

H.M.A.S. MELBOURNE,
At Sydney.

18 February, 1969.

CAPTAIN'S STANDING ORDERS

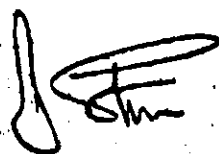
INTRODUCTION

1. The Royal Australian Navy has a proud tradition to maintain and only the highest standards are good enough in H.M.A. Ships. This applies particularly to H.M.A.S. MELBOURNE, the only aircraft carrier in the R.A.N. and often the Flagship.

2. The aim of an aircraft carrier is successful flying operations. To achieve this aim requires good airmanship, good seamanship, good maintenance of ship and aircraft, and also faithful and efficient performance of all the manifold services that our ship requires.

3. Officers are to carry out their duties in accordance with Regulations and Instructions for the R.A.N. and such other orders and instructions as may be issued from time to time by higher authority.

4. These orders are issued for the guidance of officers and in amplification of other orders and instructions of a more general nature. They are to be studied by every officer on joining, and the copy held in my office is to be signed to this effect.



(J.P. STEVENSON)
CAPTAIN

EXHIBIT 66

(11)

DECLASSIFIED

ENCLOSURE (4)

R.M.A.S. MELBOURNE - CAPTAIN'S STANDING ORDERS

SECTION 2 - OPERATIONAL

No. 27. OFFICER OF THE WATCH AT SEA

- a. The duties and responsibilities of the Officer of the Watch at sea are laid down in RI's and the Manual of Seamanship. Every OOW is to be thoroughly conversant with his duties and with the Regulations for the Prevention of Collision at Sea.
- b. The duties of OOW at sea are not to be handed over to an officer who does not have a full Bridge Watchkeeping Certificate unless my express permission has been given.
- c. The OOW is responsible to me for the safe handling of the ship. I will normally inform the OOW if I am taking over the handling of the ship, but if I give a direct wheel or engine order this means that I have done so. The OOW is not to resume this responsibility until I specifically tell him to do so. If in any doubt at any time, the OOW should ask me who has the responsibility.
- d. When I am handling the ship, the other responsibilities of the OOW still rest with him unless I specifically relieve him of any other duties.
- e. In an emergency the OOW has authority to take any action he considers necessary for the safety of the ship or her personnel before informing me. He may also take action on the orders of the OTC before informing me, but if time permits I am to be informed first.
- f. I expect the OOW to cultivate the habit of planning the action to be taken in case an unusual situation should arise. Plans for such emergencies as man overboard should be formulated on taking over the watch and modified as the situation changes.
- g. The OOW may assume that directions received from the Navigating Officer for alterations to course and speed have my approval. Nevertheless the OOW continues to hold primary responsibility for the ship and must always satisfy himself as to any directions he receives from the Navigating Officer.
- h. The occasions on which I am to be called are laid down in my Night Order Book and a copy of these Standing Instructions is kept in the Bridge File. When I am called the OOW is to make sure I am fully awake. If I do not come to the compass platform when he feels I should, he is to have me called again. Reports which are made to me are also to be made to the Navigating Officer.
- i. An officer is never to take over the watch until he is satisfied that he is properly informed by the officer whom he is relieving. Immediately on taking over he is to verify the ship's position on the chart by the best means available.
- j. The OOW is also constantly to bear in mind his other responsibilities for such as the safety of personnel, watertight integrity, the ship's routine and ceremonial.
- k. When MELBOURNE is in tactical command, the sense of the foregoing paragraphs is intended to embrace the safety of the formation as a whole.
- l. The Navigating Officer is to arrange for Seaman-Officers to receive a full briefing on the layout of the Compass Platform, Navigation Light switches etc. on first joining and before keeping a watch.

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