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USS FRANK E. EVANS (DD 754)
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DD754 INST 3121.1A
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1 February 1969

USS FRANK E. EVANS (DD 754) INSTRUCTION 3121.1A

From: Commanding Officer, USS FRANK E. EVANS (DD 754)
To: Distribution List

Subj: Standing Night Orders

Encl: (1) Standing Night Orders

1. Purpose. To promulgate the Commanding Officer's Standing Night Orders.

2. Cancellation. This instruction cancels and supersedes USS FRANK E. EVANS Instruction 3121.1A of 8 ~~January 1966~~
27 MARCH 1966

Applicability.

3. ~~Revised.~~ Although these orders are called Standing Night Orders, they remain in effect at all times when the ship is underway. ~~These items~~ They are also marked with an asterisk ~~and changes from the previous night orders.~~ effect at other times when an underway watch is posted, although the ship is not underway (e.g. steaming to the anchor in high winds, etc.).

4. Action. All line officers shall become thoroughly familiar with these standing orders and indicate their understanding of same by signing the list contained in the Captain's Night Order Book at such intervals as may be directed by the Commanding Officer.

A. S. MCLEMORE

DISTRIBUTION
ALL OFFICERS
CAPTAIN'S NIGHT ORDER BOOK

AUTHENTICATED:


~~J. L. McMichael, LCDR, USN~~ G.L. MCMICHAEL
Executive Officer

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STANDING NIGHT ORDERS

1. These Standing Night Orders supplement and emphasize the instructions contained in Navy Regulations and other FRANK E. EVANS instructions and orders. They are effective at all times when the ship is underway. Supplementary night orders will be issued by me daily as required when underway and shall be read and initialed by the Navigator, Executive Officer, and each officer standing a watch on the bridge or in CIC between the hours of 2000 and 0700.

2. The Officer of the Deck is the officer on watch in charge of the ship. He shall be responsible for the safety of the ship and for the performance of the duties prescribed in Navy Regulations and by the Commanding Officer. Every person on board who is subject to the orders of the Commanding Officer except the Executive Officer, and those other officers specified in article 1009 of Navy Regulations, shall be subordinate to the Officer of the Deck.

3. The following instructions are addressed to the Officer of the Deck for action, and to the Junior Officer of the Deck, ~~the~~ CIC Watch Officer, and the enlisted CIC supervisor for information:

a. Familiarize yourself with Articles 1001-1005 and 1008-1022, U. S. Navy Regulations, 1948. Comply with International and Inland Rules of the Road, and with Pilot Rules for Inland Waters as appropriate.

b. Before relieving the watch make yourself thoroughly familiar with the following:

- (1) *- see below*
- (2) *- see next page*
- (3) Course, speed, position and projected track of the ship.
- (4) Depths, currents, land and navigational aids.
- (5) Rocks, shoals, shipping and other danger in the vicinity of the ship's track.
- (6) Gyro error, magnetic variation and deviation on present course.
- (7) State of the weather, force and direction of the wind, temperature, barometer reading and ~~change~~ trend during preceding watch
- (8) Condition of the life boat and life boat crew.
- (9) The ship's assigned station and actual position in formation and location of guide and other units.
- (10) All unexecuted orders and the Captain's Night Order Book.

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(2) The location of each ship in the formation and her voice call.

(10) The status of ship's ^{VITAL} equipment.

c. Relieve the watch only after your eyes are properly adapted to the darkness. While on watch at night subject your eyes to light as little as possible.

d. Rehearse in your mind action to be taken in the event of possible emergency such as a vessel or light suddenly close aboard, man overboard, flooding of a compartment, fire, ~~radiation alarm~~, main engine casualty or steering casualty on FRANK E. EVANS or any other ship in ~~vicinity~~. In addition rehearse in your mind action to be taken in the event of sudden tactical maneuvers.

* e. Require all members of your watch to furnish you with maximum help possible consistent with their ability and experience. You are responsible for continual instruction of your watch, including rotation of assignments wherever feasible and safe. Anticipate events and keep appropriate officers and petty officers informed on future requirements.

f. Insure that all members of your watch are properly dressed in clothing that will keep them comfortable.

g. Use standard phraseology and require all members of your watch to do so.

h. Verify the course frequently. Insure that your quartermaster records compass comparisons every 15 minutes and after every course change.

Take this paragraph + insert after "0"
 i. ~~Insure that your track is properly laid out on the bridge~~ *Insure that your track is properly laid out and updated at least every half hour*
~~the CIC will maintain a smooth navigational plot.~~

j. In the event heavy weather is expected make all preparations to insure against damage or loss of equipment. In heavy weather take all precautions necessary to insure safety of personnel topside.

k. When necessary to change course to avoid a privileged vessel, do so early enough and with clearly recognizable change of course. Do not cross ahead of such vessels. Sound signals as appropriate.

l. Require the CIC Watch Officer to plot all contacts. Remember also that a continuous and accurate exchange of appropriate information between the bridge and CIC is essential to the operation and safety of the ship. Insure that talkers relay information accurately, promptly, and completely. When exchange of such information is vital (such as an operational signal) check correct receipt using direct communications if appropriate (21MC)

* m. When steaming independently or when OTC of a formation, the ship is within three miles of either a fog bank or a rain squall; sound-

(1) Sound appropriate sound signals for restricted visibility.

(2) Turn on navigational lights

(3) Station two fog lookouts in the eye of the ship (one will wear S/P phones, the other will wear nothing ~~over his ears~~ - no talking).

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Insure that your track is properly laid out and updated at least every half hour
10 miles of land. When no suitable sound signals are available, sound 15 minutes.

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~~Appropriate fog signals and other navigational signals. In any event, the fog signal of a vessel apparently forward of either beam, stop the engines, then navigate with caution until danger of collision is over.~~

m. Keep required tactical publications readily available and know how to use them, ~~causing them to be inventoried on a watch to watch basis.~~

n. Take and record the visual bearings of all surface contacts sighted.

o. Make complete, timely, and appropriate use of all navigational aids and facilities such as radar (including fire control), fathometer, sonar, loran and lead line. Beware of reliance on one source of information. Verify and cross-check whenever possible.

from page 2 p. 9. Keep the bridge darkened at night. Permit no exposed flame or white light (including flashlight) on the bridge at night. When the ship is darkened, the smoking lamp is out on the open bridge and topside.

~~10. Insure that each member of your watch realizes that he is on watch for a specific purpose, and that he knows what that purpose is.~~

r. Know your equipment -- where it is and how to use it. Be able to find it, ~~in the dark, open and~~ adjust it and operate it, all in the dark.

* s. The smartness of a man of war, ^{also} is most often judged by her ~~tactical~~ communications, both visual and voice, ^{and the ability to execute tactical signals smartly.} To this end the OOD must be continually vigilant to insure that all persons charged with communicating are qualified, alert and motivated with that special pride that marks the outstanding signal and tactical bridge. Mutual support, exercise of common sense and alertness is the key.

t. Call me and the Navigator under ^{any of} the following circumstances:

- (1) When in doubt as to the ~~safe~~ position of ^{OF THE SHIP, OR AS TO THE SAFETY} course, ~~of the ship~~ being steered.
- (2) If you change course or speed for any reason ^(other than when patrolling a screen assignment)
- (3) When ^{fix indicates that} the ship is ^{over 15} ~~10~~ ^{or 4 miles} minutes away from her D.R. position.
- (4) When sighting navigational lights ^(identify the light by name and indicate change and bearing)
- (5) When in doubt as to the identity of a navigational light.

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(6) If you fail to sight a navigational light within 15 minutes of predicted sighting time, or more than 10 degrees away from the predicted bearing.

(7) If there are changes in compass errors.

u. Call me under the following additional circumstances:

(1) In the event of any casualty to equipment or injury to personnel.

(2) When any changes are made ^(A) to the formation of which FRANK E. EVANS is a part.

(3) When a surface contact has a predicted CPA of 3 miles or less. Report information on surface contacts in this order:

(a) Relative bearing

(b) Range in yards

(c) Bearing movement

(d) C.P.A., relative to FRANK E. EVANS

(e) Course and speed

(4) When a surface contact within 10 miles of FRANK E. EVANS alters her course so as to reduce her CPA.

(5) When any ship of our formation gets abnormally off station.

(6) If there is any significant change in the weather, the barometer rises or falls .04 or more inches within a one-hour period or if the ship is approaching rain or fog.

(7) Should the ^{be a} question ^{as to} whether ^{or not I should be called} ~~to call me or inform me of something over your thoughts.~~

(8) Finally, I enjoy being a part of that changing scene which can only be shared by mariners at sea. I therefore choose to be on the bridge when other ships are passing within visual signalling distance or when passing through waters bordered by land masses or islands.

4. Special instructions, ^{To be implemented} when staff embarked.

a. When a staff is embarked, the OOD shall advise the Staff Watch Officer of FRANK E. EVANS intentions. This includes not only our intentions to maneuver the ship, but also evolutions within the ship which may affect the Squadron Commander or members of his staff. When there is no Staff Watch Officer on watch, the OOD shall report all significant events to the Commodore by sending a written note by messenger.

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b. When the Squadron Commander has tactical responsibility (OTC) FRANK E. EVANS CIC is expected to provide the same services and information for the Commander as ~~is~~^{are} provided to the Commanding Officer.

(1) The CPA's of reported surface contact will be supplied ^{b.74} as CPA to the flagship and the ~~nearest point of approach~~ ^{Closest CPA} to any ship in the formation.

(2) Contacts (air, surface, and subsurface) will be reported to Staff Watch Officer as soon as detected, ~~by whatever means.~~

(3) Control of radar (i.e. tuning, adjusting, securing, etc.) will be exercised by the Squadron Commander through the SWO.

c. When the Squadron Commander does not have tactical responsibility, full information is desired, but control of radar reverts to ship.

d. OODs must bear in mind that staff officers serve as advisors to the Squadron Commander and have no command authority delegated to them. ~~by the Captain.~~ The ultimate responsibility for safety of FRANK E. EVANS always rests with the OOD and ~~Captain.~~ ^{The Commanding Officer.}

5. In the event you cannot reach me on normal circuits, use any means available. If the LMC (loud speaker system) is used, pass the word, "Captain to the Bridge" three times over all circuits. If doubt exists as to the propriety of calling me to the bridge — CALL ME.

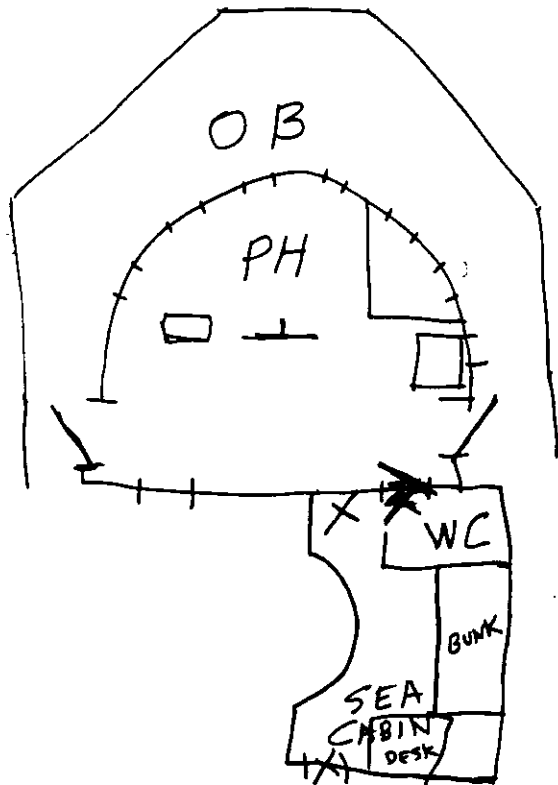
6. Should a situation develop which in your opinion requires prompt action, you are authorized and directed to use your initiative to the best of your judgement, without awaiting my arrival on the bridge.

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