

HELM COMMANDS

This enclosure provides a list of commonly used helm commands and may be tailored as appropriate to meet the requirements of Chapter 1, Section C. Standard phraseology governing orders to the helmsman is required to ensure orders are understood and promptly executed. The helmsman shall repeat each command word-for-word and shall report when the ordered action is complete. The conning officer shall acknowledge the helmsman's responses with "VERY WELL".

COMMAND	ACTION
RIGHT (LEFT) STANDARD (FULL) RUDDER	Apply the ordered rudder. Standard rudder is the amount required to turn the ship on its standard tactical diameter. The rudder angle varies from ship to ship. Full rudder is normally the amount required for reduced tactical diameter.
RIGHT (LEFT) ## DEGREES RUDDER	Apply the ordered rudder. This order may be followed by a new course for the helmsman to steer, such as "STEADY ON COURSE 256" or another rudder command. If no course is specified the helmsman shall call out the heading at 10 degree increments, such as "PASSING 150, PASSING 160", until a course is ordered by the conning officer.
INCREASE YOUR RUDDER TO RIGHT (LEFT) ## DEGREES	Increase the rudder angle the amount specified to cause the ship to turn more rapidly. This order may be followed by a new course for the helmsman to steer or another rudder command. If no course is specified the helmsman shall call out the heading at 10 degree increments until a course is ordered by the conning officer.
EASE YOUR RUDDER/EASE YOUR RUDDER TO RIGHT (LEFT) ## DEGREES	Decrease the rudder angle by half the amount currently applied or by the amount ordered. This order may be followed by a new course for the helmsman to steer or another rudder command. If no course is specified the helmsman shall call out the heading at 10 degree increments until a course is ordered by the conning officer.
RUDDER AMIDSHIPS	Place the rudder at zero degrees.
MEET HER	Use the rudder as necessary to check the swing of the ship without steadying on any specific course.
STEADY, STEADY AS SHE GOES, STEADY ON COURSE ###	Steer the course on which the ship is currently headed or the ordered course. If the ship is turning and the command STEADY or STEADY AS SHE GOES is given, the helmsman notes the heading and brings the ship back to the heading. The helmsman should then reply "STEADY; COURSE ###".

COMMAND	ACTION
SHIFT YOUR RUDDER	Move the rudder to the same angle in the opposite direction from where it is currently ordered. This order may be given only when a specific rudder angle is in effect.
NOTHING TO THE RIGHT (LEFT) OF COURSE ###	Steer nothing to the right (left) of the course specified.
HOW'S YOUR RUDDER	This is a query from the conning officer to ascertain the current rudder placement. The helmsman replies, "MY RUDDER IS RIGHT(LEFT) ## DEGREES".
MARK YOUR HEAD	Respond "MARK ###". A command to the helmsman to state the heading of the ship at the moment the command was given.
COMMAND	The helmsman's response to the conning officer if he/she did not hear a command, misunderstood a command or believes a command is improper.
STEER ON	The helmsman steers on a range or object identified by the conning officer.

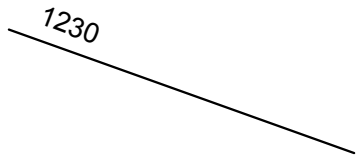
LINEHANDLING COMMANDS

This enclosure provides a list of standard linehandling commands and may be tailored as appropriate to meet the requirements of Chapter 1, Section C.

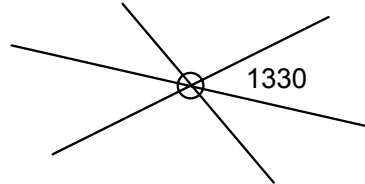
COMMAND	ACTION
PUT OVER/PASS (line number)	Pass the specified line to the pier and provide enough slack to allow linehandlers to place the line over the bitt, cleat or bollard.
HOLD (line number)	Do not let any more line out even though the risk of parting may exist.
CHECK (line number)	Hold heavy tension on the specified line but render it as necessary to prevent parting the line.
SURGE (line number)	Hold moderate tension on a line but render it enough to permit movement of the ship.
EASE (line number)	Let a line out until it is under less tension, but not slacked.
SLACK (line number)	Take all tension off a line and let it hang slack.
TAKE THE SLACK OUT OF (line number)	Take all the slack out of a line, but do not take a strain.
SHIFT (line number)	Shift a line to the specified location.
HEAVE AROUND ON (line number)	Take a strain on a line with the capstan.
TAKE (line number) TO POWER	Take the specified line to the capstan.
SINGLE UP (line number)	Take in all but one bight so there remains a single part to the line. May also be used to single up all normal mooring lines.
DOUBLE UP (line number)	Pass an additional bight on the specified line so there are three parts to the line. This may also be used to double up all normal mooring lines. Cutters without sufficient mooring line for three parts should just pass the bitter end of the single up to the pier.
AVAST or AVAST HEAVING	Stop taking a strain on a line with capstan.

COMMAND	ACTION
TAKE IN (line number)	Allow the pier linehandler enough slack to take the line off the fitting and bring the line aboard. Used when secured with your own line.
CAST OFF (line number)	When you are secured with another ship's lines, it means to cast off the ends of their lines.

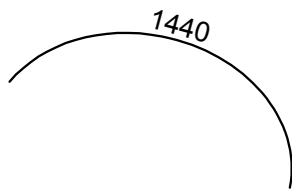
NAVIGATION PLOTTING SYMBOLS



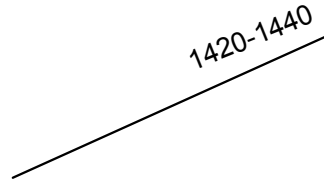
Single line of position
(Same for visual and electronic LOP)



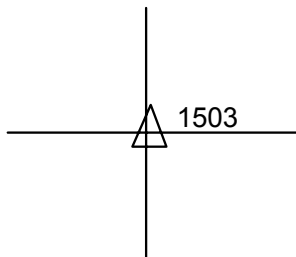
Visual fix



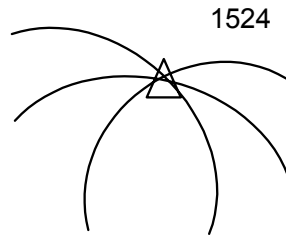
Distance arc or range



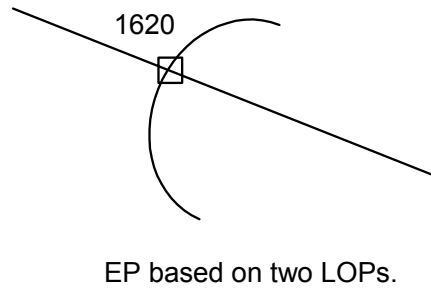
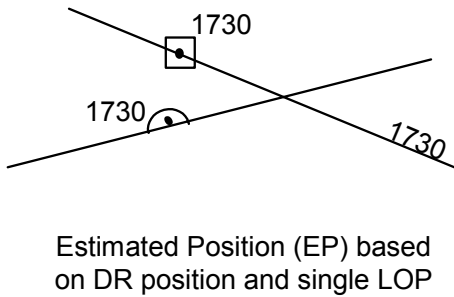
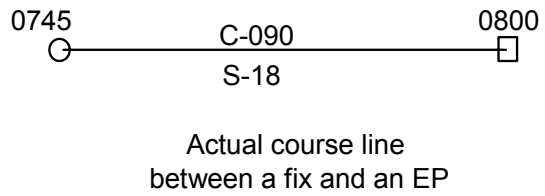
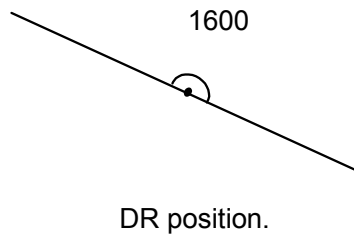
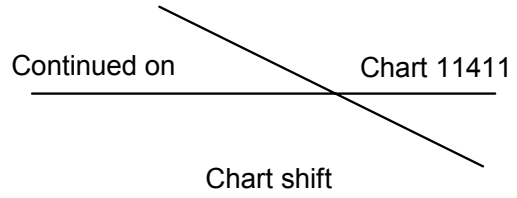
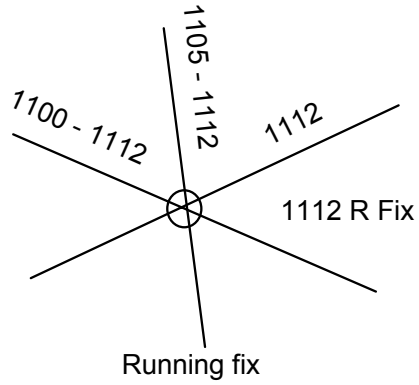
Advanced LOP
Original time and time LOP advanced to

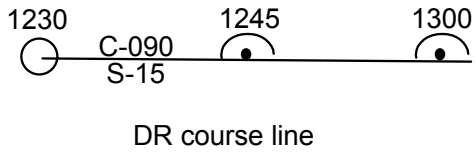


Electronic fix

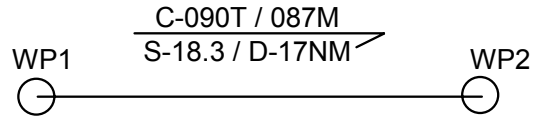


Electronic fix
using radar ranges

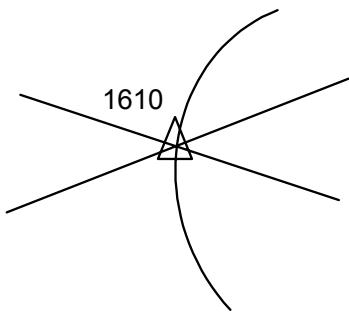




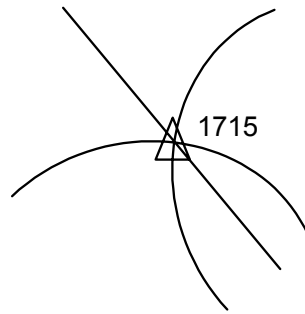
DR course line



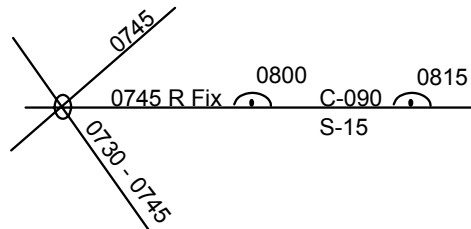
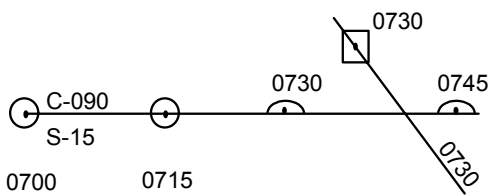
Trackline. Used between intended waypoints.



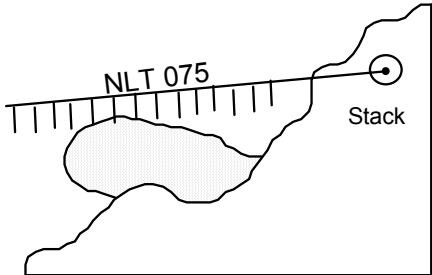
Two visual bearings and one radar range



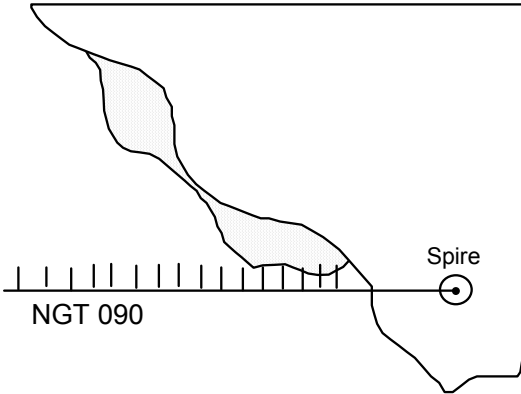
Two radar ranges and one visual bearing.



Examples of a DR course line with an EP and a DR course line with a running fix

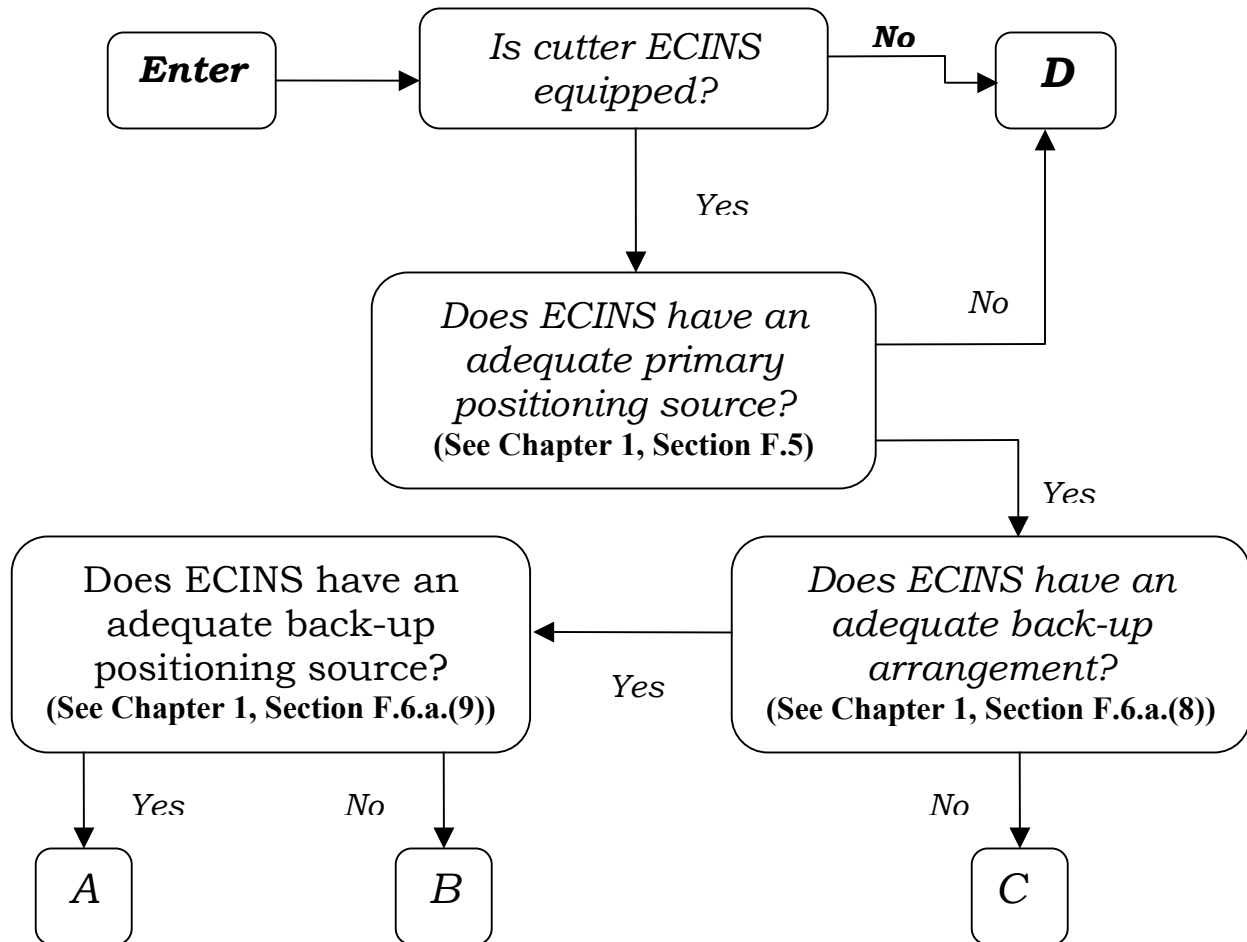


Danger bearing No Less Than 075 Deg T



Danger bearing No Greater Than 090 Deg T

PAPER CHART USAGE/MAINTENANCE REQUIREMENT FLOWCHART



A = Carry uncorrected paper chart. Use ECINS as primary means of navigation.

B = Carry uncorrected paper chart of the area. Use ECINS as primary means of navigation. Cutter shall correct and use paper charts in the event of positioning source failure.

C = Carry corrected paper chart of the area. Use ECINS as primary means of navigation.

D = Use corrected paper charts. ECINS/ECS (if so equipped) is to be used only as a situational awareness tool.