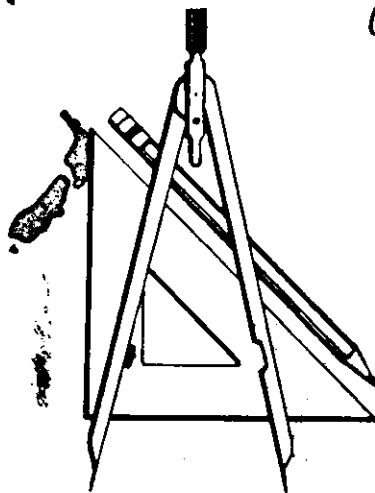
CHARTS

JUNE 1989—VOLUME 3

**EASTERN PACIFIC, ANTARCTICA,
INDIAN OCEAN AND AUSTRALASIA**

(SUBREGIONS 18 THRU 19, 21, 22 AND 29. REGIONS 6 AND 7)

CORRECTIONS FROM N.M. NO. 27 (15 JULY 1975)
THROUGH N.M. NO. 25 (24 JUNE 1989)



Certified-Original (red)

TS-6

AUTH: 20315-0030 (a) (1)



PUBLISHED BY THE DEFENSE MAPPING AGENCY
HYDROGRAPHIC/TOPOGRAPHIC CENTER
WASHINGTON, D.C. 20315-0030

ENCLOSURE *45*

71262	6Ed. 1/23/88 LAST NM 22/88 Change (Plan A) Period of light to 7s	(32(274)88 Jakarta) 4
71262	6Ed. 1/23/88 LAST NM 42/88 Add (Plan C) Buoy Y, pillar, "X" topmark	2°24'26"N 101°51'1" (29/88 Malaysia) 4
71262	6Ed. 1/23/88 LAST NM 45/88 Change (Plan C) Characteristic of light to Fl 15s	2°06'52"N 102°18'5" (10(162)88 Singapore) 47
71262	6Ed. 1/23/88 LAST NM 47/88 Change (Plan C) Visibility (range) of light to 16M	2°02.9"N 102°20' (BA LL) 23 2°02.9"N 102°20'
★71270	14Ed. 7/26/86 Substitute NEW EDITION Wreck for dangerous wreck (Previously published 36/86)	(DMAHTC; 9(126)86 Singapore 35(2527)86 Taunton) 44 3°40.7'N 99°50'
	Change Buoy to "OF", Y, spar, "X" topmark, Fl(4) Y 10s	2°55.4'N 100°50.9'
71270	14Ed. 7/26/86 LAST NM 44/86 Relocate Light close SE to and change visibility (range) to 11M	(2(36)87 Singapore; 2(139)87 Taunton; BA LL) 13 3°00'50"N 100°52'10"
	Add Buoy "5", R, can, Fl R 5s	4°00'15"N 100°43'54"
71270	14Ed. 7/26/86 LAST NM 13/87 Delete Buoy Light (See 13/87-71270)	(18/87 Malaysia; 2(139)87 Taunton) 22/8 4°00'15"N 100°43'54" 3°00'50"N 100°52'10"
	Add Light (articulated) Fl 10s 11m 13M	3°00'54"N 100°51'34"
71270	14Ed. 7/26/86 LAST NM 22/87 Change Visibility (range) of light to 18M	(Indo CH 11) 23/8 2°52.7'N 100°34.0'E
X 71270	14Ed. 7/26/86 LAST NM 23/87 Change Visibility (range) of light to 22M	(26/87 Malaysia) 32/87 3°11'12"N 101°13'08"E
71270	14Ed. 7/26/86 LAST NM 32/87 Change Period of light to 10s	(32/87 Malaysia) 35/87 3°11.2'N 101°13.1'E
71270	14Ed. 7/26/86 LAST NM 35/87 Change Visibility (range) of light to 15M	(BA LL) 41/87 4°00.3'N 100°30.8'E
71270	14Ed. 7/26/86 LAST NM 41/87 Delete Light (articulated) (See 22/87-71270)	(36(1023)87 Tokyo) 49/87 3°00'54"N 100°51'34"E
	Add Light (articulated) Fl 10s 11m 11M	3°00'52"N 100°51'53"E
71270	14Ed. 7/26/86 LAST NM 49/87 Add Racon at light	(32(2418)87 Taunton) 50/87 4°00.3'N 100°30.5'E
71270	14Ed. 7/26/86 LAST NM 50/87 Change Height of lights to 13m 11m	(11(150)87 Singapore) 52/87 2°49.4'N 100°56.2'E 2°48.7'N 100°56.5'E
71270	14Ed. 7/26/86 LAST NM 52/87 Substitute Wreck for dangerous wreck	(22(276)87 Jakarta) 1/88 3°59.6'N 99°51.0'E
71270	14Ed. 7/26/86 LAST NM 1/88 Change Legends to "Dredged to 11m (1987)" "10m"	(7(567)88 Taunton) 14/88 3°08.0'N 101°17.5'E 2°52.5'N 101°15.7'E
71270	14Ed. 7/26/86 LAST NM 14/88 Change Light to light (articulated) YB, double cone topmark points downward, Q(6) + L Fl 15s 13m 11M	(12(102)88 Jakarta; BA LL) 21/88 2°49.4'N 100°56.2'E
	Light to light (articulated) BY, double cone topmark points upward, Q 11m 11M Racon and delete designation "M"	2°48.7'N 100°56.5'E

PUB. 112

LIST OF LIGHTS

RADIO AIDS AND FOG SIGNALS

1989

(25 March)

Handwritten: 4-A 1/2
B-6

Handwritten: LT. JAGG, USNR. 073 (a) (1)
AUTH:

IMPORTANT
THIS PUBLICATION SHOULD
BE CORRECTED EACH
WEEK FROM THE
NOTICE TO MARINERS

**WESTERN PACIFIC AND INDIAN
OCEANS INCLUDING THE
PERSIAN GULF AND RED SEA**



PUBLISHED BY THE DEFENSE MAPPING AGENCY
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WASHINGTON, D.C. 20315-0030

For sale by authorized Sales Agents of the Defense Mapping Agency Combat Support Center

ENCLOSURE 1 179

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
MALAYSIA—WEST COAST							
21742	Tanjung Panchor.	N/E 2 16.5 102 04.1	FLG. period 4 ^s	21 6		5 Beacon, white.	
21744	Tanjung Bruas. F 1629	2 13 102 09	Q.R.	25 7		8 Orange concrete column on 3 pile base.	
21748	Tanjung Tuan (Cape Rachado), extremity. F 1626	2 24.5 101 51.1	FL(3)W. period 7 ^s	388 118		23 White circular tower; 78.	
21749	Kuala Linggi, outer. F 1627	2 22.0 101 57.2	FL(2)W. period 10 ^s	13 4		5 White circular beacon.	
21750	-inner. F 1627.4	2 23.5 101 58.2	FL(2)R. period 10 ^s	10 3		5 White circular beacon.	
21752	Port Dickson, end of pier. F 1623	2 31.2 101 47.8	FLR. period 4 ^s	20 6		7 Black steel pile with red platform and column.	
21756	Port Dickson Intake, Sea- ward end. F 1623.6	2 32 101 47	F.R.			4	
21764	Pulau Arang, SW. side. F 1622	2 31 101 48	FLW. period 10 ^s	90 27		9 White metal framework tower.	Visible 289°-138°30'.
21768	-Kuala Lukut. F 1621.5	2 33.6 101 47.6	FLW. period 5 ^s	26 8		8 White platform on concrete pile.	Fishing light.
21770	Sungai Chuah. F 1621	2 36.3 101 45.3	FLW. period 15 ^s	59 18		8 White square concrete tower.	Fishing light.
21772	Kuala Sepang Besar. F 1620	2 36 101 43	FLW.R.G. period 4 ^s	56 17		15 White concrete framework structure; 51.	R. 270°-311°, W.-320°, G.-350. W.-015°, R.-110°.
21774	Sepat.	2 33.9 101 23.5	Q.W.	39 12		11 N. CARDINAL BY, signal pile beacon topmark (articulated light).	Radar reflector.
21776	Tajong Gabang. F 1619	2 41 101 29	FLW. period 4 ^s	52 16		12 White metal framework tower on pile structure.	Radar reflector. Reported extinguished (May 1981).
21780	Bukit Jugra. F 1614	2 50 101 25	FLW. period 10 ^s	479 146		24 White column; 82.	
21782	-Entrance	2 48.1 101 24.2	FLG. period 4 ^s	30 9		5 White concrete column.	
21784	One Fathom Bank, 914 meters E. of shoalest part of bank. F 1616	2 53.3 100 59.8	FL(4)W. period 20 ^s fl. 1 ^s , ec. 2 ^s fl. 1 ^s , ec. 2 ^s fl. 1 ^s , ec. 2 ^s fl. 1 ^s , ec. 10 ^s	112 34		23 White octagonal concrete tower with black bands on piles.	
RACON			O(---) period 120 ^s				
21788	Beacon, 9.4 kilometers SW. of One Fathom Bank. F 1617	2 49.3 100 56.2	Q.(6)+L.FLW. period 15 ^s	43 13		11 S. CARDINAL YB, single pile beacon, topmark(articulated light).	Radar reflector.
21792	Beacon, 10.4 kilometers SW. of One Fathom Bank. F 1617.2	2 48.6 100 56.6	Q.W.	36 11		11 N. CARDINAL BY, single pile beacon, topmark(articulated light).	
RACON			M(---)				
21794	Beacon, 10.3 kilometers SW of one Fathom Bank. F 1617.4	2 48.8 100 53.9	FLY. period 10 ^s			10 SPECIAL Y, single pile beacon, topmark (artic)	

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
MALAYSIA—WEST COAST							
21796 F 1618.5	Blenheim Shoal, 9.3 kilo- meters SW.	N/E 3 00.9 100 51.6	FL.W. period 10 ^s	36 11		11 White steel column tower, articulated light.	Radar reflector.
21806 F	Selat Rawa. Tanjung Mahang Range, front.	3 01 2 54.9 101 16.2	FL.W. Q.W.	29 62 19		7 White concrete column. 10 White lattice tower on concrete platform, white cone daymark point upward.	
1806.1	---Rear, 200 yards 011°22' from front.	Iso.W. period 4 ^s		79 24		10 White lattice tower on concrete platform, white cone daymark point downward.	20/88
21816 F 1606	No. 25 Selat Kelang Selatan.	2 59 101 19	FL(2)R. period 15 ^s	41 12		4 White circular shape on black metal tower.	20/89
21820 F 1594	Tanjung Sarang Lang No. 24 (Deepwater Point), SE. extremity of Pulau Kelang.	3 00 101 20	FL(2)W. period 10 ^s	85 26		5 White steel framework tower; 82.	
21824 F 1598	---Port Kelang (Swettenham): ---South Port No. 14.	3 00 101 24	F.R.	30 9		3 White steel mast; 85.	
21828 F 1604	---Beacon No. 17 Range, front.	2 59.0 101 23.6	FL.W. period 3 ^s	13 4		8 Beacon.	Marks W. limit of prohibited anchorage
21832	---Rear, No. 16.		FL.G.	8		Beacon.	
21836	---Range No. 20A, front.	2 59.7 101 21.7	Q.W.	26 8		8 White concrete column.	Visible 94°-274°.
21840	---Rear No. 19A, 110 yards 153°58' from front.		FL.G. period 2 ^s	39 12		5 White concrete column.	Visible 070°-250°.
21844 F 1593	---Sungai Labohan Gurap No. 21.	3 00 101 21	FL.W. period 3 ^s	41 12		4 Beacon, white rectangular daymark.	
21848 F 1586	---Pulau Angsa, on island N. approach to strait.	3 11.2 101 13.1	FL.W. period 10 ^s	117 36		22 White circular tower; 35.	
21852 F 1584	---Batu Penyu No. 1, N. approach to strait.	3 13.8 101 12.8	L.F.W. period 10 ^s fl. 3 ^s , ec. 7 ^s	20 6		9 Steel concrete framework structure on square base.	Recon. TEMPORARILY EXTINGUISHED
21860 F 1578	---RACON Kuala Selangor, on hill S. side of entrance.	3 20 101 15	FL(2)W. period 15 ^s fl. 0.4 ^s , ec. 3.4 ^s fl. 0.4 ^s , ec. 10.8 ^s	238 73		18 White circular steel tower, masonry base; 90.	(3 & 10 cm)
21864 F 1576	Sungai Haji Durani.	3 38 101 01	FL.W. period 5 ^s	39 12		9 White concrete column; 39.	Fishing light.
21868 F 1576.4	Sungai Tengorak.	3 27 101 07	FL.W. period 3 ^s	36 11		9 White concrete column; 39.	Fishing light.
21872 F 1580.	Angsa Bank Lightfloat.	3 20 100 00	Q.W.	30 9		10 N. CARDINAL YB, float, topmark.	Temporarily extinguished (1985). Replaced by lighted buoy.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
MALAYSIA-WEST COAST							
21796 F 1618.5	Blenheim Shoal, 9.3 kilo- meters SW.	N/E 3 00.9 100 51.6	FL.W. period 10 ^s	36 11		11 White steel column tower, articulated light.	Radar reflector.
21804 F 1610	Selat Rawa. No. 30 Pulau Pintu Gedong, SW. extremity.	3 01 101 14	FL.W. period 3 ^s	29 9		7 White concrete column.	
21808 F 1610	First Point Beacon No. 28 on Pulau Che Mat Zin.	2 54 101 15	L.F.W. period 9 ^s fl. 2 ^s , ec. 7 ^s	60 18		5 Steel structure on piles, upper part white, lower part black.	Obscured when bearing than 95°.
21812 F 1607	No. 27 Selat Kelang Selatan.	2 55 101 17	F.L. period 4 ^s fl. 0.5 ^s , ec. 3.5 ^s	44 13		5 White steel skeleton tower, red and white stripe, diamond-shaped topmark.	Visible 222°-32°.
21816 F 1606	No. 25 Selat Kelang Selatan.	2 59 101 19	Fl.(2)R. period 15 ^s	41 12		4 White circular shape on black metal tower.	
21820 F 1594	Tanjong Sarang Lang No. 24 (Deepwater Point), SE. extremity of Pulau Kelang.	3 00 101 20	Fl.(2)W. period 10 ^s	85 26		5 White steel framework tower; 82.	
21824 F 1598	Port Kelang (Swettenham): South Port No. 14.	3 00 101 24	F.R. period 4 ^s	30 9		3 White steel mast; 85.	
21828 F 1604	Beacon No. 17 Range, front.	2 59.0 101 23.6	FL.W. period 3 ^s	13 4		8 Beacon.	Marks W. limit of prohibited anchorage
21832 F 1604.1	Rear, No. 16, 21 meters 168° from front.		FL.G. period 4 ^s	8		Beacon.	
21836 F 1592	Beacon No. 20, front.	3 00 101 22	Q.W. period 10 ^s	15 5		5 Concrete pile beacon, white diamond-shaped topmark, red stripe.	Visible 94°-274°.
21840 F 1592.1	Beacon No. 19, rear, about 137 meters 164°05' from front.		FL.G. period 1.5 ^s	26 8		5 White conical structure, circular-shaped topmark.	Visible 070°-250°.
21844 F 1593	Sungai Labohan Gurap No. 21.	3 00 101 21	FL.W. period 3 ^s	41 12		4 Beacon, white rectangular daymark.	
21848 F 1586	Pulau Angsa, on island N. approach to strait.	3 11.2 101 13.1	FL.W. period 10 ^s	117 36		22 White circular tower; 35.	
21852 F 1584	Batu Penyu No. 1, N. approach to strait.	3 13.8 101 12.8	L.F.W. period 10 ^s fl. 3 ^s , ec. 7 ^s	20 6		9 Steel concrete framework structure on square base.	Racon. TEMPORARILY EXTINGUISHED
-RACON			P(---)		(3 & 10 cm)		
21860 F 1578	Kuala Selampor, on hill S. side of entrance.	3 20 101 15	Fl.(2)W. period 15 ^s fl. 0.4 ^s , ec. 3.4 ^s fl. 0.4 ^s , ec. 10.8 ^s	238 73		18 White circular steel tower, masonry base; 90.	
21864 F 1576	Sungai Haji Durani.	3 38 101 01	FL.W. period 5 ^s	39 12		9 White concrete column; 39.	Fishing light.
21868 F 1576.4	Sungai Tengorak.	3 27 101 07	FL.W. period 3 ^s	36 11		9 White concrete column; 39.	Fishing light.
21872 F 1580.	Angsa Bank Lightfloat.	3 20 100 00	Q.W. period 10 ^s	30 9		10 N. CARDINAL YB, float, topmark.	Temporarily extinguished (1985). Replaced by lighted buoy.

LEGEND CHART 71270

KINKAID COLLISION

----- DR TRACK LAID OUT FROM 0132 12 NOV SRN 25 OMEGA FIX USING A 2 KTS LOSS OF SPEED RANG UP FOR SPEED OVER GROUND. EXAMPLE 18 KTS RANG UP, DR LAID OUT USING 16 KTS.

———— DR TRACK LAID OUT FROM 0337 12 NOV SRN 25 FIX USING ACTUAL SPEED RANG UP. EXAMPLE 18 KTS RANG UP DR LAID OUT AT 18 KTS.

..... DR TRACK FROM 0440 12 NOV DR POSIT USING LOSS OF 2 KTS FROM SPEED RANG UP. EXAMPLE 18 KTS RANG UP, DR LAID OUT AT 16 KTS.



USS KINKAIDS FIXES FROM THE SRN 25 AND ONE RADAR FIX FROM CIC. ALSO ONE RANGE AND BEARING FROM RENTZ TO KINKAID.

Enclosure (81)

TIMELINE

(A) 0337 - QMOW gets a Transit satellite fix from the AN/SRN-25 and plots it on the chart. The fix places KINKAID at 03-16N 100-35.6E. QMOW fails to log the fix in the Ship's Position Log. This is the last good fix KINKAID has prior to the collision.

(B) 0432 - KINKAID comes left to course 135T. CICWO goes to Bridge to discuss navigation picture with OOD. CIC holds ship entering the Westbound lane of the Traffic Separation Scheme (TSS). CICWO recommends that KINKAID come south (to the right) to line up with the Eastbound lane of the TSS.

(C) 0440 - KINKAID comes right to course 180T.

0445 - 0448 - CIC designates new radar contacts "AD", "AE", "AF" and "AG".

(D) 0448 - KINKAID comes left to course 124T. OOD and QMOW hold KINKAID in the Eastbound lane of the TSS and come to 124T to regain PIM. CIC's position for KINKAID holds that the ship is turning too early to line up with the Eastbound lane of the TSS. CIC does not update CPAs on active radar contacts.

(E) 0450 - CICWO returns to the Bridge to confirm the navigation picture and the position of visual navigation aids. OOD, CICWO and QMOW are attempting to locate buoy "OF" which has a yellow flashing light on it. They believe they visually identify a flashing light (4 flashes followed by a period of darkness) 5 degrees off the port bow as the yellow flashing light on buoy "OF". The light characteristics are not timed with a stopwatch. JOOD is not aware of the color of the light on buoy "OF" and sees the flashing light as white.

(E) 0457 - KINKAID comes left to course 110T to pass buoy "OF" on KINKAID's starboard side. The "yellow" flashing light off of the port bow that was identified as buoy "OF" is now on KINKAID's starboard bow. CIC does not update CPAs on active radar contacts.

0516 - JOOD tells OOD again that the contact is going to hit KINKAID. SMOW yells down to OOD and JOOD, who are standing on the starboard bridge wing, "You better fucking do something".

(F) 0518 - BMOW, seeing that KINKAID is going to collide with the ship on the starboard bow, pushes the throttles up to Flank 1 without receiving an engine order from the conning officer. OOD tells JOOD to "Come left to 100T, All engines ahead Flank 1". JOOD gives the order to the helm. Helmsman puts on 5 degrees of left rudder to execute the "come left" order. BMOW pushes Helmsman off of the helm and increases the rudder from left 5 degrees to left 10 degrees to increase the rate of turn. The shafts are starting to respond to the Flank 1 engine order when the collision occurs.

(F) 0519 - KINKAID collides with the bow of M/V Kota Petani at KINKAID's frame 400, at a near perpendicular angle. KINKAID logs the position of the collision as 02-55N 100-49.6E. The force of the collision causes KINKAID to heel over to port and pushes the fantail under water. After impact the two ships drift apart until they were approximately parallel, with KINKAID's bow even with M/V Kota Petani's stern. Central Control Station (CCS) takes control of throttles from the Bridge after the collision. PACC Operator puts both engines at idle and the electrical plant splits it self out on Fault Current Detect. All alarms on #3 Switchboard go off and all fire pumps trip off.

HEALTH RECORD

CHRONOLOGICAL RECORD OF MEDICAL CARE

DATE

SYMPTOMS, DIAGNOSIS, TREATMENT TREATING ORGANIZATION (Sign each entry)

UNOV 89:

1. LT SEAN M. McPhee, O-6, Death due to Head and Neck Trauma.

2. GMC, (man overboard) multiple minor lacerations, fuel in eyes. Treat and Released.

3. GSM, possible Fractured Right ankle - Held on Board, needs further medical care.

4. ENFN, Fuel in eyes, Returned to duty, Needs additional Evaluation.

5. CTMC, (man overboard) Fuel/Seawater ingestion and inhalation. Transferred to USS Rents FFT to Singapore.

6. DCC, (man overboard) Fuel/seawater ingestion and inhalation. Transferred to USS Rents.

7. EMC, (man overboard) Fuel/seawater inhalation and ingestion, multiple lacerations, possible Fractured Left ankle. Transferred to USS Rents.

PATIENT'S IDENTIFICATION (Use this space for Mechanical Imprint)

All radiations are D-6

RECORDS MAINTAINED AT:

PATIENT'S NAME (Last, First, Middle Initial)		SEX
RELATIONSHIP TO SPONSOR	STATUS	RANK/GRADE
SPONSOR'S NAME		ORGANIZATION
DEPART./SERVICE	SSN/IDENTIFICATION NO.	DATE OF BIRTH

DATE	SYMPTOMS, DIAGNOSIS, TREATMENT, TREATING ORGANIZATION (Sign each entry)
8.	STGC (Man over Board) Multiple lacerations, Possible Fractured Right ankle. Transferred to USS Rents.
9.	MS1 CUT finger - Treat and Release.
10.	SN Back spasms, secondary to trauma, needs additional Evaluation.
11.	OS2 Blunt trauma to Right Shoulder, Treat and Released.
12.	SN Blunt trauma to Left upper Back, Left shoulder, may need additional evaluation.
13 NOV 89	1. FCC LOW Back Strain. Treat and Release
2.	DS2 LOW BACK Strain. Treat and Release.
3.	EM3 CHEMICAL (Fuel) Burns to Right Hand, Treat and Release.
4.	HT1 Blunt trauma to Left Middle Finger.
5.	SN Chemical (Fuel) Burns to both feet. Treat and Release.
6.	OS3 Left knee strain. Treat and Release.

All redactions are B-6.

PRIORITY

* U N C L A S S I F I E D *

327/1004Z

PT0075R

PAGE 01

DCS CFWP FAUPRA DMA EOD JEST PSO HOSP NOCF NAVMAG VQ1 MARLN03MEF
NAS CO AT MAINT OOO SUPP WEPS CASW NAWMU1 C7REPWA NIS NCL NTISA
VRC50 FICP MOMAG FCROPDETA ALLACTS VCS NAESU FOSIF COMMSUPVCHIEFTCF
CTF73075 EOODET CHWESTCOM MARLN01MAW W50 DETACT77 MORILE CMDS>> CVW
HSL 31 DETA MALS12DETP VMFA115 MT HOOD ATRK22DETA CVW11DETA

INRQITER> *Jp* REPRO> DISTRO> FILE>

PTTUZYUW RUHGSGG6166 3270705-UUUUU--RUHHWTA.

ZNR UUUUU

P 230705Z NOV 89

FM USS KINKAID

TO RUWDYAA/COMNAVSURFPAC SAN DIEGO CA
RUHHWTA/CTF SEVEN FIVE
RUHPDGG/COMCRUDESGRU FIVE
RUWDYAA/COMDESRON FIVE
RUWDYAA/COMNAVSURFPAC DAB SAN DIEGO CA
JFO RUHGSGG/9TH AES YOKOTA AR JA
JCHSP/USDAO SINGAPORE SN
RUEHNV/USNAVOFF SINGAPORE
RUWDYAA/NAVHOSP SAN DIEGO CA
RHM0AAA/CLARK AR RP
RUHG5JA/TRANSITPERSU SUBIC BAY RP
RUHG5JA/PERSUPP DET SUBIC BAY RP
RUHG5JA/NAVPTO PHIL SUBIC BAY RP
RUHG5JA/COMUSNAVPHIL SUBIC BAY RP
BT

UNCLAS //NOFORN//

SUBJ: MEDEVAC OF INJURED PERSONNEL TO SAN DIEGO

1. LIASON WITH USNAVOFF SINGAPORE AND 9TH AES, YOKOTA JA FOR

PAGE 02 RUHGSGG6166 UNCLAS

MEDEVAC OF PERSONNEL INJURED AS A RESULT OF COLLISION. INITIATED ON 23 NOV 89. ANTICIPATE GROUP WILL DEPART SINGAPORE 26 NOV 89 ENROUTE CLARK AFB FT SAN DIEGO.

2. MOUNT ST ELIZABETH HOSPITAL SINGAPORE HAS CONCURRED WITH RELEASE OF THE THREE HOSPITALIZED PERSONNEL FOR PURPOSE OF MEDEVAC.

3. THE FOL PERSONNEL WILL BE TRANSFERRED FOR FURTHER TREATMENT/ CONVALESCENCE IN SAN DIEGO:

- A. STGC *B-6* WILL BE RELEASED FROM HOSPITAL. TWO SPRAINED ANKLES, SPRAINED KNEE, AND RECEIVED SURGERY 21 NOV 89 FOR FRACTURED TOE. REQUIRES ADDITIONAL TREATMENT AND CON LEAVE.
- B. DCC *B-6* WILL BE RELEASED FROM HOSPITAL RECOVERING FROM PNEUMONIA SECONDARY TO FUEL

PRIORITY

* U N C L A S S I F I E D *

15

* U N C L A S S I F I E D *

RITY

3. 1005Z

PT0075A

PAGE 02

INHALATION. REQUIRES ADDITIONAL TREATMENT AND CON LEAVE.

- C. CTMC *B-6* 1. WILL BE RELEASED FROM HOSPITAL. RECOVERING FROM PNEUMONIA SECONDARY TO FUEL INHALATION. WILL REQUIRE FURTHER TREATMENT AND CON LEAVE.
- D. EMC *B-6* HAS BEEN RELEASED FROM HOSPITAL. HAS SPRAINED ANKLE. REQUIRES CONV LEAVE.

PAGE 03 RIHGS66144 UNCLAS

- F. GMC *B-6* REQUIRES ADDITIONAL OUTPATIENT PSYCHIATRIC TREATMENT AND CON LEAVE.
 - F. GSM1 *B-6* HAS BEEN RELEASED FROM HOSPITAL. REQUIRES SURGERY FOR TORN LIGAMENTS IN ANKLE. HE IS CASTED AND ON CRUTCHES. WILL ALSO REQUIRE CON LEAVE.
 - G. RM3 *B-6* HAS BEEN RELEASED FROM HOSPITAL. REQUIRES SURGERY OF FRACTURED LEFT TIBIA. IS CASTED AND ON CRUTCHES.
4. WILL ADVISE FURTHER DETAILS WHEN AVAILABLE. REQ WIVES, OMBUDSMEN, WIVES SUPPORT GROUP, ETC BE INFORMED SO THAT THEY CAN GREET GROUP ON ARRIVAL.
 5. ASSISTANCE OF ALCON GREATLY APPRECIATED.

BT
#6166

NN

PRIORITY

* U N C L A S S I F I E D *

SENT BY: AMEMBASSY SINGAPORE :14-11-89 9:09AM :

33845504

224571455:H

SENT BY: :13-11-89 17:41 :

DREW & NAPIER-

33845504

222.2904

DREW & NAPIER

AGENTS AND SOLICITORS
CORPORATIONS FOR CATS
& NOTARIAL PUBLIC

S. SARAVAN
& P. SELVAN
THEO SU MEN
R. RAJ SIVAN
MADHARAN NAD
TAN LOY JOO
TAN SZE LAM
JUDITH PRASAD
HARD & GANES
CHIA SZE LIN

DAVIDSON ERIK
STEVEN ERIK
LOW ESOON JIN
LEENA SAMPANAN
LEONG JOON
DANIEL ANG
DORIAN ERIK BELL
& ASSOCIATES
YIP LAM EN
JACKY YIP

ANDREW SENG TIAN
ALVIN ARIAN
DAVID CHY
S. RADAKRISHNAN
ANDREW ONG
GARY A. PRYDE
DAVID ROSE
LEE HOOR CHY

CONSULTANT S.O. LIM

YOUR REF:

OUR REF:

GPB.AC.29456

The American Embassy,
U.S. DAO
30 Hill Street,
SINGAPORE.

Dear Sirs,

Re: Collision between "USS KINKAID" and
"KOTA PETANI" on 12.11.89

We are Attorneys and we represent the interests
of the "KOTA PETANI" in respect of the collision
between the "USS KINKAID" and our clients vessel "KOTA
PETANI" on the 12th November, 1989.

The purpose of this telex is to hold the "USS
KINKAID" and the United States of America Government
responsible for all the loss and damage which the
owners of the "KOTA PETANI" will have suffered.

We understand that you have agreed to a without
prejudice survey being conducted on the "USS KINKAID".

We confirm that the owners of the "KOTA PETANI"
likewise will agree to a without prejudice survey on
the "KOTA PETANI". Please keep us and the surveyors
informed of the movements of the "USS KINKAID".

004-1-202-325-915

39, Dufferin Place #29-01,
Shiford Centre, Singapore 0106.

Telex: Jans 33 2904
1989

Fax: Jps 11 8 011

(65) 2350559 (83) 5321100

(65) 2350559 (85) 5330559

Telex: Jans

Telephone: 3350733

SELVAN

(202) 325-9152

13th November, 1989.

BY FAX: 339-4550

ATTENTION: ~~INTERNAL BBOX~~

LT.

ATTN:
LCDR

JAMES H. HOHENST.

OFFICE
OF
JUDGE ADVO
GENERAL

ENCLOSURE (83)



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
OPNAVINST 3750.6P
OP-05F
27 FEB 1985

OPNAVINST INSTRUCTION 3750.6P

From: Chief of Naval Operations

Subj: NAVAL AVIATION SAFETY PROGRAM

1. Purpose. To issue policies and provisions of the Naval Aviation Safety Program. The format, scope and content of this revision differ so significantly from the superseded instruction that it would not be practical to identify added, deleted or changed material in the text. A complete review of this entire instruction is therefore recommended upon receipt.

2. Cancellation. OPNAV Instruction 3750.6N and OPNAV 3752/2

3. Action. All Naval Aviation Personnel shall familiarize themselves with this instruction and other safety directives applicable to them and their assigned duties. All Naval Aviation Activities shall establish and maintain an aggressive Aviation Safety Program, which includes the detection, investigation, and elimination of hazards in Naval Aviation.

4. Forms. The following forms are in the Navy supply system and may be requisitioned per NAVSUP P2002:

- a. OPNAV 3752/1 (REV 11-82) S/N 0107-LF-037-5207
- b. OPNAV 3752/3 (REV 11-81) S/N 0107-LF-037-5216
- c. OPNAV 3752/4 (REV 11-81) S/N 0107-LF-037-5221
- d. OPNAV 3752/5 (REV 11-81) S/N 0107-LF-037-5226
- e. OPNAV 3752/6 (REV 11-81) S/N 0107-LF-037-5231
- f. OPNAV 3752/7 (REV 11-81) S/N 0107-LF-037-5236
- g. OPNAV 3752/8 (REV 11-81) S/N 0107-LF-037-5241
- h. OPNAV 3752/9 (REV 11-81) S/N 0107-LF-037-5246
- i. OPNAV 3752/10 (REV 11-81) S/N 0107-LF-037-5251
- j. OPNAV 3752/11 (REV 11-81) S/N 0107-LF-037-5256
- k. OPNAV 3752/12 (REV 5-80) S/N 0107-LF-037-5260
- l. OPNAV 3752/13 (REV 5-80) S/N 0107-LF-037-5265

ENCLOSURE 1 15

27 FEB 1986

205-207

endorsement of Hazard and Mishap Investigation Reports. The proper submission and endorsement of Hazard and Mishap Investigation Reports by naval commands is critical to the success of the Naval Aviation Safety Program, and reporting and endorsing procedures are prescribed by this instruction.

206. SAFETY INFORMATION MANAGEMENT

Each Command Aviation Safety Program shall include procedures for the management of safety information within the command. Actions which have proven effective include:

a. Collection of Safety Information. This function includes procedures to ensure proper receipt of safety message traffic and other safety correspondence, safety publications, and safety films.

b. Promulgation of Safety Information. This function includes all facets of safety education, procedures for distribution of safety message traffic and other safety correspondence, distribution of safety periodicals, participation in safety conferences, symposia, committees and councils, liaison with subordinate, adjacent and senior commands to exchange safety information, and meetings for briefings, viewings of films, and lectures.

c. Control of Safety Information. The proper control of certain safety information is critical to the success of the Naval Aviation Safety Program, and the proper distribution, handling, use, retention, and release of this information is prescribed in this instruction. See paragraph 606d(3) for additional guidance on protection of safety information by AMB members.

207. AIRCRAFT MISHAP BOARDS

Each aircraft reporting custodian shall maintain at least one standing AMB.

a. Appointment of AMBs. AMB members shall be appointed by name and in writing by the appointing authority. On all Class A Flight/Flight Related Mishap Investigations, the Senior Member will be appointed by the Aircraft Controlling Custodian or their designated appointing authority from sources external to any reporting custodian involved in the mishap (if practical outside the endorsing chain). The Senior Member will be Grade O5 or higher and a graduate of the Aviation Safety Officer course or Aviation Command Course, or have other suitable training/qualifications approved by the Aircraft Controlling Custodian. Appendix 2A at the end of this chapter contains a sample appointing letter.

b. Basic AMB Composition. The following apply to AMBs under all conditions:

CHAPTER FIVE

MISHAP REPORTS

Paragraph		Page
501	General	5-1
502	Purpose of Mishap Reports	5-1
503	Submission Criteria	5-2
504	Originator	5-2
505	Deadlines	5-2
506	Methods of Submission	5-2
507	Distribution	5-3
508	Nonprivileged Status	5-3
509	For Official Use Only	5-3
510	Security Classification	5-3
511	Message Precedence	5-3
512	Minimize	5-4
513	Mishap Report Format.....	5-4

Appendixes

- 5A Addressees for Mishap ReportsCAD Assigned... 5A-1
- 5B Addressees for Mishap Reports.....CAD Not Assigned 5B-1

501. GENERAL

This chapter describes the content of the Mishap Report (MR), explains who submits the report and when, how, and why it is submitted. This chapter does not provide instructions for submission of Mishap Investigation Reports (MIRs) - see Chapter 7 for information on submission of MIRs.

MRs are submitted by telephone and/or by message. The mishap telephone report provides NAVSAFECEN with timely information regarding the mishap. The information will be used to initiate action for NAVSAFECEN's possible participation in the investigation. The initial mishap message report provides available information in a timely manner to other interested commands. Amended mishap message reports enhance and correct information submitted in previous mishap message reports.

502. PURPOSE OF MISHAP REPORTS

The purpose of MRs is to provide interested commands with notice that a significant naval aircraft mishap has occurred, with preliminary information concerning the mishap, and with information on the progress of investigation(s) of the mishap. When appropriate, reporting custodians may request investigative assistance, relief from investigative responsibilities or extension of deadlines for MIRs. A MR is not intended, nor shall it be used, for submission of hazard elimination information; such as, causal factors, corrective actions, etc. See paragraph 303 for information on the submission of useful safety information immediately following a mishap.

27 FEB 1986

702-706

702. PURPOSE OF MISHAP INVESTIGATION REPORTS

The purpose of MIRs is to report those hazards which were the cause of the reported mishap, and of damage and/or injury occurring in the course of the mishap. Of equal importance, the report also provides a means for submission of recommended corrective action(s) which would prevent recurrence of the mishap and future damage and/or injury.

a. Mishap Investigation Report Contents. An MIR will consist of two parts.

(1) Part A consists of the list of nonprivileged information extracted from paragraph 10 of the MIR, the final MR message, and enclosures specified in paragraph 717c.

(2) Part B is privileged and consists of the complete MIR message; enclosures described in paragraph 717d and all endorsements.

703. SUBMISSION CRITERIA

MIRs shall be submitted for all defined naval aircraft mishaps.

704. ORIGINATOR

The originator of the MIR is usually the appointing authority of the AMB. In most cases, the appointing authority is also the reporting custodian of the aircraft involved in the mishap. Exceptions are described in Chapters 2 and 6.

705. RISK ASSESSMENT

AMBs shall assign risk assessment codes to each hazard reported in the MIR. The risk assessment code shall be that associated with the hazard which would be eliminated by the recommended corrective action. The risk assessment (severe or routine) entered in paragraph 1 of the MIR shall be that of the most significant hazard reported in the conclusions section of the MIR. Appendix B at the end of this instruction contains information on risk assessment codes.

706. DEADLINES

MIRs shall be submitted within 30 calendar days following the mishap. In the case of missing aircraft, the MIR shall be submitted within 30 calendar days after completion of the organized search. Should it become evident that the deadline specified above cannot be met, the appointing authority shall request a deadline extension from their controlling custodian by message ensuring all appropriate addressees are included. Requests shall describe specific reasons for delay. Description such as "administrative

BOATS

NAVIGATION/ANCHORAGE BRIEF:
SINGAPORE, SN

CO
(File)

1. SOPA ADMIN: OIC, USNAVOFF SINGAPORE
2. ARRIVAL TIME: 2000 13 nov 89
~~ANCHORAGE~~ MAN-OF-WAR /PIERSIDE
PILOT: ONE
PERIODICITY OF FIXES: 2 MINS (1 MIN AS DIRECTED)
SUNSET 1902
3. CHARTS TO BE USED:

71240 - SINGAPORE STRAIT AND EASTERN
71250 singapore harbor

4. BUOYAGE: SINGAPORE USES IALA "A" BUOYAGE SYSTEM. THIS MEANS THAT COMING FROM SEA, GREEN BUOYS ARE ON THE RIGHT, RED ON THE LEFT. THIS IS THE OPPOSITE OF IALA "B" WHICH IS USED IN U.S. WATERS. RADAR REFLECTORS ARE NOT NORMALLY FITTED TO THEIR BUOYS.

5. PILOTAGE: REQUEST FOR PILOTAGE SHOULD BE MADE WELL IN ADVANCE AND THE ETA AT THE SPECIFIED BOARDING GROUND SHOULD BE CONFIRMED 2 TO 3 HOURS BEFORE ARRIVAL. REQUESTS MAY BE CHanneled THROUGH SINGAPORE RADIO ADDRESSED "SINGAPORE PORT OPERATIONS."

EASTERN BOARDING GROUND "A" IS 1 3/4 MILES EAST OF PALUA TEMBAKUL; IF PILOTS ARE NOT IMMEDIATELY AVAILABLE VESSELS HAVE THE OPTION TO ANCHOR IN EASTERN QUARANTINE AND IMMIGRATION ANCHORAGE. VESSELS FROM THE EAST, AND THOSE FROM THE WEST WITH ADVANCE CLEARANCE PROCEEDING TO BERTHS OR ANCHORAGES IN THE EAST AREA, SHOULD EMBARK A PILOT AT EASTERN BOARDING GROUND "A". DEPENDING ON THE STATE OF THE TIDE, VESSELS FROM THE WEST WITH ADVANCE CLEARANCE FOR KEPPEL HARBOR MAY ALSO EMBARK A PILOT AT EASTERN BOARDING GROUND "A".

THE WESTERN BOARDING GROUND IS 2 1/2 MILES WSW OF SULTAN SHOAL LIGHTHOUSE. VESSELS FROM THE WEST PROCEEDING TO BERTHS OR ANCHORAGES IN THE WEST AREA OR, DEPENDING ON THE STATE OF THE TIDE, TO KEPPEL HARBOR SHOULD EMBARK A PILOT OFF SULTAN SHOAL.

THE PILOT BOATS ARE BROWN WITH A PATCH OF WHITE ON THE BOW; USUALLY HAVE THE WORD "PILOT" PAINTED ON EACH BOW; THEY ALSO SHOW A RED AND WHITE FLAG (HORIZONTAL, UPPER HALF WHITE) WITH LETTER "P", IN BLUE, IN THE CENTER. PILOTS WILL MEET A SHIP FARTHER TO THE EAST IF REQUESTED IN ADVANCE.

TUGBOATS FROM THE PORT OF SINGAPORE MAY BE USED FOR PILOTAGE DUTIES AND VESSELS REQUIRING PILOTS SHOULD KEEP A LOOKOUT FOR THESE CRAFT WHICH WILL BE EXHIBITING THE PROPER INTERNATIONAL PILOT SIGNALS.

6. TRAFFIC SEPARATION SCHEMES: ONE-WAY TRAFFIC LANES, INDICATED ON THE CHARTS, HAVE BEEN ESTABLISHED FOR THE USE OF VESSELS PROCEEDING TO AND FROM THE WEST ENTRANCE OF KEPPEL HARBOR. THESE FAIRWAYS ARE LOCATED IN THE SISTERS CHANNEL, AND THE SOUTH FAIRWAY, LEADING CLOSE NORTH OF PULAU SAKIJANG PELEPAH AND PULAU SAKIJANG BENDERA.

ENCLOSURE 1/5

7. PORT OPERATIONS: PARTICIPATION IN THE SINGAPORE PORT OPERATIONS SERVICE IS MANDATORY. VESSELS ARE ADVISED TO PARTICIPATE IN THE MALACCA STRAIT REPORTING SYSTEM. THE PORT OPERATIONS, PILOTAGE, AND INFORMATION SERVICE OF THE PORT OF SINGAPORE AUTHORITY IS CONTROLLED FROM THE PORT OFFICE OF THE TOP OF THE CABLE CAR MAIN BUILDING, CLOSE WEST OF JARDINE STEPS.

INFORMATION ABOUT SHIPPING MOVEMENTS AND NAVIGATIONAL AIDS IS MADE AVAILABLE TO SHIPS, WHO ARE STRONGLY ADVISED TO TAKE ADVANTAGE OF THIS SERVICE; THEY SHOULD ESTABLISH CONTACT WITH SINGAPORE RADIO WHEN ARRIVING, AFTER PASSING SULTAN SHOAL LIGHTHOUSE, RAFFLES LIGHTHOUSE, OR JOHOR SHOAL LIGHT-BOUY, AND WHEN DEPARTING, THEY SHOULD MAINTAIN CONTACT UNTIL PAST ONE OF THESE POINTS. ALL SHIPS SUITABLY EQUIPPED SHOULD MAINTAIN A LISTENING WATCH ON THE APPROPRIATE VHF. FREQUENCY WHEN WITHIN 20 MILES OF SINGAPORE.

SHIPS WHICH HAVE INDICATED THAT THEY REQUIRE PILOTS ON ARRIVAL MUST CONFIRM THEIR ESTIMATED TIMES OF ARRIVAL AT THE SPECIFIED BOARDING GROUNDS BY W/T OR R/T OR ANY OTHER MEANS 2-3 HOURS PRIOR TO ARRIVAL.

VHF REPORTING PROCEDURES - ON CHANNEL 12.

AFTER PORT OPS IS ADVISED OF ETA, SHIPS MUST COMMUNICATE WITH SINGAPORE PORT OPERATIONS ON CHANNEL 12 AS FOLLOWS:

APPROACHING FROM THE EAST WHEN CROSSING

i. MERIDIAN 104-10E (ABBREVIATION: ME 1), AND

ii. MERIDIAN 103-55E. (ABBREVIATION: ME 2)

(NOTE: THESE MERIDIANS ARE ANNOTATED ON CHART 71240 AND 71247)

ALL SHIPS SHALL REPORT THEIR ARRIVAL AT THE IMMIGRATION QUARANTINE ANCHORAGES. THEY ARE TO NOTIFY SINGAPORE PORT OPERATIONS ON VHF CHANNEL 12 AFTER HAVING BEEN CLEARED BY IMMIGRATION/HEALTH AUTHORITIES, AND TO ALSO INDICATE WHETHER PILOT SERVICES ARE REQUIRED FOR SHIFTING TO BERTHS/ANCHORAGES.

SHIPS MUST ALSO REPORT THEIR FINAL ANCHORING POSITION IN THE FORM OF A BEARING AND DISTANCE FROM THE FOLLOWING REFERENCE POINTS:

EASTERN SECTION-KATONG BEACON (1 DEGREE 17'10.6"N., 103 DEGREES 51'17.4" E.)

WESTERN SECTOR-TG RIMAU BEACON (1 DEGREE 15'36.3"N., 103 DEGREES 48'29.3"E.)

WEST JUROG AND SELAT PAUH ANCHORAGES-SULTAN SEDAL LIGHTHOUSE (1 DEGREE 14'22.8"N., 103 DEGREES 38'59.1"E.).

SHIPS LEAVING SINGAPORE SHALL ADVISE SINGAPORE PORT OPERATIONS ON CHANNEL 12 THEIR INTENTION TO DEPART AT LEAST 1 HOUR PRIOR THEIR DEPARTURE. SHIPS UNABLE TO RADIO THEIR DEPARTURE ON THIS FREQUENCY SHALL ADVISE THEIR DATES AND TIMES OF DEPARTURE BY RADIOTELEGRAMS ADDRESSED TO PORT MASTER SINGAPORE USING WIRELESS TELEGRAPHY/RADIOTELEPHONY IN THE MEDIUM OR HIGH FREQUENCY WAVEBAND.

8. RESTRICTED AREA: NOTICE TO MARINER NO. 39 ISSUED 31 AUGUST 1964 BY THE PORT OF SINGAPORE AUTHORITY PRESCRIBES A RESTRICTED AREA APPROXIMATELY 1 MILE IN DEPTH AROUND THE OUTER LIMITS OF THE PORT FOR VESSELS UNDER 100 NET TONS. MARINERS ARE REMINDED THAT WATERS SURROUNDING THE STATES OF MALAYA AND THE STATE OF SINGAPORE ARE A SECURITY AND CONTROL AREA AND THAT ALL VESSELS MUST STOP WHEN ORDERED TO DO SO BY A SECURITY PATROL.

9. LANDMARKS/NAV AIDS:

TIMOR LIGHT IS SITUATED ABOUT 3 1/2 MILES E OF THE S END OF THE DETACHED MOLE (1 DEGREE 16'16"N., 103 DEGREES 51'26"E.).

OUTER SHOAL LIGHT IS SHOWN ON THE NW END OF OUTER SHOAL, ABOUT 1 1/4 MILES SE OF TANJONG PAGAR (1 DEGREE 15'45"N., 103 DEGREES 50'48"E.); THERE ARE TWO OBSTRUCTIONS WITHIN 150 YARDS SE OF THE LIGHT.

LOWER SHOAL LIGHT BUOY MARKS THE SW END OF OUTER SHOAL, ABOUT 1 3/4 MILES SE OF TANJONG PAGAR.

MAIN FAIRWAY LIGHT BUOY IS MOORED ABOUT 2 1/4 MILES SE OF TANJONG PAGAR AND THE E SIDE OF A WRECK SWEEP CLEAR TO DEPTH OF 7.6M (25 FT).

SIRDHANA LIGHT BUOY, IS MOORED ABOUT 2 1/4 MILES SE OF TANJONG PAGAR AND ON THE E SIDE OF A WRECK SWEEP CLEAR TO DEPTH OF 7.6 M (25 FT)

A BLACK, CONICAL BUOY IS MOORED ABOUT 2/3 MILE E OF THE N END OF THE DETACHED MOLE.

A TALL LATTICE RADIO MAST, ABOUT 79.2M (260 FT) IN ELEVATION, STANDS ON FORT CANNING, ABOUT 1 3/4 MILES N OF TANJONG PAGAR (1 DEGREE 15'45"N., 103 DEGREES 50'48"E.); CLOSE BY THERE IS A DISUSED LIGHTHOUSE, A WHITE IRON TOWER, ABOUT 202 FEET HIGH.

CLOSE SW OF TELOK AYER (1 DEGREE 16'30"N., 103 DEGREES 51'09"E.) IS THE SINGAPORE POLYTECHNIC, SURMOUNTED BY A LATTICE RADIO MAST, AND NEAR THE NORTH END OF THE ASIA INSURANCE BUILDING, 253 FEET HIGH AND PROMINENT.

KATONG LIGHT BEACON STANDS ABOUT 1 MILE E OF TANJONG RHU (1 DEGREE 17'39"N., 103 DEGREES 52'09"E.). A LIGHT IS SHOWN AT BEDOK, A LITTLE OVER 4 MILES ENE OF TANJONG RHU.

CONSIDERABLE RECLAMATION WORK HAS BEEN CARRIED OUT ALONG THE COAST E OF TANJONG RHU. SECALS, WITH DEPTHS OF LESS THAN 5.5M (18 FT.), EXTEND MORE THAN 1/2 MILE S FROM THE RECLAIMED AREA, BETWEEN TANJONG RHU AND A POSITION ABOUT 2 1/4 MILES E.

CHARACTERISTICS:

HORSBURGH LT	F1, W, 10S, 31M, 22M
PULAU MUNGGING LT	F1, W, 3S, 25M, 12M
TANJONG BERAKIT LT	F1(2), W, 10S, 67M, 20M
AMBER LT	F1, Y, 2.5S, 18M, 15M
TIMOR LT	ISO, 5S, 9M, 5M
KETA LT	MORSE "D", Y, 15S, 10M, 5M

10. ANCHORAGE: OUR INTENDED ANCHORAGE IS IN THE MAN-OF-WAR ANCHORAGE. DEPTH IN THIS ANCHORAGE RANGES FROM 18-23 METERS. THE NE SECTION OF THE ANCHORAGE GETS DOWN TO 13 METERS. THE BOTTOM IS SOFT MUD. THE ANCHORAGE IS APPROXIMATELY 2 NM FROM KEPPEL HARBOR AND DOWNTOWN SINGAPORE.

ANCHOR TO BE USED: STARBOARD
SCOPE OF CHAIN: 5 SHOTS

11. TIDES AND CURRENTS: CURRENTS FLOW GENERALLY IN THE DIRECTION OF THE CHANNEL AT 1.5 - 2 KTS. THERE ARE SEVERAL AREAS WHERE EDDIES MAY BE BRIEFLY ENCOUNTERED.

13 NOV

TIDES FOR ~~18 JULY~~ 89:

1708
LW ~~0504~~ 0.3 FT
2351 2.5
HW ~~1208~~ 7.4 FT

12. COMMUNICATIONS:

A. USNAVOFF SINGAPORE CAN BE CONTACTED ON RADIO FREQUENCY 396.3 MHZ.

B. SINGAPORE PORT OPERATIONS GUARDS CH12 CONTINUOUSLY. CONTACT SINGAPORE CONTROL AT LEAST TWO (2) HOURS PRIOR TO ARRIVAL ON THIS CHANNEL. THEY SHOULD BE CONTACTED WHEN CROSSING MERIDIAN 104 DEGREES 10'E AND 103 DEGREES 55'. THESE MERIDIANS ARE ANNOTATED ON CHARTS 71240 AND 71247.

C. SINGAPORE PORT OPERATIONS ALSO MAINTAIN CONTINUOUS GUARD ON CH 20 FOR TUG SERVICES. THEY WILL ALSO REQUIRE RADIO CONTACT TWO HOURS PRIOR TO ARRIVAL.

J. M. COCHRANE

COMBAT SYSTEMS EIGHT O'CLOCK REPORTS

DATE: 13 NOV 89

CA DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN NR.</u>
AN/DEBB 1A		DEBB 1A HAS A FAULTY DIGITAL TO SYNCHRO CONVERTER PREVENTING THE COMPLETION OF SONAR SELF NOISE PMS. CIRCUIT CARD SHIPPED OFF SHIP FOR REPAIR. ETR UNK DEPENDENT UPON REPAIR OF CIRCUIT BOARD AND SHIPPING TIME BACK TO THE SHIP. REQN #- 22576-9266-7375. (ANORS) JSN- CSA1-2930.	ETR PARTS + 2 HOURS
SONAR DOME PRESS. SYS.		FLANGE AND PIPING AT SEA WATER STRAINER HAS FAILED FOUR TIMES IN ONE MONTH. STRAINER AND ASSOCIATED PIPING IS HEAVILY ERODED AND CORRODED IN THE INTERIOR. BLANK FLANGE INSTALLED AT STRAINER DUMP CUTOFF VALVE TO PREVENT FURTHER LEAKAGE. NEW STRAINER BACKORDERED, ESD 9303. REQN #- 22576-9266-7374 (ANORS) JSN- CSA1-2985.	ETR 1 HOUR PLUS PARTS
PROTECTIVE SUITS		PROTECTIVE SUITS REQUIRED DURING HANDLING AND FILLING OF SQR-19 ARRAY MODULES. ISOPAR M IS ANEURO-TOXIN AND PRESENTS A PERSONNEL HAZARD. ESTIMATED SHIPPING DATE 10 FEB 1990 AT DPSC. REQN #- 22576-9253-3539 JSN- CSA1-2788.	
AN/SQS-538		SQS-538 ACTIVE SONAR HAS TWO DEFECTIVE RESOLVERS WHICH PREVENT THE USE OF THE VARIABLE DEPRESSION ACTIVE MODES. (CZ/BB). PARTS BEING SHIPPED TO NSC SUBIC. REQN #- 22576-9303-4015. (CASREP 89100) JSN- CSA1-2972.	ETR PARTS + 4 HOURS ALIGNMENT
AN/SQR-19		INOPERATIVE DUE TO POSSIBLE DAMAGED CABLING. CABLE DRAWINGS MUST BE CHECKED FOR EXACT ROUTING OF CABLING PRIOR TO ATTEMPTED LIGHT-OFF.	ETR UNKNOWN
MK-32 TORPEDO TUBES		DESTROYED.	ETR UNK
TORPEDO STRIKEDOWN LIFT SYSTEM		STRIKEDOWN INOP DUE LOSS OF POWER AND POSSIBLE HEAT DAMAGE ADDITIONALLY STRIKEDOWN LIFT HATCH APPEARS TO BE JAMMED AGAINST HATCH COAMING.	ETR UNK
STARBOARD TORP MAG SPRINKLER SYS.		DESTROYED.	ETR UNK
TORPEDO HANDLING GEAR STBD MAG		DESTROYED.	ETR UNK
MK-116 ASWCS		TORPEDO SETTING PANEL MK-330 MOD B DESTROYED. UNABLE TO FIRE PORT TORPEDO TUBES USING MK-116 ASWCS.	ETR UNK

ENCLOSURE *61*

CE DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN NR.</u>
0J-194(V)3 SURF TRKR	CSE2-3061	DISCOVERED -7.5KV BAD CIRCUIT CARD, CARD RECEIVED CONTINUING TO TROUBLE AND REPAIR SHIP REPAIRABLE PROBLEMS TO OTHER CONSOLES. REQ NBR 9232-7219/ OTHER NOF	CSE2-9234-223 CSE2-9231-220 CSE2 9234-225 CSE2 9247-232 CSE2 9287-254 CSE2-9287-255 ETR: 30 NOV 89
WINDBIRDS	CSE5-0072	PORT BIRD GIVES WRONG DIRECTION DUE TO BAD SERVO MOTOR . PART NOT ONBD.	ETR:27NOV89 9272-278.
#182 SALINITY PANEL	CSE5-0101	ALL FIVE CHANNEL MODULES ON NR2 WPE SALINITY PANEL CANNIBALIZED TO REPAIR NR 1 SALINITY PANEL; REPLACEMENT MODULES ORDERED ANORS. METER ON NR 1 PANEL GIVES ERRATIC READINGS; TROUBLESHOOTING IN PROGRESS.	ETR:27NOV89 CSE5-9248-194 CSE5-9278-286 CSE5-9304-330 THRU 9304-334
SITE TV	CSE5	SYSTEM SENDS OUT SIGNAL TO REMOTE TV'S ON ONE CHANNEL ONLY; TWO-CHANNEL CAPABILITY LOST. PROBLEM: FAULTY MODULATOR; NEW MODULATOR ORDERED FROM NAVY BROADCASTING SVC SACRAMENTO	ETR:26NOV89
DRAI	CSE5-0057	DEAD RECONING TRACER WILL NOT TRACK ACCURATELY DUE TO BURNED SYNCHROS IN DEAD RECONING ANALYZER INDICATOR. PARTS ON ORDER.	ETR:27NOV89 CSE5-9215-116 CSE5-9239-168 CSE5-9283-298
UYK-7	CSE2-	HARPOON INTERFACE WITH CDS ON IOC 0 INOPERATIVE. PROBLEM DISCOVERED IN CABLES OF THE UYK-7 BACKPLANE. TROUBLESHOOTING IN PROGRESS. WHEN INPORT MINOR EFFECT. DO TO THE NATURE OF THIS PROBLEM, TECH ASSIST REQ. FROM MOTU-5 SPERRY UNIVAC TECH REP.	ETR 15 JAN 90
MX-8758/UPX	CSE4-0312	NO DEFRUITED IFF OUTPUT, FOR TAS RADAR, IFF DISPLAY SLIGHTLY DEGRADED WITH NOISE.	CSE4-9276-266 ETR 26 NOV 89 9283-2035
AN/LPA-59A	CSE4-0319	AIR TRACKER DECODER VIDEO OUTPUT SPOKING MAKING DISPLAY UNUSABLE. CKT IS AVAILABLE FROM STOCK	CSE4-9286-278 ETR 26 NOV
AY-6675 #1-2	CSE1-3372	AMPLIFIER BLOWS FUSES. BAD RECTIFIER ABOARD IN POWER SUPPLY. DIODE IS ON ORDER BUT PWR SUPPLY IS ON BOARD	CSE1-9303-529 ETR 25 NOV 89
6A-2112	CSE1-3375	AUDIO SWITCHING MATRIX HAS BAD +15V AUXILIARY POWER SUPPLY.	CSE1-9304-534 ETR 26 NOV 89 REQUEST ANORS
AN/UYK-7	CSE2	CDS COMPUTER DOWN BECAUSE BAY 1 WILL NOT STAY POWERED UP. T/S IN PROGRESS	ETR: UNKNOWN
AN/SPS-48	CSE4	RADAR PA TUBE IS POSSIBLY CRACKED AND LEAKING DRY AIR AND COOLING WATER. INVESTIGATING	ETR: UNKNOWN

*****CORRECTED*****

CF DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN NR.</u>
MT 21 CIWS		PIPE ELBOW FOR SEAWATER COOLING SYSTEM HAS THREE CORRODED THREADS. MR1 WILL MACHINE THREE NEW THREADS ON ELBOW AND PART WILL BE TESTED FOR SATISFACTORY FIT. ***PART WAS TO BE PICKED UP FROM MR/HT SHOP ON THE MORNING OF 12 NOV 89. PART MAY OR MAY NOT BE IN SPACE NOW.	ETR 17 NOV
MT 21 CIWS	CSM3-0200	CIWS TELETYPE IS OCC. AWAITING FOR PART. BACK ORDERED THRU SPOC MECHANICSBURG.ESD 8NOV89	9212-R449
MT 21&22 CIWS	CSM3-0224	BOTH CIWS ELEVATOR HOISTS ARE OCC. ONE OF TWO HOISTS IS ORDERED. UPON RECEIPT OF PART REQUIRES WEIGHT TEST.	CSM3 9245-933 9281-0425
MK23 TAS	CSM2-1141	RADAR IS INOPERATIVE DUE TO A FAULTY RECEIVER/EXCITER 28V POWER SUPPLY. CASREP 89098. PART RCVD BY ASU BAHRAIN AND EXPECT TO RCVD POWER SUPPLY IN HONG KONG OR SUBIC PI.	20567 9290-W009 ETR 27NOV89
MK 57 NSSMS		CANNOT PERFORM DSOT OR ROT DUE TO THE DAMAGE TO THE TEST TARGET FEED HORN WAVE THAT RAN DOWN 01 LEVEL WEATHER DECK TO FRAME 382 INBOARD INTO PASSAGE WAY 01-382 -1-L INTO FAN ROOM 01-386-1-Q AND INTO NSSMS MAGAZINE 01-398-0-M. SYSTEM AND CABLES APPEAR TO BE INTACT. WITH THE EXCEPTION OF NO POWER TO THE COMPUTER ROOM A/C UNIT, NO POWER TO A/C UNIT FOR LAUNCHER EQUIPMENT ROOM, NO LIGHTING IN EITHER THE L.E.R. OR LAUNCHER SUPPORT ROOM THE SYSTEM SHOULD BE TATICALLY OPERATIONAL ONCE POWER IS RESTORED TO ITS POWER PANELS. LOADER, HAND TRUCKS, AND TWO EMPTY COFFINS ARE INTACT. EMPTY COFFINS WILL HAVE TO BE MANUALLY MOVED AS THE MONORAIL AND ITS AIR SYSTEM IS DESTROYED. DRILL FOR LOADER WILL HAVE TO BE DRIED AND SAFETY CHECKED PRIOR TO USE. DECK SUPPORTS FOR MISSILE COFFINS STARBOARD OF THE RAMP ARE DAMAGED. MISSILE TEST SET IS INTACT.	ETR UNKNOWN

CG DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN NR.</u>
FWD/AFT TDT'S		FWD AND AFT TDT'S HAVE REDUCED CAPABILITY DUE TO LACK OF 60 HERTZ INPUT VOLTAGE. COMNAVSEASYS COM WASHINGTON DC MSG DTG 200204ZFEB88 PROHIBITS ANY MODIFICATION TO MK 59 ICSS UNTIL PENDING FCP IS APPROVED. ALSO, FIRING CIRCUIT FROM TDT'S TO THE ICSS WERE NOT WIRED DURING INSTALLATION. GUNS MAY STILL BE TRAINED AT TDT'S AND FIRED FROM EP-2 PANEL. ALSO, FWD TDT RANGE FAILS TO TRANSMIT TO GFCS AND REQUIRES VERBAL PASSING OF RANGE BY THE SOUND POWERED TELEPHONE TALKER.	ETR-UNKNOWN
AMMO ELEV		FWD AND AFT AMMO ELEVATORS HAVE LOGIC CIRCUIT MALFUNCTIONS. BOTH REQUIRED ONE TRANSFORMER AND ONE POWER SUPPLY TO ALLOW ANY FURTHER TROUBLESHOOTING. THE PARTS WERE RECEIVED AND THE TRANSFORMERS WERE SAT. BOTH ARE INSTALLED. BOTH POWER SUPPLIES WERE BAD. (ONE WE INSTALLED AND GOT LOW VOLTAGE OUT OF AND ONE TOOK STRAIGHT OUT OF THE BOX AND ASKED DS2 KIMBLER TO TEST. BOTH HAD A BAD CAPACITOR. WE ARE SUBMITTING A QOR.) THE POWER SUPPLIES HAVE BEEN ANORSED AGAIN 27 OCT 89. WE HAVE BEEN USING A BENCH POWER SUPPLY TO CONTINUE TROUBLESHOOTING. TWO SHORTED 5 VOLT LOGIC CABLES WERE FOUND AND REPLACED IN FWD ELEV 27 OCT. IT IS 100 PERCENT EXCEPT FOR THE POWER SUPPLY. AFT REQUIRES MORE TROUBLESHOOTING. ETR DATE ANTICIPATES PARTS RECEIPT IN SUBIC.	ETR-26 NOV

ROS

00C - THE ROS IS 00C DUE TO A SHORTED SERVO AMPLIFIER FOR ROLL COMPENSATION AND A BURNED CONNECTOR. THE CONNECTOR WAS ONBOARD AND HAS BEEN ISSUED. THE AMP IS NOT. A CASREP WAS DRAFTED 22 OCT. AFTER RECEIPT OF PARTS, IT SHOULD TAKE APPROX 48 HOURS TO REPAIR. SHIP'S SKED WILL PROBABLY PREVENT REPAIRS UNTIL AT LEAST HONG KONG.

MK26 GFCS

00C - THE SIGNAL DATA TRANSLATOR IS OUT OF COMM DUE TO A FAILED POWER SUPPLY IN UNIT SIX. THE GUN MOUNTS RECEIVE NO GUN ORDERS OR SHIP'S INPUTS. THEY CAN BE FIRED IN THE CASUALTY MODE WITH NO COMPENSATION FOR PITCH AND ROLL. THE WHOLE SYS CAN BE MADE OPERATIONAL BY USING A BENCH POWER SUPPLY, BUT A CASREP WAS SUBMITTED 2 NOV FOR THE POWER SUPPLY.

ETR 18NOV

USS HINKAID
AIR DEPARTMENT 8 O'CLOCK REPORT

AS OF 2000 DATE 13 NOV.
JD (9317)

LONEWOLF-43 BUND 162338

1. AIRCRAFT STATUS FMC FMC NMC
2. AIRCRAFT SYSTEM DEGRADATION: _____

3. SYSTEM STATUS: _____
REQN #: _____ # _____ # _____
ETR: _____

4. NEXT CALENDAR INSPECTION: 14 NOV JD (9318)
5. NEXT 30 HOUR INSPECTION DUE: 27 HRS
6. A/C PHASE C DUE IN: 139 HRS.
7. SHIPBOARD DEGRADATION: yes - RAST, DECK, POSSIBLE
HANGAR DOOR.

FLIGHT DATA: FLT HRS DAY: 0 NIGHTS: 0 TOTAL: 0

PREPARED BY: B-6 POB APPROVED BY: B-6
DETACHMENT AZ MAINT. OFFICER

B-6 CDR
DETACHMENT OINC

DATE: 13 NOV 89

FM: ENGINEERING OFFICER
TO: COMMANDING OFFICER
VIA: EXECUTIVE OFFICER

SUBJ: ENGINEERING 2000 REPORT

ENCL: (1) OOC LIST

1. PLANT STATUS:

GTM: 1A (1B) 2A (2B) FULL POWER SPLIT PLANT TRAIL SHAFT

GTG: (1) (2) 3
WHB: (1) (2) 3

ELECTRIC : PARALLEL/ SPLIT

FUEL SUCTION: FWD- 5-162-1-F AFT- 5-260-1-F
5-162-2-F 5-260-2-F

FIRE PUMPS: (1) (2) (3) (4) (5) 6

SWS PUMPS: 1 (2) (3)

DISTILLING PLANTS: 1 DISTILLING TO POT
2 DISTILLING TO POT

FEED: FWD 100 %
AFT 100 %

POTABLE: 42 % FW PUMP: 1 (2)

HPAC: (1) 2 LPAC: (1) 2 REEFER: 1 2
HPAD: (1) 2 LPAD: (1) 2 A/C: (1) (2) X

400HZ CONVERTERS: 1RS1A 1RS1B 2RS1A

ECC DRILLS: YES/ NO

2. SIGNIFICANT EVENTS:

VERY RESPECTFULLY,
B-6

UPDATED 13 NOV 89

USS KINKAID (DD-965)
ENGINEERING DEPARTMENT OOC LIST

EQUIPMENT	DATE OOC	WC	STATUS	JSN
MOTOR OPERATED VALVE	DEGRADED	EB14	MOTOR WILL NOT OPEN VALVE DUE TO POSSIBLE DAMAGE TO LOWER BEARING AND WORM GEAR. S/F TO REMOVE MOTOR AND ASSESS DAMAGE TO LOWER BEARING. ETR: UNK AWAITING RECEIPT OF PARTS. DOC NR: 9265-493 BRG 9265-494 BRG 9287-500 WORM GEAR	EB14-0933
VENT DAMPER MOTORS	OOC	EE01	THREE OF FOUR MOTOR ACTUATORS INSTALLED ONE IN MT 51 PROVED TO BE DEFECTIVE AND UNREPAIRABLE. ORDERED 4 NEW ACTUATORS TO REPLACE MT 51/52 AND HAVE TWO SPARES REQUEST # 20576-9276-K007 ETR: RECEIPT OF ACTUATORS.	
60/400 HERTZ CONVERTERS 1A AND 1B	DEGRADED	EE01	48M-1 PMS CHECK REQUIRES CHANGE-OUT OF CAPACITORS ON ALL THREE CONVERTERS! APPROX 100 CAPS ARE STILL OUTSTANDING! CAPS HAVE BEEN ON ORDER FOR A VERY LONG TIME. SUSPECT 1A CONVR TRIPS OFF LINE INTERMITTENTLY DUE TO CAPS NOT CHANGED OUT. PARTS RE-ORDERED AFTER HAVING BEEN ON ORDER FOR YEAR+ AND THEN CANCELLED. REQN #20576 9278! 0306. ETR: ARRIVAL OF CAPS + 1 WEEK!	
TRASH COMPACTOR	OOC CASREPED	EA04	THREE PARTS OUTSTANDING AS OF 11 NOV: 9239-475 9239-488 9239-492 CASREP UPDATED 29 OCT ETR:UNK	2758 2759 2760
AFT BROMINATOR	OOC	EA04	CASCORED 17 SEP. CHECK VALVE INSTALLED 28 SEP. INOPERATIONAL. ETR: UNK	3322
1B LO PUMP	CASREPED OOC	EM02	PUMP REMOVED AND RIGGED OUT 20 OCT. PUMP FLOWN TO SRF SUBIC BAY ON 2NOV FOR REPAIR. ETR: 25 NOV 89	1848

BELL LOGGER	OOC	EM03	CARD IN BELL LOGGER OOC. CHIPS ON ORDER 1767 TO REPAIR PCB. DATA LOGGER IS OPERATING IN BELL AND DATA MODE. ETR UNKNOWN. 9285-0672 CIRCUIT BOARD CHIPS REQN # 20576-9285-0672	
MESS DECK SALAD BAR REEFER	DEGRADED	EE01 EA04	A BAD PRESSURE SWITCH ON THE SALAD BAR KEEPS THE COMPRESSOR FROM COMING ON. EE01 TO ORDER AND ELECTRICALLY CONNECT NEW PRESS SWITCH. EA04 TO INSTALL. JSN: EE01 3100 REQUEST #: EE01 9287-300 REQN #: 20576 9290 0793 ETR: RECEIPT OF PART + ONE DAY	
WASHING MACHINE	DEGRADED	EE01 EA04	ONE OF TWO WASHING MACHINES DOES NOT WORK IN HIGH EXTRACT DUE TO A BAD "TUBE DELAY-HIGH EXTRACT" BOTH MACHINES STILL WASH CLOTHES. JSN: EE01 3101 REQST#: EE01 9287-302 REQN #: 20576 9290 K033 ETR: RECEIPT OF PART	
ECU	OOC CASREPED	EM03	ECU CARDS REC'D 28 OCT. TROUBLE-SHOOTING STILL UNSUCCESSFUL. CASUPDT SENT 05 NOV REQUESTING ADDITIONAL TECH ASST AND PARTS (W010-017) TECHREP TO BE PROVIDED AT SUBIC ETR: 26NOV89	1803
GALLEY MEAT SLICER	OOC	EA04	MEAT SLICER BEARINGS CHIPPED AND CRACKED. NECESSARY REPAIR PARTS HAVE BEEN ORDERED. REQ NRS: 9298-629 THRU -642 ETR: RECEIPT OF PARTS + 1 DAY	13432
NR 4 FIRE PUMP	OOC	EA04	COUPLING DAMAGED BEYOND REPAIR; EXCESS VIBRATION IS PROBABLE CAUSE. MR UNABLE TO MACHINE A TAPERED KEY WAY WITH SHIP'S EQPT. REQUESTING ASSISTANCE IN HONG KONG AND SUBIC. ETR: 25 NOV	

JOC: STM, LP AIR, HP AIR, FW, SW, CW, Bleed Air
 FO. SERVICES AFT OF SUPPLY HORSESHOE PS&WAY.
 MR/HT SHOP, LAUNDRY, RAST, PATEC, EPCC, DCC, FSCC, BAIC
 JPS PUMP ROOM, VENTILATION
 Degraded: 3 SWITBRO, LC42, 31, AFT STEERING

COMBAT SYSTEMS EIGHT O'CLOCK REPORTS

DATE: 11 NOV 89

CA DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN NR.</u>
AN/DEBB 1A		DEBB 1A HAS A FAULTY DIGITAL TO SYNCHRO CONVERTER PREVENTING THE COMPLETION OF SONAR SELF NOISE PMS. CIRCUIT CARD SHIPPED OFF SHIP FOR REPAIR. ETR UNK DEPENDENT UPON REPAIR OF CIRCUIT BOARD AND SHIPPING TIME BACK TO THE SHIP. REQN #- 20576-9266-7375 (ANORS) JSN- CSA1-2938.	ETR PARTS + 2 HOURS
X MK 32 SVTT		CORRECTED	CORRECTED
SONAR CORE PRESS. SYS.		FLANGE AND PIPING AT SEA WATER STRAINER HAS FAILED FOUR TIMES IN ONE MONTH. STRAINER AND ASSOCIATED PIPING IS HEAVILY ERODED AND CORRODED IN THE INTERIOR. BLANK FLANGE INSTALLED AT STRAINER DUMP OUTLET VALVE TO PREVENT FURTHER LEAKAGE. NEW STRAINER BACKORDERED, ESO 9325. REQN #- 20576-9266-7374 (ANORS) JSN- CSA1-2985.	ETR 1 HOUR PLUS PARTS
PROTECTIVE SUITS		PROTECTIVE SUITS REQUIRED DURING HANDLING AND FILLING OF SOR-19 ARRAY MODULES. ISOPAR N IS ANEURO-TOXIN AND PRESENTS A PERSONNEL HAZARD. ESTIMATED SHIPPING DATE 10 FEB 1990 AT DPSC. REQN #- 20576-9053-3639 JSN- CSA1-2788.	
AN/SQS-538		SQS-538 ACTIVE SONAR HAS TWO DEFECTIVE RESOLVERS WHICH PREVENT THE USE OF THE VARIABLE DEPRESSION ACTIVE MODES. (CZ/2B). REQN #- 20576-9303-W215 (CASREF 09122) JSN- CSA1-2972.	ETR PARTS + 4 HOURS ALIGNMENT
X TORPEDO STRIKEDOWN LIFT SYSTEM		CORRECTED.	CORRECTED

ENCLOSURE 1

CE DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN. NR.</u>
OJ-194(V)3 SURF TRKR	CSE2-3261	DISCOVERED -7.5KV BAD CIRCUIT CARD, CARD RECEIVED CONTINUING TO TROUBLE AND REPAIR SHIP REPAIRABLE PROBLEMS TO OTHER CONSOLES. REQ NBR 9232-7219/ OTHER NOF	CSE2-9234-223 CSE2-9234-220 CSE2 9234-225 CSE2 9247-232 CSE2 9287-254 CSE2-9287-255 ETR: 30 NOV 89
WINDDIRDS	CSE5-2272	PORT BIRD GIVES WRONG DIRECTION DUE TO BAD SERVO MOTOR . PART NOT ONDD.	ETR:27NOV89 9272-378.
#162 SALINITY PANEL	CSE5-0206	ALL FIVE CHANNEL MODULES ON NR2 W/F SALINITY PANEL DAMMIALIZED TO REPAIR NR 1 SALINITY PANEL; REPLACEMENT MODULES ORDERED ANORS. METER ON NR 1 PANEL GIVES ERRATIC READINGS; TROUBLESHOOTING IN PROGRESS.	ETR:27NOV89 CSE5-9248-194 CSE5-9278-286 CSE5-9304-330 THRU 9304-334
SITE TV	CSE5	SYSTEM SENDS OUT SIGNAL TO REMOTE TV'S ON ONE CHANNEL ONLY; TWO-CHANNEL CAPABILITY LOST. PROBLEM: FAULTY MODULATOR; NEW MODULATOR ORDERED FROM NAVY BROADCASTING SVC SACRAMENTO	ETR:26NOV89
JRA1	CSE5-0057	DEAD RECONING TRACER WILL NOT TRACK ACCURATELY DUE TO BURNED SYNCHROS IN DEAD RECONING ANALYZER INDICATOR. PARTS ON ORDER.	ETR:27NOV89 CSE5-9215-116 CSE5-9239-168 CSE5-9283-298
UYK-7	CSE2-	HARPOON INTERFACE WITH CDS ON IOC 0 INOPERATIVE. PROBLEM DISCOVERED IN CABLES OF THE UYK-7 BACKPLANE. TROUBLESHOOTING IN PROGRESS. WHEN INPUT MINOR EFFECT. DO TO THE NATURE OF THIS PROBLEM, TECH ASSIST.REQ. FROM MOTU-5 SPERRY UNIVAC TECH REP.	ETR 15 JAN 90
MX-8755/UPX	CSE4-0312	NO DEFRUITED IFF OUTPUT, FOR TAS RADAR, IFF DISPLAY SLIGHTLY DEGRADED WITH NOISE.	CSE4-9276-266 ETR 26 NOV 89 9283-R035
AN/UQA-59A	CSE4-0319	AIR TRACKER DECODER VIDEO OUTPUT SPKING MAKING DISPLAY UNUSABLE. OKT IS AVAILABLE FROM STOCK	CSE4-9306-278 ETR 26 NOV
AM-6675 #1-2	CSE1-3372	AMPLIFIER BLOWS FUSES. BAD RECTIFIER ACROSS IN POWER SUPPLY. DIODE IS ON ORDER BUT PWR SUPPLY IS ON BOARD	CSE1-9303-929 ETR 26 NOV 89
BA-2112	CSE1-3375	AUDIO SWITCHING MATRIX HAS BAD +15V AUXILIARY POWER SUPPLY.	CSE1-9304-534 ETR 26 NOV 89 REQUEST ANORS

*****CORRECTED*****

CF DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN. NR.</u>
MT 21 CWS		PIPE ELBOW FOR SEAWATER COOLING SYSTEM HAS THREE CORRODED THREADS. M&I WILL MACHINE THREE NEW THREADS ON ELBOW AND PART WILL BE TESTED FOR SATISFACTORY FIT.	ETR 17 NOV
MT 21 CWS	CSM3-2000	CWS TELETYPE IS OOC. AWAITING FOR PART. BACK ORDERED THRU SPCC MECHANICSBURG. ESO 6NOV89	9212-8449
MT 21422 CWS	CSM3-2224	BOTH CWS ELEVATOR HOISTS ARE OOC. ONE OF TWO HOISTS IS ORDERED. UPON RECEIPT OF PART REQUIRES WEIGHT TEST.	CSM3 9245-933 9281-8425
MK23 TAB	CSM2-1141	RADAR IS INOPERATIVE DUE TO A FAULTY RECEIVER/EXCITER 28V POWER SUPPLY. CASREP 89298. PART RCVD BY ASU BAHRAIN AND EXPECT TO RCVD POWER SUPPLY IN HONG KONG OR SUBIC PI.	22567 9290-4009 ETR 27NOV89

CG DIVISION

<u>EQUIPMENT</u>	<u>JSN/TR#</u>	<u>PROBLEM</u>	<u>STATUS/REQN. NR.</u>
FWD/AFT TOT'S		FWD AND AFT TOT'S HAVE REDUCED CAPABILITY DUE TO LACK OF 60 HERTZ INPUT VOLTAGE. COMNAVSEASYS COM WASHINGTON DC MSG DTG 200204Z FEB 88 PROHIBITS ANY MODIFICATION TO MK 59 ICSS UNTIL PENDING FCP IS APPROVED. ALSO, FIRING CIRCUIT FROM TOT'S TO THE ICSS WERE NOT WIRED DURING INSTALLATION. GUNS MAY STILL BE TRAINED AT TOT'S AND FIRED FROM EP-2 PANEL. ALSO, FWD TOT RANGE FAILS TO TRANSMIT TO GFCS AND REQUIRES VERBAL PASSING OF RANGE BY THE SOUND POWERED TELEPHONE TALKER.	ETR-UNKNOWN
AMMO ELEV		FWD AND AFT AMMO ELEVATORS HAVE LOGIC CIRCUIT MALFUNCTIONS. BOTH REQUIRED ONE TRANSFORMER AND ONE POWER SUPPLY TO ALLOW ANY FURTHER TROUBLESHOOTING. THE PARTS WERE RECEIVED AND THE TRANSFORMERS WERE SAT. BOTH ARE INSTALLED. BOTH POWER SUPPLIES WERE BAD. (ONE WE INSTALLED AND GOT LOW VOLTAGE OUT OF AND ONE TOOK STRAIGHT OUT OF THE BOX AND ASKED OSG B-6 EST. BOTH HAD A BAD CAPACITOR. WE ARE SUBMITTING A ODR.) THE POWER SUPPLIES HAVE BEEN ANORSED AGAIN 27 OCT 89. WE HAVE BEEN USING A BENCH POWER SUPPLY TO CONTINUE TROUBLESHOOTING. TWO SHORTED 5 VOLT LOGIC CABLES WERE FOUND AND REPLACED IN FWD ELEV 27 OCT. IT IS 100 PERCENT EXCEPT FOR THE POWER SUPPLY. AFT REQUIRES MORE TROUBLESHOOTING. ETR DATE ANTICIPATES PARTS RECEIPT IN SUBIC.	ETR-26 NOV
ROS		OOC - THE ROS IS OOC DUE TO A SHORTED SERVO AMPLIFIER FOR ROLL COMPENSATION AND A BURNED CONNECTOR. THE CONNECTOR WAS ONBOARD AND HAS BEEN ISSUED. THE AMP IS NOT. A CASREP WAS DRAFTED 22 OCT. AFTER RECEIPT OF PARTS, IT SHOULD TAKE APPROX 48 HOURS TO REPAIR. SHIP'S SKEED WILL PROBABLY PREVENT REPAIRS UNTIL AT LEAST HONG KONG.	
MKB& GFCS		OOC - THE SIGNAL DATA TRANSLATOR IS OUT OF COMM DUE TO A FAILED POWER SUPPLY IN UNIT SIX. THE GUN MOUNTS RECEIVE NO GUN ORDERS OR SHIP'S INPUTS. THEY CAN BE FIRED IN THE CASUALTY MODE WITH NO COMPENSATION FOR PITCH AND ROLL. THE WHOLE SYS CAN BE MADE OPERATIONAL BY USING A BENCH POWER SUPPLY, BUT A CASREP WAS SUBMITTED 2 NOV FOR THE POWER SUPPLY.	ETR 28NOV

11 NOV 81

CMS INVENTORIES COMPLETED

DUTY ET B-61

DUTY DS DS-2 1.1 B-61

B-61
DUTY COMBAT SYSTEMS

USS KINKAID
AIR DEPARTMENT 8 O'CLOCK REPORT

AS OF 2000 DATE 11 NOV.
JD (9315)

LONEWOLF-43 BUND 162338

1. AIRCRAFT STATUS FMC FMC NMC

2. AIRCRAFT SYSTEM DEGRADATION: _____

3. SYSTEM STATUS: _____

REQN #: _____ # _____ # _____

ETR: _____

4. NEXT CALENDAR INSPECTION: 14 NOV JD (9318)

5. NEXT 30 HOUR INSPECTION DUE: 27 HRS

6. A/C PHASE C DUE IN: 139 HRS.

7. SHIPBOARD DEGRADATION: _____

FLIGHT DATA: FLT HRS DAY: 0 NIGHTS: 0 TOTAL: 0

PREPARED BY: B-6 : PO2 APPROVED BY: B-6 LT
DETACHMENT AZ " MAIN OFFICER

" B-6 CDR
DETACHMENT OINC

*****USS KINKAID DD 965 AIR PLAN*****

DATE: 12 NOV 89 SUNRISE:0530
 JULIAN: 9316 SUNSET:1806 TIME ZONE:G(-07)

DATE	TRVS	FLT	TAKE	FLT	LAND	CREW	MISSION	NOTES
EVENT	BRIEF	QTRS	OFF	QTRS				
12	:1330/	:	:	:	:	:		
NOV	:1400	: 1130	:1145	:1430	: 1445	:	INST TRNG	
01	:	:	:	:	:	:	(SCA,ELVA)	DLQ'S

FLIGHT HOUR SUMMARY (AS OF 11 NOV)							0 MK 25/	
:	HOURS	:	HOURS	:	CRUISE HOURS	:	SMOKES	
:	USED	:	REMAINING	:	ALLOCATED&GOALS	:		
TOTAL:	3.0	+	80.0	=	80.0	:	SONOBOUYS:	0 MK 58/
DAY :	2.2	+	46.0	=	46.0	:		0 SUS MK64 (SW09)
NIGHT:	0.8	+	34.0	=	34.0	:		0 DIFAR (8W62)
%NIGHT:	***	26%	***	-	43%	:		0 DICASS (8W63)
								0 VLAD (8W64)
								0 BT/O ANM (8W59)

LSO : HEAL

DUTY CREW :

NOTES:

1. 8 TOTAL DLQ'S UPON LANDING.

[Handwritten signatures and initials]

S : AIR DET OINC : KINKAID XO : KINKAID CO

(DISTRIBUTION LIST: CO:1 XO:1 OPS:2 CHENG:2 NAV:1 CIC:1 DET:1 OIC:1)

[Handwritten note]
 All redactions are B-6

DATE: 11 NOV 89

FM: ENGINEERING OFFICER
TO: COMMANDING OFFICER
VIA: EXECUTIVE OFFICER

SUBJ: ENGINEERING 2000 REPORT

ENCL: (1) OOC LIST

1. PLANT STATUS:

GTM: 1A (1P) (2A) 2B FULL POWER / SPLIT PLANT / TRAIL SHAFT

GTG: (1) (2) 3

WHB: (1) (2) 3

ELECTRIC: PARALLEL SPLIT

FUEL SUCTION: FWD- 5-162-1-F AFT- 5-260-1-F
5-162-2-F 5-260-2-F

FIRE PUMPS: (1) 2 (3) 4 (5) 6

SWS PUMPS: (1) (2) 3

DISTILLING PLANTS: 1 DISTILLING TO POT
2 DISTILLING TO POT

FEED: FWD 100 %
AFT 100 %

POTABLE: 86 %

FW PUMP: (1) 2

HPAC: (1) 2

LPAC: 1 (2)

REEFER: (1) 2

HPAD: (1) 2

LPAD: 1 (2)

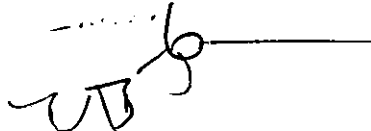
A/C: (1) (2) (3)

400HZ CONVERTERS: 1RS1A 1RS1B 2RS1A

ECC DRILLS: YES / NO

2. SIGNIFICANT EVENTS:

VERY RESPECTFULLY,



UPDATED 11 NOV 89

USS KINTAID (DD-965)
ENGINEERING DEPARTMENT OOC LIST

EQUIPMENT	DATE OOC	WC	STATUS	JSN
MOTOR OPERATED VALVE	DEGRADED	EB14	MOTOR WILL NOT OPEN VALVE DUE TO POSSIBLE DAMAGE TO LOWER BEARING AND WORM GEAR. S/F TO REMOVE MOTOR AND ASSESS DAMAGE TO LOWER BEARING. ETR: UNK AWAITING RECEIPT OF PARTS. DOC NR: 9265-493 BRG 9265-494 BRG 9287-500 WORM GEAR	EB14-0933
VENT DAMPER MOTORS	OOC	EE01	THREE OF FOUR MOTOR ACTUATORS INSTALLED ONE IN MT 51 PROVED TO BE DEFECTIVE AND UNREPAIRABLE. ORDERED 4 NEW ACTUATORS TO REPLACE MT 51/52 AND HAVE TWO SPARES REQUEST # 20576-9276-K007 ETR: RECEIPT OF ACTUATORS.	
60/400 HERTZ CONVERTERS 1A AND 1B	DEGRADED	EE01	48H-1 PMS CHECK REQUIRES CHANGE-OUT OF CAPACITORS ON ALL THREE CONVERTERS! APPROX 100 CAPS ARE STILL OUTSTANDING! CAPS HAVE BEEN ON ORDER FOR A VERY LONG TIME. SUSPECT 1A CONVTR TRIPS OFF LINE INTERMITTENTLY DUE TO CAPS NOT CHANGED OUT. PARTS RE-ORDERED AFTER HAVING BEEN ON ORDER FOR YEAR+ AND THEN CANCELLED. REON #20576 9278! 0306. ETR: ARRIVAL OF CAPS + 1 WEEK!	
TRASH COMPACTOR	OOC CASREPED	EA04	THREE PARTS OUTSTANDING AS OF 11 NOV: 9239-475 9239-488 9239-492 CASREP UPDATED 29 OCT ETR:UNK	2758 2759 2760
AFT BROMINATOR	OOC	EA04	CASCORED 17 SEP. CHECK VALVE INSTALLED 28 SEP. INOPERATIONAL. ETR: UNK	3322
LO PUMP	CASREPED OOC	EM02	PUMP REMOVED AND RIGGED OUT 20 OCT. PUMP FLOWN TO SRF SUBIC BAY ON 2NOV FOR REPAIR. ETR: 25 NOV 89	1848

BELL LOGGER	OOC	EM03	CARD IN BELL LOGGER OOC. CHIPS ON ORDER 1767 TO REPAIR PCB. DATA LOGGER IS OPERATING IN BELL AND DATA MODE. ETR UNKNOWN. 9285-0672 CIRCUIT BOARD CHIPS REQN # 20576-9285-0672	
MESS DECK SALAD BAR REEFER	DEGRADED	EE01 EA04	A BAD PRESSURE SWITCH ON THE SALAD BAR KEEPS THE COMPRESSOR FROM COMING ON. EE01 TO ORDER AND ELECTRICALLY CONNECT NEW PRESS SWITCH. EA04 TO INSTALL. JSN: EE01 3100 REQUEST #: EE01 9287-300 REQN #: 20576 9290 0793 ETR: RECEIPT OF PART + ONE DAY	
WASHING MACHINE	DEGRADED	EE01 EA04	ONE OF TWO WASHING MACHINES DOES NOT WORK IN HIGH EXTRACT DUE TO A BAD "TUBE DELAY-HIGH EXTRACT" BOTH MACHINES STILL WASH CLOTHES. JSN: EE01 3101 REQST#: EE01 9287-302 REQN #: 20576 9290 K033 ETR: RECEIPT OF PART	
J	OOC CASREPED	EM03	ECU CARDS REC'D 28 OCT. TROUBLE-SHOOTING STILL UNSUCCESSFUL. CASUPDT SENT 05 NOV REQUESTING ADDITIONAL TECH ASST AND PARTS (W010-017) TECHREP TO BE PROVIDED AT SUBIC ETR: 26NOV89	1803
GALLEY MEAT SLICER	OOC	EA04	MEAT SLICER BEARINGS CHIPPED AND CRACKED. NECESSARY REPAIR PARTS HAVE BEEN ORDERED. REQ NRS: 9298-629 THRU -642 ETR: RECEIPT OF PARTS + 1 DAY	3432
NR 4 FIRE PUMP	OOC	EA04	COUPLING DAMAGED BEYOND REPAIR; EXCESS VIBRATION IS PROBABLE CAUSE. NR UNABLE TO MACHINE A TAPERED KEY WAY WITH SHIP'S EQPT. REQUESTING ASSISTANCE IN HONG KONG AND SUBIC. ETR: 25 NOV	

CASREP STATUS AS OF 11 NOV 89

<u>NUMBER</u>	<u>SYSTEM</u>	<u>ETR</u>
89036	TRASH COMPACTOR	302359ZNOV89
89093	NO 1 LUB OIL PUMP	252359ZNOV89
89097	EXECUTIVE CONTROL UNIT (ECU)	302359ZNOV89
89098	MK-23 TAS RADAR	272359ZNOV89
89099	MK1 MOD3 REMOTE OPTICAL SIGHT	262359ZNOV89
89100	SQS-538 SONAR	212359ZNOV89



DEPARTMENT OF THE NAVY
USS KINKAID (DD-965)
FPO SAN FRANCISCO 96670-1203

IN REPLY REFER TO:
1301
1 SEP 89

From: Commanding Officer, USS KINKAID (DD 965)
To: LTJG , USNR, 261-97-0983/1165

Subj: QUALIFICATION AND DESIGNATION AS OFFICER OF THE DECK (OOD) (UNDERWAY)

Ref: (a) U.S. Navy Regulations, 1973, Article 1101

1. You have demonstrated the required knowledge, performance, and leadership ability necessary for qualification as Officer of the Deck (Underway). Accordingly, based on the recommendation of the Senior Watch Officer, you are hereby designated as Officer of the Deck (Underway). You will discharge your duties in accordance with reference (a) and other applicable directives.

2. This qualification comes after careful evaluation during which I have weighed the full range of your professional knowledge, common sense, and above all, good judgement. You should regard it as an important personal achievement.

S

Copy to:
NMPC-412
Senior Watch Officer
Service Record

All redactions are B-C

certified true copy

*LT. JACC, USNR
AUTH: 10 USC 936 (a) (1)*

ENCLOSURE *1/89*



DEPARTMENT OF THE NAVY

USS KINKAID (DD-965)
FPO SAN FRANCISCO 96670-1203

IN REPLY REFER TO:

KINKAIDINST 1410.2A
17 SEP 87

USS KINKAID (DD 965) INSTRUCTION 1410.2A

Subj: PERSONNEL QUALIFICATION STANDARDS

Ref: (a) OPNAVINST 3500.34C
(b) CINCPACFLTINST 3500.16B
(c) COMNAVSURFPACINST 1410.1
(d) NAVEDTRA 43100.1B SERIES

Encl: (1) List of PQS applicable to USS KINKAID
(2) Qualification and Advancement Plan
(3) PQS Oral Board Sheet
(4) Interim Qualification Form
(5) Service record entry request

1. Purpose. This instruction supplements references (a) through (d). The Personnel Qualification Standards (PQS) Program is the primary qualification program supplemental to formal schools for training and qualification of personnel assigned onboard USS KINKAID. Reference (c) is promulgated as the Ship's PQS directive as amplified by this instruction.

2. Cancellation. USS KINKAID Instruction 1410.2A is cancelled in its entirety.

3. Background. The PQS Program is the mandatory method for qualifying Officer and Enlisted personnel to perform assigned duties. While not intended to be a complete unit training program, the PQS Program is intended to be a key element of shipboard training. The ultimate goal of PQS is to serve as the vehicle for continuous training from the time of initial reporting aboard for duty to the time of departure for the individual.

4. Policy. Personnel Qualification Standards will be assigned to all hands with a priority emphasis on DC Qualification areas.

a. The following shipwide PQS is established:

(1) Basic Damage Control (NAVEDTRA 43119-2D) will be completed by all Officer and Enlisted personnel within a six month period of reporting aboard. Officers may substitute the SWO PQS DC portion of the Division Officer PQS.

(2) Advanced Damage Control PQS (NAVEDTRA 43119-3D) will be completed by all repair party personnel in support of repair locker assignments in timeframes established by the Chief Engineer.

(3) The following 3-M PQS will be completed by all hands:

(a) 3M Maintenance Man (NAVEDTRA 43241D) for all E4 and below.

(b) 3M Supervisor (NAVEDTRA 43241D) for all E5 and above.

ENCLOSURE 190

(c) Applicable 3M section of SWO PQS for all officers.

b. Reference (d) provides guidance for the implementation, organization and administration of the PQS system.

c. Interim qualifications may be granted by the Commanding Officer for key watchstations. Interim qualifications are temporary in nature and should not be a normal step enroute to final qualification.

d. Enclosure (1) provides a listing of all PQS applicable to USS KINKAID.

e. The responsible department will maintain a list of all personnel authorized to sign off applicable PQS. This list will be retained in an area accessible to all qualifying personnel. Additionally, PQS signature authority should be given only to key personnel within the division/department. Blanket authority by qualified watchstation personnel is not required nor desired.

5. Reference (c) provides guidance concerning duties of key personnel in the Shipboard PQS Organization.

6. PQS management and administration. The ship's PQS program should support minimum watch station manning requirements projected six months into the future.

a. All personnel will have an up to date qualification and advancement plan. Enclosure (2) is the standard format to be used by all divisions. This record is to be initially filled out by the Division Officer for each individual upon reporting onboard, and updated monthly thereafter. This record is to be maintained in the Division Officer's notebook.

b. Interim Qualification Standards shall be used to qualify a watchstander on interim basis in accordance with the following guidance.

(1) Department Heads identify specific PQS items to be accomplished by the individual.

(2) Upon finishing all applicable PQS, administer an oral or written board to test watchstander knowledge. The senior member of the oral board will submit a PQS Oral Board Sheet, (Enclosure (3)) for submission to the Commanding Officer for review.

(3) Department Heads will recommend to the Commanding Officer personnel to be granted an interim qualification for specific watch stations. Notation of Interim Qualifications shall be made on PQS Progress Charts and affected watchbills.

(4) The Department Head will establish deadline dates by which the individual must attain final qualification. Enclosure (4) provides the format for interim qualification standards.

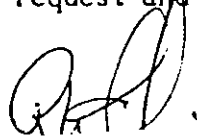
c. Grace periods will be established upon the introduction of new PQS to the Command's PQS Program. This will allow divisions to carry out the PQS Program without PQS qualified personnel to serve as qualification petty officers.

(1) The ship's Planning Board For Training will establish timeframes for new PQS onboard USS KINKAID.

(2) The responsible department will establish a list of initial qualification officers/petty officers for each standard contained in the new PQS.

(3) Once all watchstations have been completed, the trainees will become the qualification officers/petty officers and the initial qualification officer/petty officer list will be updated.

d. To avoid delay in the return of qualification books to trainees, once the qualification book is signed by the authorizing officer, the division officer will forward a service record entry request (enclosure (5)), to the Ship's Office for a Page 4 entry. The qualification book will be retained by the division. Care must be taken to ensure that the qualification date on the service record entry request and the qualification signature date are the same.

A handwritten signature in black ink, appearing to be 'J. A. D.', is written over the text of the fourth paragraph.

Distribution:
List I, Case A

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NAVEDTRA #	NAV STOCK #
TACTICAL ACTION	OFFICER STD	8206	43304A	0501-LP-222-6052
TOWING SPECIALIST	STD	8401	43500	0501-LP-224-5000
VISUAL	COMMUNICATIONS STD	8611	43354A	0501-LP-223-5450
WATER KING/OIL KING	STD	8211	43116-5C	0501-LP-221-1655

COMMON PQS

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NAVEDTRA #	NAV STOCK #
CMS	COMMUNICATIONS SECURITY MATERIAL SYSTEM STD	8409	43462	0501-LP-224-1200
MESS MANAGEMENT	SPECIALIST STD	8301	43532	0501-LP-224-8200
MESS MANAGEMENT	SPECIALIST SAB	8301	43532/SAB	0501-LP-224-8201
PQS CATALOG		8610	43100-5A	CALL NETSCPAC
PQS MANAGEMENT GUIDE		8701	43100-1C	0501-LP-221-0001
PROGRESS CHART		7411	1500/1	0115-LF-015-0005
RADIOTELEPHONE	CIRCUIT OPERATOR STD	8412	43307-3A	0501-LP-222-7001
RADIOTELEPHONE	CIRCUIT OPERATOR SAB	8412	43307-3A/SAB	0501-LP-222-7002
UNIT/SEAL	COMBAT SHIMMER STD	8211	43498	0501-LP-224-4800

KEYWORD	FILE/DESCRIPTION	EFFECT DATE	NAVEDTR #	NAV STOCK #
CV/CUM	CATCC AIR OPERATIONS SUPV QURL	8104	43496-602	0501-LP-224-4682
CV/CUM	CATCC FINAL CONTROLLER QURL	8104	43496-603	0501-LP-224-4683
CV/CUM	CATCC DEPARTURE/TANKER CONTROLLER QURL	8104	43496-604	0501-LP-224-4684
CV/CUM	CATCC MARSHAL CONTROLLER QURL	8104	43496-605	0501-LP-224-4685
CV/CUM	CATCC APPROACH CONTROLLER QURL	8104	43496-606	0501-LP-224-4686
CV/CUM	CATCC SUPERVISOR QURL	8104	43496-607	0501-LP-224-4687
CV/CUM	CCA WATCH OFFICER (CATCC) QURL	8104	43496-608	0501-LP-224-4688
CV/CUM	CATCC WATCH OFFICER QURL	8104	43496-609	0501-LP-224-4689
CUM 60	AIRCRAFT ELEVATORS RUCKER CONTROLS STD	8412	43470-5	0501-LP-224-2040
CUM 69/70	AIRCRAFT ELEVATORS RUCKER CONTROLS STD	8412	43470-6	0501-LP-224-2050
CVT-16 CLASS	ENG MECHANICAL IN-RATE STD	7612	43125-7	0501-LP-221-2407
CVT-16 CLASS	ENG BT OF THE WATCH QURL	7612	43125-701	0501-LP-221-2408
CVT-16 CLASS	ENG HM OF THE WATCH/DUTY HM QURL	7612	43125-703	0501-LP-221-2410
CVT-16 CLASS	ENG AUXILIARY IN-RATE STD	7701	43125-9	0501-LP-221-2450
CVT-16 CLASS	ENG AUXILIARY DIV AUXILIARYMAN (AIR-COND/REFRIG) QURL	7701	43125-901	0501-LP-221-2451
CVT-16 CLASS	ENG AUXILIARY DIV AUXILIARYMAN (AUXILIARY SVS) QURL	7701	43125-902	0501-LP-221-2452
CVT-16 CLASS	ENG AUXILIARY DIV AUXILIARYMAN (DIESEL) QURL	7701	43125-903	0501-LP-221-2453
CVT-16 CLASS	ENG AUXILIARY DIV SUPERVISOR QURL	7701	43125-904	0501-LP-221-2454
00 931/006 2/37	CLASS ENG EODM STD	8602	43146-0A	0501-LP-221-4604
00 931/006 2/37	CLASS ENG MAIN PROPULSION STD	8603	43146-7A	0501-LP-221-4600
00 931/006 2/37	CLASS ENG MAIN PROPULSION S/B	8603	43146-7A/SAB	0501-LP-221-4605
00 931/006 2/37	CLASS ENG ELECTRICAL STD	8602	43146-8A	0501-LP-221-4601
00 931/006 2/37	CLASS ENG AUXILIARY STD	8604	43146-9A	0501-LP-221-4602
00 963 CLASS	CIC/OPERATIONS STD	8203	43306-3B	0501-LP-222-6966
00 963 CLASS	WEAPONS CONTROL STD	7702	43306-4	0501-LP-222-6970
00 963 CLASS	SOMAR WATCH SUPERVISOR QURL	7702	43306-401	0501-LP-222-6971
00 963 CLASS	ASM FIRE CONTROL OFFICER QURL	7702	43306-402	0501-LP-222-6972
00 963 CLASS	CONTROL CONSOLE OPERATOR QURL	7702	43306-403	0501-LP-222-6973
00 963 CLASS	ENG EODM STD	8505	43452-0A	0501-LP-224-2604
00 963 CLASS	ENG EODM S/B	8505	43452-0A/SAB	0501-LP-224-2605
00 963 CLASS	ENG CENTRAL CONTROL STATION (CCS) CONSOLES STD	8504	43452-6A	0501-LP-224-2600
00 963 CLASS	ENG CENTRAL CONTROL STATION (CCS) CONSOLES S/B	8504	43452-6A/SAB	0501-LP-224-2601
00 963 CLASS	ENG MAIN PROP STD	8504	43452-7A	0501-LP-224-2602
00 963 CLASS	ENG MAIN PROP S/B	8504	43452-7A/SAB	0501-LP-224-2603
00 963 CLASS	ENG ELECTRICAL STD	8404	43452-8A	0501-LP-224-0231
00 963 CLASS	ENG AUXILIARY STD	8312	43452-9A	0501-LP-224-0241
00 963/006 993 CLASS	SHIP CONTROL AND NAVIGATION UNIQUE STD	8201	43306-2A	0501-LP-222-6959

SURFACE COMMON

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NAVEDTRA #	NAV STOCK #
3-M SYSTEM (SURFACE)	SHIPS' MAINTENANCE & MATERIAL MANAGEMENT SYSTEMS STD	8206	43241D	0501-LP-222-4124
3-M SYSTEM (SURFACE)	SHIPS' MAINTENANCE & MATERIAL MANAGEMENT SYSTEMS SAB	8206	43241D/SAB	0501-LP-222-4125
BNOU/POOM	BOATSWAINS MATE/PETTY OFFICER OF THE HATCH STD	8206	43397	0501-LP-223-4700
DAMAGE CONTROL	BASIC DAMAGE CONTROL STD	8701	43119-2D	0501-LP-221-1900
DAMAGE CONTROL	BASIC DAMAGE CONTROL SAB	8701	43119-2D/SAB	0501-LP-221-1901
DAMAGE CONTROL	ADVANCED DAMAGE CONTROL STD	8701	43119-3D	0501-LP-221-1902
DAMAGE CONTROL	ADVANCED DAMAGE CONTROL SAB	8701	43119-3D/SAB	0501-LP-221-1903
DAMAGE CONTROL	DIVISION DAMAGE CONTROL PETTY OFFICE (DCPO) STD	8204	43119-5	0501-LP-221-1977
DIVISIONAL SAFETY	PETTY OFFICER STD	8505	43460-3	0501-LP-224-3000
ENLISTED SURFACE	WARFARE SPECIALIST (ESHS) STD	8507	43390A	0501-LP-223-9021
NON-NUCLEAR	EXPLOSIVE ORDNANCE HANDLING AND STORAGE STD	8505	43202A	0501-LP-222-0214
OIL SPILL	CONTROL REMOVAL EQUIPMENT STD	7707	43195	0501-LP-221-9500
OIL SPILL	CLEANNUP SUPERVISOR QURL	7707	43195-01	0501-LP-221-9501
RADIO COMMUNICATIONS	COMMON STD	8412	43355-SA	0501-LP-223-0525
SHIPBOARD SEWAGE	COLLECTION, HOLDING, TRANSFER & TREATMENT SYSTEMS STD	8203	43199A	0501-LP-221-9905
SURFACE WARFARE	OFFICER DIVISION OFFICER STD	8208	43101-2B	0501-LP-221-0226
SURFACE WARFARE	OFFICER DIVISION OFFICER QURL	8208	43101-2B01	0501-LP-221-0227
SURFACE WARFARE	OFFICER ENGINEERING STD	8208	43101-3B	0501-LP-221-0228
SURFACE WARFARE	OFFICER ENG (STEAM PLANT) QURL	8208	43101-3B01	0501-LP-221-0229
SURFACE WARFARE	OFFICER ENG (DIESEL PLANT) QURL	8208	43101-3B02	0501-LP-221-0230
SURFACE WARFARE	OFFICER ENG (GRS TURBINE) QURL	8208	43101-3B03	0501-LP-221-0231
SURFACE WARFARE	OFFICER 000 INPORT STD	8208	43101-4B	0501-LP-221-0232
SURFACE WARFARE	OFFICER 000 INPORT QURL	8208	43101-4B01	0501-LP-221-0233
SURFACE WARFARE	OFFICER 000 UNDERWAY STD	8208	43101-5B	0501-LP-221-0234
SURFACE WARFARE	OFFICER 000 UNDERWAY QURL	8208	43101-5B01	0501-LP-221-0235
SURFACE WARFARE	OFFICER CIC WATCH OFFICER QURL	8208	43101-5B02	0501-LP-221-0236
SURFACE WARFARE	OFFICER BASIC WARFARE FUNDAMENTALS STD	8208	43101-6B	0501-LP-221-0237
SURFACE WARFARE	OFFICER BASIC WARFARE FUNDAMENTALS QURL	8208	43101-6B01	0501-LP-221-0238

SURFACE MISCELLANEOUS

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NAVEDTRA #	NAV STOCK #
AM/SQS-26 (BX)	SOMAR OPERATIONS STD	8404	43370A	0501-LP-223-2005
AM/SQS-26 CX & AKR	HOMARS M/HK114 UM BATTERY FIRE CONTROL SYS (UBFCS) STD	8404	43371A	0501-LP-223-2105
AM/SQS-33(CV)	INDEPENDENT VARIABLE DEPTH SONAR (IVDS) STD	8401	43364A	0501-LP-223-1405
AM/SQS-53/53R	SONAR M/HK116 UM BATTERY FIRE CONTROL SYS (UBFCS) STD	8404	43365A	0501-LP-223-1505
AM/SQS-56	SONAR WITH FIRE CONTROL PANEL STD	8507	43353A	0501-LP-223-5301
AM/T5Q-108	RADAR-SOMAR SURVEILLANCE CNTRL (RSSC) STD	8612	43170A	0501-LP-221-7000
AM/UYK-62(CV) SNAP II	SHIPBOARD NON-TACTICAL ADP SYSTEM STD	8610	43305	0501-LP-223-0526
AM/UYK-65(CV)	NON-TACTICAL DATA PROC COMPUTER SYS (SNAP I) STD	8606	43485	0501-LP-224-4250
AM/UYK-7(CV)	COMPUTER AND PERIPHERAL EQUIP STD	8207	43330A	0501-LP-222-8055
ASROC	LAUNCHING GROUP HK 16 STD	8608	43169B	0501-LP-221-6900
BASIC POINT DEFENSE	SURFACE MISSILE (BPOSH) SYSTEM STD	8109	43334A	0501-LP-222-8252
BOOMS & CRANES	STD	8609	43310B	0501-LP-223-1000
CLOSE-IN WEAPONS	SYSTEM HK 15 HODS 1-6 (PHALANX) OPERATIONS STD	8211	43373	0501-LP-223-2300
CONTROL & NAV CONTROL & NAV	AFTERSTEERING HELMSMAN QURL MASTER HELMSMAN QURL	8305 8305	43492-2A04 43492-2A05	0501-LP-224-4207 0501-LP-224-4208
CONVEYOR,	VERTICAL PACKAGE/STORES STD	8612	43111	0501-LP-221-1100
CRYPTO TECH	OUTBOARD STD	8407	43395-3	0501-LP-223-4515
ELEVATORS	(ORDNANCE/CARGO) ELEVATORS OPERATIONS/MAINT STD	8105	43108B	0501-LP-221-0830
ENGINEERING COMMON	STEM BOILER CONSOLE OPERATOR STD	8608	43116-6B	0501-LP-221-1600
ENGINEERING COMMON	STEM BOILER CONSOLE OPERATOR SAB	8608	43116-6B/SAB	0501-LP-221-1601
EXPENDABLE ORDNANCE	MANAGEMENT (EOM) OFFICER STD	8408	43461	0501-LP-224-1100
EXPLOSIVE ORDNANCE	DISPOSAL (EOD) ASSISTANT TECHNICIAN STD	8601	43171-1B	0501-LP-221-7105
EXPLOSIVE ORDNANCE	DISPOSAL (EOD) SENIOR EOD TECHNICIAN STD	8601	43171-2B	0501-LP-221-7106
EXPLOSIVE ORDNANCE	DISPOSAL (EOD) MASTER EOD TECHNICIAN STD	8601	43171-3B	0501-LP-221-7107
FIRE CONTROL SYS	HK 92 MOD 2 STD	8205	43331A	0501-LP-222-8103

SURFACE MISCELLANEOUS

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NRVEDTRN #	NRV STOCK #
16-INCH/.50 CAL	THREE-GUN TURRET STD	8309	43415	0501-LP-223-6500
3-INCH/.50-CAL	RAPID FIRE GUN STD	8406	43123R	0501-LP-221-2310
40MM MK3 HOB 9	SINGLE GUN MOUNT STD	8603	43319	0501-LP-223-1902
5-INCH/.38-CAL	GUN STD	8308	43417	0501-LP-223-6700
5-INCH/54-CAL MK 42	MODS 9 & 10 RAPID FIRE GUN STD	8112	43122R	0501-LP-221-2203
5IN/54-CAL	GUN MOUNT MK 45 MODS 0 & 1 STD	8611	43168B	0501-LP-221-6800
76MM/62-CAL	GUN MOUNT (MK 75 MODS 0 & 1) STD	8506	43187B	0501-LP-221-8700
76MM/62-CAL	GUN MOUNT (MK 75 MODS 0 & 1) S8B	8506	43187B/58B	0501-LP-221-8701
HEROGRAPHER	SHIPBOARD HEROGRAPHER STD	8311	43204R	0501-LP-222-0410
RIRCRAFT LAUNCH/ RIRCRAFT LAUNCH/	RECOVERY EQUIP MK1 MOD4 PILOT LAND RID TVACRT SURV STD RECOVERY EQUIP PLAT & CATAPULT SURV TV MAINT TECH QUAL	7711 7711	43225-7 43225-701	0501-LP-222-2570 0501-LP-222-2571
AMPHIBIOUS	CONSTRUCTION BATTALION STD	8608	43487	0501-LP-224-4350
AM/SPG-51 C/D	RADAR STD	8607	43325B	0501-LP-223-2501
AM/SPG-51D	RADAR STD	8607	43333	0501-LP-223-3301
AM/SPG-52R/52B	RADAR SET STD	8110	43393	0501-LP-223-4300
AM/SPG-55B	RADAR SET TERRIER M(SRCH) OPERATION STD	8606	43347B	0501-LP-223-4701
AM/SPS-39R	RADAR SET STD	8110	43392	0501-LP-223-4200
AM/SPS-48 (R)(C)	RADAR OPERATOR STD	8111	43346R	0501-LP-222-8853
AM/SPS-49	RADAR MAINT TECH STD	7707	43332	0501-LP-222-8150
AM/SPS-49	RADAR MAINT TECH QUAL	7707	43332-01	0501-LP-222-8151
AM/500-23/23R PAIR	SONAR W/MK111 UM BATTERY FIRE CONTROL SYS (UBFCS) STD	8405	43367R	0501-LP-223-1702
AM/SQR-15	TOWED ARRAY SURVEILLANCE SYSTEM (TRASS) STD	8611	43329	0501-LP-223-2901
AM/SQR-17	SONAR PROCESSING SET STD	8609	43363R	0501-LP-223-6301
AM/SQR-18R/(V1/V2)	SONAR RECEIVING SET STD	8509	43350R	0501-LP-223-5016

SURFACE MISCELLANEOUS

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NAVEDTRA #	NAV STOCK #
GUIDED MISSILE	LAUNCHING SYS (GMLS) (MK 10 ALL MODS) STD	8307	43348R	0501-LP-222-8956
GUIDED MISSILE	LAUNCHING SYS (GMLS) MK 11 STD	8305	434108	0501-LP-223-5800
GUNFIRE CONTROL SYS	MK 56 (GFCS) STD	8603	43338R	0501-LP-223-3808
GUNFIRE CONTROL SYS	MK 56 (GFCS) SRB	8603	43338R/SRB	0501-LP-223-3809
GUNFIRE CONTROL SYS	MK 86 MODS 3, 4, & 5 GFCS STD	8206	43340R	0501-LP-222-8556
GUNFIRE CONTROL SYS	MK 86 MODS 8, 9, & 10 GFCS STD	8305	43407	0501-LP-223-5700
GUNFIRE CONTROL SYS	MK 38 GFCS STD	8308	43412	0501-LP-223-6200
GUNFIRE CONTROL SYS	MK 37 GFCS STD	8309	43413	0501-LP-223-6300
HARPOON WEAPON SYS	STD	8101	43186R	0501-LP-221-8602
HARPOON WEAPON SYS	SUPVR QUAL	8101	43186A-01	0501-LP-221-8603
MAGAZINE SPRINKLING	SYSTEMS STD	8401	43386R	0501-LP-223-3605
MESSAGE PROCESSING	& DISTRIBUTION SYSTEM (HPOS) STD	8606	43198-5R	0501-LP-221-9800
MK 57 MODS 0-3	NATO SERAPAROM STD	8608	433288	0501-LP-223-2801
MK 68 GUN FIRE	CONTROL SYSTEM (GFCS) STD	8611	433398	0501-LP-223-3902
MOTOR GASOLINE	(MGRAS) STD	8501	43458	0501-LP-224-0800
NAVAL CONTROL OF	SHIPPING ORGANIZATION (NCSORG) STD	8301	43418-1	0501-LP-223-6800
NAVAL CONTROL OF	SHIPPING ORG (NCSORG) CONVOY COMMANDORE STAFF STD	8301	43418-2	0501-LP-223-6801
NCCS TACTICAL	FLAG COMMAND CENTER (TFCC) STD	8606	43481	0501-LP-224-1050
NON-MTDS	AMPHIB OPS UNIQUE INFORMATION CONTROL STD	7901	43311-3	0501-LP-222-7200
NON-MTDS	AMPHIB OPS UNIQUE AMPHIB BOAT CONTROL COMMUNICATOR	7901	43311-301	0501-LP-222-7201
NON-MTDS	AMPHIB OPS UNIQUE RADAR CONTROL OFFICER (RCO) QUAL	7901	43311-302	0501-LP-222-7202
NON-MTDS	AMPHIB OPS UNIQUE CIC SUPVR QUAL	7901	43311-303	0501-LP-222-7203
NON-MTDS	CIC OPERATIONS COMMON STD	8301	43358-3R	0501-LP-223-0801
MTDS COMPUTER PERIPH	MAINT CP-642A/USQ-20(V) DIGITAL COMPUTER STD	7710	43349-1	0501-LP-222-9010
MTDS COMPUTER PERIPH	MAINT CP-642B/USQ-20(V) MAINT TECH QUAL	7710	43349-101	0501-LP-222-9011
MTDS COMPUTER PERIPH	MAINT CP-642B/USQ-20(V) DIGITAL DATA COMPUTER STD	7710	43349-2	0501-LP-222-9020
MTDS COMPUTER PERIPH	MAINT CP-642B/USQ-20(V) MAINT TECH QUAL	7710	43349-201	0501-LP-222-9021
MTDS COMPUTER PERIPH	MAINT CP-789(V)/UYK DIGITAL DATA COMPUTER STD	7710	43349-3	0501-LP-222-9030
MTDS COMPUTER PERIPH	MAINT CP-789(V)/UYK DIGITAL COMP DATA MAINT TECH QUAL	7710	43349-301	0501-LP-222-9031
MTDS COMPUTER PERIPH	MAINT CP-491/USQ-20(V) HG M/C-3414/USQ-20(V) HG CON STD	7710	43349-4	0501-LP-222-9040
MTDS COMPUTER PERIPH	MAINT PU-491/USQ-20(V) M/C3414/USQ-20(V) OPER QUAL	7710	43349-401	0501-LP-222-9041
MTDS COMPUTER PERIPH	MAINT C-3674R/USQ-20(V) COMP SET CONTROL INTRO STD	7709	43349-5	0501-LP-222-9050
MTDS COMPUTER PERIPH	MAINT C-3674R/USQ-20(V) MAINT TECH QUAL	7708	43349-501	0501-LP-222-9051
MTDS COMPUTER PERIPH	MAINT RD-243/USQ-20(V) DATA RECORD REPRODUCER STD	7710	43349-6	0501-LP-222-9060

SURFACE MISCELLANEOUS

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NAVEDTRA #	NAV STOCK #
MIDS COMPUTER PERIPH	MAINT RD-243/USO-20(V) MAINT TECH QURL	7710	43349-601	0501-LP-222-9061
MIDS COMPUTER PERIPH	MAINT RD-231R/USO-20(V) SIG DATA RECORD REPRODUCER STD	7710	43349-7	0501-LP-222-9070
MIDS COMPUTER PERIPH	MAINT RD-231R/USO-20(V) MAINT TECH QURL	7710	43349-701	0501-LP-222-9071
MIDS COMPUTER PERIPH	MAINT 03-212(V)1/UYK TELETYPEWRITER SET STD	7709	43349-8	0501-LP-222-9080
MIDS COMPUTER PERIPH	MAINT 03-212(V)1/UYK MAINT TECH QURL	7709	43349-801	0501-LP-222-9081
MIDS TERRIER WEAPONS	CONT#DL STD	8602	43345A	0501-LP-223-4500
MUCLEAR WEAPONS	AFL0AT SECURITY FORCE STD	8506	43387-2R	0501-LP-223-8727
MUCLEAR WEAPONS	AFL0AT SECURITY FORCE SAB	8506	43387-2R/SAB	0501-LP-223-8728
MUCLEAR WEAPONS	AFL0AT SECURITY ALARM (CIRCUIT F2) KEYHOLDER STD	8505	43387-3R	0501-LP-223-8729
MUCLEAR WEAPONS	AFL0AT SECURITY ALARM (CIRCUIT F2) KEYHOLDER SAB	8505	43387-3R/SAB	0501-LP-223-8730
MUCLEAR WEAPONS	AFL0AT HANDLING AND STORAGE STD	8506	43387-4R	0501-LP-223-8731
MUCLEAR WEAPONS	AFL0AT HANDLING AND STORAGE SAB	8506	43387-4R/SAB	0501-LP-223-8732
OCEAN SURVEILLANCE	INFORMATION SYSTEMS (OSIS) OPERATIONS INTELLIGENCE STD	8505	43459	0501-LP-224-2950
RBOC/SRBOC LAUNCH	SYS HK 34 RBOC & HK 36 SRBOC SYS STD	8410	43341R	0501-LP-222-8610
RBOC/SRBOC LAUNCH	SYS HK 34 RBOC & HK 36 SRBOC SYS SAB	8410	43341R/SAB	0501-LP-222-8620
SALVAGE AND UNDER-SALVAGE	WATER HULL REPAIR STD	7509	43251	0501-LP-222-5100
SALVAGE AND UNDER-SALVAGE	WATER HULL REPAIRMAN QURL	7509	43251-01	0501-LP-222-5101
SNIP CONTROL & NAV	COMMON STD	8305	43492-2R	0501-LP-224-4203
SNIP CONTROL & NAV	SOUND-POWERED TELEPHONE TALKER/LOOKOUT QURL	8305	43492-2R01	0501-LP-224-4204
SNIP CONTROL & NAV	BEARING TAKER/BEARING RECORDER/NAV PLOTTER (COMMON) QURL	8305	43492-2R02	0501-LP-224-4205
SNIP CONTROL & NAV	HELMSMAN/LEE HELMSMAN QURL	8305	43492-2R03	0501-LP-224-4206
SNIPBOARD HELICOPTER	OPERATIONS STD	8307	43219A	0501-LP-222-1903
SNIPBOARD LAUNDRY	EQUIPMENT STD	8409	43448	0501-LP-223-9800
SMALL BOAT	OFFICER/CREW STD	8310	43152R	0501-LP-221-5123
SMALL BOAT	OFFICER/CREW SAB	8310	43152R/SAB	0501-LP-221-5124
SPECIAL BOAT CREW	STD	8612	43403R	0501-LP-224-0150
SURFACE ELECTRONIC	WARFARE (CW) OPERATIONS STD	8509	43357R	0501-LP-223-5701
SURFACE VESSEL	TORPEDO TUBES HK 32 ALL MDS STD	8208	43342R	0501-LP-222-8655
TARGET ACQUISITION	SYSTEM (TRSS) HK 23 STD	8301	43406	0501-LP-223-5600

SURFACE MISCELLANEOUS

KEYWORD	TITLE/DESCRIPTION	EFFECT DATE	NRVEDTR #	NRV STOCK #
TARTAR WEAPONS SYS	MK 26 GUIDED MISSILE LAUNCHING SYS (GMLS) STD	8305	433228	0501-LP-222-7653
TARTAR WEAPONS SYS	TERRIER/TARTAR MK 152 COMPUTER COMPLEX STD	8205	433248	0501-LP-222-7752
TARTAR WEAPONS SYS	AN/SPG-51C/D AND AN/SPG-51D RADAR STD	8308	433258	0501-LP-222-7803
TARTAR WEAPONS SYS	MK 15 & 22 GUIDED MISSILE LAUNCHING SYS (GMLS) STD	8305	433268	0501-LP-222-7853
TARTAR WEAPONS SYS	DIRECTION SYS (MK 4 MODS 0 & 1) STD	8307	433278	0501-LP-222-7902
TOMRAHAK	MISSILE SYSTEM (THS) STD	8405	434220	0501-LP-223-7000
UNDERWATER-MINE	ASSEMBLY UPGRADE STD	8608	43318	0501-LP-223-1802
UNDERWATER SHIP'S	HUSBANDRY STD	8606	43252	0501-LP-222-5200
UNREP	UNDERWAY REPLENISHMENT ELECTRICAL STD	7707	43129-4	0501-LP-221-2940
UNREP	UNDERWAY REPLENISHMENT ELECTRICIAN QURL	7707	43129-401	0501-LP-221-2941
UNREP	FOR RECEIVING AND DELIVERY SHIPS STD	8403	43396	0501-LP-223-4600
UNREP	FOR RECEIVING AND DELIVERY SHIPS SRB	8403	43396/588	0501-LP-223-4601
WEAPONS CONTROL	(NIDS) SHIPS STD	8012	43388	0501-LP-223-3800
WEAPONS CONTROL	(NIDS) SHIP'S WEAPONS COORDINATOR (SMC) QURL	8012	43388-01	0501-LP-223-3801
WEAPONS CONTROL	(NIDS) SHIP'S RSM COORD (RSMOC/SSC/ASMC) QURL	8012	43388-02	0501-LP-223-3802
WEAPONS CONTROL	(NIDS) SHIP'S RSM FIRE CONT OFFICER (RSMFCO/RSMO) QURL	8012	43388-03	0501-LP-223-3803
WEAPONS CONTROL	(NIDS) SHIP'S FIRE CONTROL SYS COORDINATOR (FCSC) QURL	8012	43388-04	0501-LP-223-3804
WEAPONS CONTROL	(NIDS) SHIP'S ENGAGEMENT CONTROLLER (EC) QURL	8012	43388-05	0501-LP-223-3805
WEAPONS CONTROL	(NIDS) SHIP'S ELECTRONIC WARFARE SUPV (EMSW) QURL	8012	43388-06	0501-LP-223-3806
WEAPONS CONTROL	(NIDS) SHIP'S GUN LIAISON OFFICER (GLO) QURL	8012	43388-07	0501-LP-223-3807
WEAPONS CONTROL	(NON-NIDS) SHIPS STD	8010	43389	0501-LP-223-3900
WEAPONS CONTROL	(NON-NIDS) SHIPS WEAPONS CONTROL OFFICER QURL	8010	43389-01	0501-LP-223-3901
WEAPONS DIRECTION	SYSTEM MK 13 MOD 1 STD	8011	43391	0501-LP-223-4100
WEAPONS DIRECTION	SYSTEM MK 13 MOD 1 OPERATOR QURL	8011	43391-01	0501-LP-223-4101

QUALIFICATION AND ADVANCEMENT PLAN FOR

NAME/RATE

INDOCTRINATION DATE: _____

INTERVIEWER: _____

1. General information: _____

2. Specific assignments, desired completion dates:

A. Watchstation Qualification Assignments:

WATCHSTATION	WEEKLY/MONTHLY PQS PTS/PCT	COMPLETION DATE
(1) _____	_____	_____
(2) _____	_____	_____
(3) _____	_____	_____
(4) _____	_____	_____
(5) _____	_____	_____
(6) _____	_____	_____

b. Advancement requirements: (Ensure changed with each advancement)

(1) Present grade _____ Time reqmt to next _____ Approx elig _____

(2) Correspondence course requirements _____ Desired completion date _____

(3) Examination requirements: (FN/SN, MIL LDRSHP, PO3,2,1,C date elig)

Examination _____ Elig Date _____

c. Schools (type and expected date to obtain quota)

NAME/NUMBER

Expected date

NAME/NUMBER

Expected date

Acknowledged _____

Date _____

PERIODIC INTERVIEW RECORD

A. DATE: _____

REMARKS: _____

SIGNATURE

B. DATE: _____

REMARKS: _____

SIGNATURE

C. DATE: _____

REMARKS: _____

SIGNATURE

INTERIM QUALIFICATION

DATE: _____

From: _____ Department Head
To: Commanding Officer, USS KINKAID DD-965
Subj: Interim Qualification for Watch Station
Ref: (a) COMNAVSURFPACINST 1410.1

1. In accordance with reference (a), _____ (Name/Rate) is interinely qualified as _____ (Name of Watch Station)
2. This interim qualification is based upon _____ (Name/Rate) having met the requirements established by reference (a) and having demonstrated adequate knowledge of the duties and responsibilities of _____ (Name of Watch Station) through written/oral examinations administered _____ (Date).
3. For the purpose of this interim qualification the following qualification requirements have been deferred:

_____ POINTS/PCT FUNDAMENTALS
 _____ POINTS/PCT OF SYSTEMS
 _____ POINTS/PCT OF WATCH STATION

4. The above listed defferred qualifications will be completed by _____ (Date) At that time _____ (Rate/Name) will be designated qualified as _____ (Name of Watch Station)

DATE: _____

From: Commanding Officer, USS KINKAID DD-965
To: _____ Department Head

1. The interim qualification of _____ (Rate/Name) as _____ (Name of Watch Station) is noted and approved.

R.W. TOBIN, CDR USN

SERVICE RECORD ENTRY REQUEST

DATE: _____

From: _____ Division Officer
To: Personnel Officer

Via: _____ Department Head

Subj: PQS Service Record Entry

1. _____ has satisfactorily completed the requirements of the below listed Personnel Qualification Standard(s). Request the following entry be recorded on page 4 (section 14) of his service record.

	DATE COMPLETED	PQS TITLE/WATCH STATION TITLE
A.	_____	_____
B.	_____	_____
C.	_____	_____

NOTE: Date completed equals date commanding officer signed qualification.

DATE: _____

FIRST ENDORSEMENT

From: _____ Department Head
To: Personnel Officer

1. Forwarded.

DATE: _____

SECOND ENDORSEMENT

From: Personnel Officer
To: _____ Division Officer

1. The requested service record entry has been made.



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

FILE

IN REPLY REFER TO
OPNAVINST 3500.34C
Op-114F
Ser 09/501192
27 March 1980

OPNAV INSTRUCTION 3500.34C

Subj: Personnel Qualification Standards (PQS) program

1. Purpose. To promulgate policy, procedures, and responsibilities for the Personnel Qualification Standards (PQS) program.

2. Cancellation. OPNAVINST 3500.34B.

3. Background. The PQS program is a qualification system for officer and enlisted personnel to perform certain duties. A PQS is a list of the minimum knowledge and skills required to qualify for a specific watchstation, maintain specific equipment or perform as a team member within a unit. The PQS program is not a training program, but it does provide an objective for training. Therefore, PQS is most effective when utilized as a key element of a well-structured and dynamic unit training program. (R)

4. Policy (R)

a. Personnel Qualification Standards is an established program in units of the Navy. The original objective for PQS was to cover broad areas of rating duties. The current emphasis of PQS development is to standardize and facilitate operator watchstation qualification in surface ships while continuing the dual emphasis of both operator and maintenance technician PQS for designated aircraft.

b. PQS development covering other requirements, such as surface ship maintenance technician PQS, will be undertaken when development resources and the fleet's capacity to support additional formalized qualification programs become available. Such limitations are not intended to inhibit local development and use of qualification standards where deemed necessary and none exist. Locally produced PQS-type manuals are to be titled, "Job Qualification Requirements (JQR)", to distinguish them from the fleet-wide mandatory PQS and to allow the developing organization greater flexibility in tailoring the format, content, use and revision to the particular needs of the user. Type commander or appropriate major staff office approval and monitoring of JQR development is required to

ENCLOSURE 1
91

27 MAR 1980

assure adequate quality, to determine who should use it and whether its use is optional or mandatory and to assist in its production and distribution.

c. PQS use is required in units to which it is applicable, except as may be suspended by Fleet Commanders in Chief. PQS is not developed where existing qualification programs predating PQS are in use and are viable, such as the submarine qualification program. The PQS program is not applicable to nuclear propulsion or the fleet ballistic missile weapon systems, which are handled under special procedures and are, therefore, not included in the scope of this instruction.

d. Surface ship maintenance technician PQS when approved for development will be promulgated under separate cover and will not be combined with operator PQS. Maintenance functions which are properly part of operator watchstanding requirements will be included in operator PQS.

e. PQS will be developed in workshops convened by the PQS Development Group, Naval Education and Training Support Center, Pacific. Fleet Commanders in Chief and the Training Command normally will provide Subject Matter Experts (SMEs) to support PQS workshops and the number of SMEs will be the minimum essential to develop a quality PQS package. Workshops will not normally be scheduled for periods longer than two weeks without prior concurrence of the Fleet Commanders in Chief when fleet SMEs are to participate.

f. PQS Model Managers should be established when special circumstances require increased management attention to overcome development or revision problems with certain PQS. Normally, the appropriate system command acquisition manager will be designated as the PQS Model Manager for new PQS development requirements identified in Navy Training Plans. The PQS Model Manager will provide to the PQS Development Group the details of the new PQS requirements, the necessary development documentation and the identification of personnel to participate in PQS development and initial revision workshops until sufficient fleet and training command expertise exists to take over PQS revision responsibilities. Fleet PQS Model Managers may be assigned to provide special management over existing PQS. For example, a VP aircraft squadron has been designated as a PQS Model Manager to keep VP PQS aligned with current training concepts and frequent equipment changes.

27 MAR 1980

5. Responsibilities and action

a. Chief of Naval Operations

(1) Promulgate policy for stating requirements, organizing, supporting and administering the PQS program.

(2) Approve requirements and set priorities for PQS and PQS training support material development. (R)

(3) Promulgate updated PQS development priority listings at least annually for execution by the Personnel Qualification Standards Development Group. (R)

(4) Designate PQS Model Managers when special circumstances require increased management attention to overcome development, revision or use problems with certain PQS. (A)

(5) Provide policy direction concerning the appropriate use of PQS as part of the prerequisites for rate advancement and as a source for questions in developing advancement-in-rate examinations. (A)

b. Fleet Commanders in Chief

(1) Direct the standardized implementation and management of PQS programs in units of their respective fleets with a minimum of administrative and reporting requirements. (R)

(2) Evaluate unit PQS effectiveness as part of command inspection programs. (R)

(3) Submit PQS program change recommendations for program improvements and forward new or modified PQS requirements and requests for establishing PQS Model Managers, received through the chain of command, to the Chief of Naval Operations (CNO) via the Chief of Naval Education and Training (CNET) for coordination. (R)

(4) Provide personnel as resources permit to staff development workshops with individuals of proven expertise in the area being developed. (R)

(5) Conduct thorough reviews of development workshop preliminary PQS to insure the product is complete, technically correct and is an achievable qualification standard. (A)

27 MAR 1980

c. Chief of Naval Education and Training

- A) (1) Coordinate the approval and setting of priorities for PQS development with the appropriate CNO sponsors.
- R) (2) Fund and develop PQS study guides which have been approved by the CNO.
- A) (3) Assign personnel as resources permit to development workshops and ensure the compatibility of the PQS and shore training courses where appropriate.
 - (4) Review and approve PQS for publication, subject to concurrence by the commands concerned.
- R) (5) Incorporate the use of PQS in shore-based formal training where course objectives address knowledge and skills included in PQS and certify such coverage of PQS to the command receiving the graduate.
- R) (6) Integrate PQS into the objectives for which training support materials are developed and, when directed, consolidate reference material into a PQS study guide for individual PQS.
- R) (7) Conduct on-going liaison with Fleet Commanders in Chief to identify, develop and implement changes to the development process and content of PQS as well as to its interface with both shore training and fleet training support material in order that the PQS program may achieve its full effectiveness.
- A) (8) Routinely review PQS development procedures to identify deficiencies in development, preparation and distribution of PQS products.
- R) (9) Publish a total listing of PQS available to the fleet at least annually and a listing of additions and revisions to the listing approximately quarterly.
 - (10) Provide support to the Chief of Naval Material (CHNAVMAT) in:
 - (a) Determining the requirement for task and skill analysis data upon which Navy workshops can write PQS for new construction units.

(b) Determining the manner in which information to support PQS training is to be included in operational and maintenance technical manuals.

(c) Promulgating instructions to effect proper coordination between new acquisition PQS Model Managers and the PQS Development Group. (A)

d. Commander, Naval Military Personnel Command

(1) Include completion of appropriate PQS as prerequisites for assignment of those Navy Enlisted Classifications (NECs) which may be earned through on-the-job training.

(2) Provide for recording of PQS qualifications in service records as part of Navy training history.

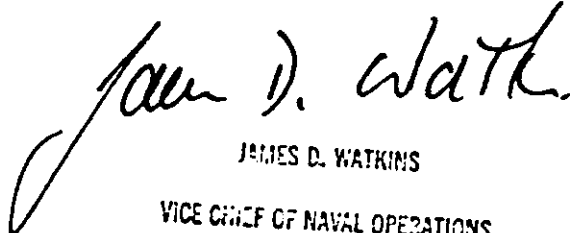
(3) Assist in identifying in-transit subject matter experts to staff development workshops. (A)

e. Chief of Naval Material

(1) Determine requirements for PQS development to support new ship classes, systems, equipments and aviation weapon systems and identify in Navy Training Plans (NTP). (R)

(2) Review for technical accuracy and adequacy all PQS and mandatory JQR related to ship classes, systems, equipments and aviation weapon systems. (R)

(3) Provide for inclusion of information in operational and maintenance technical manuals which will enhance their use as training references in meeting the qualification requirements of PQS.


JAMES D. WATKINS
VICE CHIEF OF NAVAL OPERATIONS

Distribution:
(see page 6)

OPNAVINST 3500.34C

27 MAR 1980

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