

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA
FORT MASON
SAN FRANCISCO, CALIFORNIA

MSTSPAC 3140.1
P35
28 February 1963

MSTSPAC INSTRUCTION 3140.1

From: Commander Military Sea Transportation Service, Pacific Area
To: Distribution List

Subj: Optimum Track Ship Routing; Pacific procedures

Ref: (a) COMSTSINST 3140.2, Subj: Optimum Track Ship Routing (OTSR)
(NOTAL)
(b) COMSTSINST 3121.1C, Subj: Operational control procedures
(NOTAL)

Encl: (1) Voyage Summary (OTSR) OPNAV Form 3140-35 (NOTAL)

1. Purpose. To amplify reference (a) in respect to procedures for Optimum Track Ship Routing in the Pacific.

2. Cancellation. This instruction cancels and supersedes MSTSPACINST 3160.4A.

3. Background. Optimum Track Ship Routing (OTSR) of MSTS ships commenced on an experimental basis during FY 1957. It is based on the ships' riding characteristics and the predicted weather and sea conditions. Fleet Weather Central, Alameda provides, on request, routing and weather surveillance for MSTS controlled ships in the Pacific.

4. Applicable Shipping and Voyages. This directive is applicable to Pacific voyages of nucleus fleet ships assigned to MSTS Administrative Commanders, and to Time Charter and General Agency Agreement ships operating in the Pacific. Since OTSR techniques are of limited value on short sea passages, ships on short passages between intermediate ports of trans-Pacific voyages, and on short coastal voyages, ordinarily will be routed and controlled by other authorized procedures. A combination of OTSR, Naval Control of Shipping Organization (NCSORG) and local area routing and control may be used during the various legs of Pacific voyages.

5. Procedures. The following operating procedures amplify reference (a) for application in the Pacific.

a. Routing for Passenger Ships on trans-Pacific passages will be provided by FLEWEACEN ALAMEDA without specific request, based on information published in MSTS Pacific Passenger Ship Schedule and changes thereto.

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b. Routing for Cargo and Special Project Ships will be requested by COMSTSPACAREA and COMSTSFEAREA for sailings from ports in their respective areas. The Area Commanders may, at their discretion, delegate authority to subordinate activities to initiate route requests. Route requests should be transmitted, when possible, in sufficient time to reach FLEWEACEN ALAMEDA 72 hours prior to the estimated time of departure of the ship. The route request should include the ship's name and hull number or type, port of departure, ETD, destination, and any pertinent information regarding deck load or unusual draft. Route requests shall be modified appropriately if the ETD changes 12 hours or more after submission of the original request.

c. U. S. Naval Oceanographic Office will continue to test and evaluate OTSR. COMSTSPACAREA and COMSTSFEAREA will assign the routing of one cargo ship crossing per month, if available, to NAVOCEANO for this purpose. All communications concerning these crossings will be with NAVOCEANO in lieu of FLEWEACEN ALAMEDA.

d. OTSR under NCSORG may be utilized for individual exercise voyages or for consecutive voyages of specified ships for exercise purposes. Under these conditions, all communications normally will be between the cognizant NCSORG activity and FLEWEACEN ALAMEDA.

e. Recommended Routes normally will be sent by message action to the ship being routed about 36 hours prior to ETD. Information copies will be sent to the originator of the route request, the MSTTS activity at the port of departure, and the cognizant Movement Report Center (MRC/MRO). Simplified procedures reducing formal communications will be utilized between COMSTSPACAREA and FLEWEACEN ALAMEDA.

f. Sailing Orders will specify that the voyage, or the applicable portion thereof, will be under OTSR procedures.

g. Movement Reports and changes thereto will indicate OTSR routing. Arrival reports will contain a brief statement of any damage sustained as a result of weather.

h. Operational Control of ships under OTSR (except when under NCSORG control for exercise purposes) will be exercised by MSTTS area commanders within their respective areas under provisions of reference (b).

i. Route Changes recommended after departure will be addressed directly to the ship by the routing agency, FLEWEACEN ALAMEDA or NAVOCEANO. The MSTTS area commander exercising operational control and the appropriate NCSORG OCA will be included as information addressees.

j. OTSR Position Reports will be submitted daily as of 0800 local ship's time and transmitted by priority message. One-operator ships will transmit the message at the next regular radio operator period. The action addressee will be the routing activity, FLEWEACEN ALAMEDA or NAVOCEANO, Washington, D. C., as appropriate. Information addressees will be the MSTS area commander or commanders responsible for operational control of the ship at the time of report and at destination, and the NCSORG OCA (CTF) of the area. The report will be transmitted in the format of the example below to minimize the length of the message and will contain the following information:

- (1) Time of observation (GMT).
- (2) Position.
- (3) Wind direction (true) and velocity (knots).
- (4) Course and speed being made good at observation time.
(Speed over the ground, not speed by engine revolutions.)
- (5) Sea direction (true), period (seconds), and height (feet).
(The desired value is the average wave height as obtained from the larger well-formed waves of the wave system being observed. In heavy seas an additional value reporting the highest single wave (HSW) near observation time is desired.)
- (6) Swell direction (true), period (seconds), and height (feet).
- (7) Any additional pertinent remarks, e.g. "SECURED NR. 1 BOILER 261400Z TO PLUG LEAKING TUBES. SOA 12. ETC REPRS 250100Z" or " CHANGED COURSE TO 248 AT 261400Z TO REDUCE 25 DEGREE ROLL."

Example:

FROM: USNS PERSEUS
TO: FLEWEACEN ALAMEDA
INFO: COMSTSPACAREA
COMSTSFEAREA
CTF 33

UNCLAS
192000Z 5004N 17510E CUS/SP 255/17.2 WND 035/20 SEA 035/8/7
SWELL 010/5/10

In addition to the information listed above, the first daily OTSR report shall include the actual time of departure (ATD) at the end of the message, and the last daily OTSR report shall include "FINAL" at the end of the message.

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k. Voyage Summary (OTSR), enclosure (1), shall be completed in accordance with instructions on the reverse of the form and mailed without covering letter directly to the cognizant routing activity (FLEWEACEN ALAMEDA or NAVOCEANO, Washington, D.C.).

6. Panama Canal Transits. A voyage under OTSR which includes a transit of the Panama Canal will be routed by FLEWEACEN ALAMEDA in the Pacific and Fleet Weather Facility, Norfolk in the Atlantic. Route requests will be addressed for action to both weather activities. The last two daily position reports prior to arrival Balboa shall be sent action to both activities. A separate voyage summary, enclosure (1), shall be prepared for the Pacific and Atlantic legs of the voyage and mailed to the cognizant routing activity.

7. Compliance with Routing. OTSR routing activities recommend routes as advisory services. The recommendations in no way limit the responsibilities and prerogatives of commanding officers and masters. However, the routing activity should be informed promptly of any appreciable deviation from the recommended route. The routing activity will recommend diversions as considered appropriate to avoid areas expected to be influenced by typhoons. However, when dangerous conditions associated with typhoons appear imminent on the ship's intended track, changes should also be made on the basis of local evaluation of the situation without waiting for recommendations from the routing activity. This is particularly applicable near the point of departure or destination when contact with the port authority may determine appropriate action.

8. Emergency Diversions. In the event of diversions for medical assistance, SAR missions, etc., commanding officers and masters may expect that the cognizant OCA will assume operational control for the duration of the diversion. Frequent emergency diversions emphasize the necessity of the appropriate NCSORG OCA being an information addressee of position reports and route changes.

9. Changes of ETA. It is essential that appropriate MSTs activities be advised promptly of changes in ETA. Procedures for reporting a change of ETA are prescribed in directives governing the Navy Movement Report System and MSTSPACAREA Logistic Requirements Report. In addition to prescribed reports, a special report of change of ETA is authorized and directed whenever justified by time element or other operational consideration.

10. OPNAV Form 3140-35. An initial supply of OPNAV Form 3140-35 is being distributed separately. Future supplies of this form will be available in the Navy supply system as cognizance symbol "I" material.

U. B. Murphy
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Chief of Staff

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