

UNCLASSIFIED//

RATUZOVW RUOISAA5967 1162247-UUUU--RULSSEA.
ZNR UUUU ZOV RUOISAA0001 ZUI RHMFIUU0884 1192239
R 262239Z APR 13 PSN 271057K22
FM COMNAVSURFOR SAN DIEGO CA
TO ALNAVSURFOR
INFO ZEN/COMUSFLTFORCOM NORFOLK VA
RULSSEA/COMNAVSEASYS COM WASHINGTON DC
ZEN/COMNAVSURFPAC SAN DIEGO CA
ZEN/COMNAVSURFOR SAN DIEGO CA
ZEN/COMNAVSURFLANT NORFOLK VA
ZEN/NETC PENSACOLA FL
ZEN/COMEXPSTRKGRU TWO
ZEN/COMEXSTRIKGRU THREE
ZEN/SWOSCOLCOM NEWPORT RI

BT

UNCLAS

MSGID/GENADMIN/COMNAVSURFLANT NORFOLK VA/0884/APR//
SUBJ/SAFE AND EFFECTIVE WET WELL OPERATIONS AND CRAFT SHORING
DIRECTION//

REF/A/DESC: DOC/CNSP-CNSL/09OCT2012//

REF/B/DESC: DOC/NAVSEA/01FEB2010//

NARR/REF A IS COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3340.3D, WET
WELL OPERATIONS MANUAL. REF B IS NSTM CHAPTER 584, REVISION 2,
LANDING CRAFT AND AMPHIBIOUS ASSAULT VEHICLE HANDLING, STOWAGE AND
SUPPORT SYSTEMS.//

POC/HAYHURST, JEFF/CAPT/UNIT: CNSL N44/NAME: NORVA/TEL: 757-445-5684/

TEL: DSN 565-5684/EMAIL: JEFFREY.K.HAYHURST@NAVY.MIL//

POC/SANDERS, C/LT/UNIT: CNSL N444/NAME: NORVA/TEL: 757-445-5527/

TEL: DSN 565-5527/EMAIL: CURTIS.R.SANDERS@NAVY.MIL//

POC/-/-/UNIT: CNSP/NAME: SAN DIEGO, CA/TEL: 619-XXX-XXXX/EMAIL: XXX

@NAVY.MIL//

GENTEXT/REMARKS/1. THIS IS A COORDINATED COMNAVSURFPAC
/COMNAVSURFLANT (CNSP/CNSL) MESSAGE TO PROVIDE ADDITIONAL DIRECTION
AND EMPHASIZE THE IMPORTANCE OF FOLLOWING STANDARD SAFETY
PRECAUTIONS WHEN CONDUCTING WET WELL OPERATIONS, TO INCLUDE SECURING
OF LANDING CRAFT.

2. BACKGROUND: ALL WELL DECK OPERATIONS ARE INHERENTLY
DANGEROUS. RECENTLY, A CNSL SHIP SUFFERED THE DEATH OF A SAILOR
WHILE CONDUCTING LCU SHORING OPERATIONS AT SEA. THIS INCIDENT WAS
AVOIDABLE AND HIGHLIGHTS THE IMPORTANCE OF FOLLOWING PRESCRIBED
SAFETY PRECAUTIONS AND ESTABLISHED PROCEDURES.

3. ACTION: ALL CNSP/CNSL AMPHIBIOUS SHIPS AND ASSAULT CRAFT UNITS
SHALL REVIEW APPLICABLE GUIDANCE WITH REGARD TO WET WELL OPERATIONS
AND CRAFT SECURING PROCEDURES PROVIDED IN REFS A AND B AND ENSURE
COMPLETE PROCEDURAL COMPLIANCE. ADDITIONALLY, THE FOLLOWING ACTIONS
ARE DIRECTED:

A. UNTIL ADDITIONAL FORMAL GUIDANCE IS PROVIDED, ALL LANDING CRAFT
SHALL BE PROPERLY SHORED IAW REFS A AND B WHEN ANY OF THE FOLLOWING
CONDITIONS EXIST:

- (1) SHIP IS CONDUCTING ANY TRANS-OCEANIC TRANSIT
- (2) MORE THAN 96 HOURS BETWEEN PLANNED WET WELL EVOLUTIONS
- (3) EXPECTED WAVE HEIGHTS ARE GREATER THAN 10 FEET

B. IF ANY OF THE ABOVE CONDITIONS EXIST, AND CRAFT ARE NOT SECURED
WITH SHORING, SHIPS SHALL STATION A CONTINUOUS INTEGRITY WATCH UNTIL
PROPER SHORING IS ERECTED AND THE CRAFT ARE VERIFIED SECURE.

C. THE FOLLOWING ADMINISTRATIVE REQUIREMENTS SHALL BE IMPLEMENTED:

- (1) SHIP'S INSTRUCTIONS GOVERNING SAFE AND EFFECTIVE WELL DECK
OPERATIONS SHALL BE REVIEWED AND UPDATED AS NECESSARY TO REFLECT THE
REQUIREMENTS AND GUIDANCE LISTED IN REFS A AND B.

(2) COMMANDING OFFICER'S STANDING ORDERS SHALL BE REVIEWED AND UPDATED AS NECESSARY TO REFLECT THE REQUIREMENTS AND GUIDANCE LISTED IN REFS A AND B.

(3) SHIP'S CHECKLISTS FOR THE LAUNCHING/RECOVERY OF LANDING CRAFT SHALL BE REVIEWED AND UPDATED AS NECESSARY TO REFLECT THE REQUIREMENTS AND GUIDANCE LISTED IN REFS A AND B.

(4) SHIP'S CHECKLISTS FOR THE LAUNCHING/RECOVERY OF LANDING CRAFT SHALL BE STRICTLY FOLLOWED; TO INCLUDE SIGNATURE AND RETENTION REQUIREMENTS.

(5) ALL PERSONNEL INVOLVED IN SAFE AND EFFECTIVE WELL DECK OPERATIONS, INCLUDING BRIDGE WATCHSTANDERS (OOD, JOOD, CONN, BMOV AND HELM) SHALL BE TRAINED ON THE REQUIREMENTS AND GUIDANCE LISTED IN REFS A AND B.

(6) SHIPS SHALL AUDIT THEIR PERSONNEL QUALIFICATIONS STANDARDS (PQS) PROGRAM TO ENSURE ALL WELL DECK PERSONNEL ARE UTILIZING THE MOST CURRENT VERSION OF THEIR RESPECTIVE WELL DECK PQS. THE MOST CURRENT VERSIONS, BY SHIP CLASS, ARE LISTED BELOW:

- LHA/LHD CLASS: NAVEDTRA 43172-A
- LPD 17 CLASS: NAVEDTRA 43220-5
- LSD CLASS: NAVEDTRA 43220-4

(7) SHIPS SHALL REVIEW THE QUALIFICATIONS OF ALL PERSONNEL ASSIGNED TO WELL DECK OPERATIONS TO ENSURE ALL PREREQUISITE QUALIFICATIONS ARE COMPLETE AND PROPERLY DOCUMENTED.

(8) SHIPS SHALL GENERATE CONDITION 1A, 3A AND 4A WATCHBILLS, INCLUDING SECURING/SHORING DETAIL, ENSURING MINIMUM MANNING REQUIREMENTS OUTLINED IN REF A ARE MET AND SAFETY OBSERVERS ARE ASSIGNED, IN SUFFICIENT NUMBERS, TO COVER ALL AREAS OF WELL DECK EVOLUTIONS.

(9) SHIPS SHALL ENSURE ALL REQUIRED PRE-BALLASTING AND WELL DECK EVOLUTION BRIEFS ARE IAW REF A. ADDITIONALLY, ENSURE THE ORM PORTION OF A WELL DECK EVOLUTION BRIEF COVERS ALL PHASES OF THE EVOLUTION FROM COMMENCEMENT TO COMPLETION OF SECURING, GRIPING AND SHORING.

(10) SHIPS SHALL GENERATE MUSTER SHEETS TO ENSURE THAT ALL REQUIRED PERSONNEL ARE PRESENT AT PRE-BALLASTING AND WELL DECK EVOLUTION BRIEFS. FILE COMPLETED MUSTER SHEETS AS RECORD OF COMPLETED EVOLUTIONS.

D. THE FOLLOWING SUPERVISION REQUIREMENTS SHALL BE IMPLEMENTED:

(1) SHIPS MUST THOROUGHLY PLAN AND ASSESS THE EVOLUTION TO ENSURE THE APPROPRIATE NUMBER OF QUALIFIED SAFETY OBSERVERS ARE ON STATION TO PROPERLY OVERSEE ALL WELL DECK EVOLUTIONS.

(2) QUALIFIED SAFETY OBSERVERS SHALL SURVEY THE CONDITIONS OF THE WELL DECK AND THE WELL DECK TEAM'S READINESS PRIOR TO COMMENCING ANY WELL DECK EVOLUTION. PARTICULAR ATTENTION SHALL BE GIVEN TO THE CONDITION OF WELL DECK LIGHTING, VENTILATION, FOOTING, COMMUNICATIONS, AND AMOUNT OF WATER ON DECK. SHIP'S SPEED, PITCH, AND ROLL SHALL ALSO BE CLOSELY MONITORED. IF ANY SAFETY CONCERNS DEVELOP DURING THE CONDUCT OF WELL DECK EVOLUTIONS, IT IS THE RESPONSIBILITY OF ALL HANDS TO IDENTIFY THE SAFETY CONCERN AND HALT THE EVOLUTION UNTIL SAFE TO RESUME WELL DECK OPERATIONS.

(3) SAFETY OBSERVERS SHALL VERIFY ALL PERSONNEL INVOLVED IN WELL DECK OPERATIONS ARE PHYSICALLY AND MATERIALLY FIT TO CONDUCT THEIR RESPECTIVE DUTIES. THIS INCLUDES A CRITICAL ASSESSMENT OF EACH MEMBER'S FATIGUE LEVEL AND PROPER USE OF PERSONAL PROTECTIVE EQUIPMENT (PPE), IAW REFS A AND B (E.G., HARD HATS WITH CHIN STRAPS, AUTHORIZED LIFE JACKETS, STEEL TOED BOOTS).

(4) BRIDGE TEAMS SHALL, TO THE EXTENT POSSIBLE, ENSURE THAT THE SHIP IS HEADED INTO THE SEAS WHEN LAUNCHING OR RECOVERING LANDING CRAFT.

(5) DURING SHORING OF CRAFT IN THE WELL DECK, SHIPS SHALL ASSIGN THE DAMAGE CONTROL ASSISTANT OR A SENIOR REPRESENTATIVE FROM THE DAMAGE CONTROL ORGANIZATION TO COORDINATE SHORING TEAM EFFORTS.

(6) ALL WELL DECK CONTROLLING STATIONS WILL REMAIN MANNED AND READY UNTIL ALL LANDING CRAFT ARE PROPERLY GRIPED AND/OR SECURED FOR SEA IAW REF A AND B. THE WELL DECK CONTROL OFFICER, WILL REPORT TO DEBARK CONTROL (IF MANNED) OR THE BRIDGE THAT ALL CRAFT ARE PROPERLY GRIPED AND/OR SHORED WHEN COMPLETE.

E. IN ADDITION TO THE COMMAND AND CONTROL REQUIREMENTS OF REF A, THE FOLLOWING COMMUNICATION REQUIREMENTS SHALL BE IMPLEMENTED:

(1) OPEN LINES OF COMMUNICATION MUST BE MAINTAINED BETWEEN CONTROLLING STATIONS THROUGHOUT ALL PHASES OF WELL DECK OPERATIONS. THIS INCLUDES PREPARATION AND SECURING/RESTORATION PHASES.

(2) SHIPS SHALL ESTABLISH AND MAINTAIN SEPARATE LINES OF COMMUNICATIONS BETWEEN THE FOLLOWING WATCHSTATIONS:

(A) WELL DECK CONTROL AND CRAFTMASTER

(B) WELL DECK CONTROL AND DEBARK CONTROL (IF MANNED OR BRIDGE)

(C) SHORING TEAM LEAD AND WELL DECK CONTROL PRIOR TO AND DURING SHORING OF ALL CRAFT.

(3) THE BRIDGE SHALL MONITOR ALL COMMUNICATIONS BETWEEN WELL DECK CONTROL, DEBARK CONTROL, AND CRAFTMASTER DURING WET WELL OPERATIONS.

(4) IN ORDER TO PREVENT CONFUSION AND/OR MISUNDERSTANDINGS, STANDARD TERMINOLOGY AND PHRASEOLOGY SHALL BE USED AT ALL TIMES.

F. AMPHIBIOUS SHIPS SHALL CONDUCT TRAINING WITH ALL PERSONNEL INVOLVED IN WET WELL OPERATIONS, INCLUDING THE SHORING OF CRAFT, TO ENSURE COMPLIANCE AND UNDERSTANDING OF REF A, REF B AND THIS MESSAGE. DOCUMENT ALL TRAINING AND REPORT ADHERENCE WITH AND COMPLETION OF ACTION ITEMS TO MESSAGE POCS BY 15 MAY 2013.

4. PLEASE ADDRESS ANY QUESTIONS ON THESE REQUIREMENTS TO MESSAGE POCS. //

BT

#5967

NNNN