



DEPARTMENT OF THE NAVY

COMMANDER
NAVAL SURFACE FORCE
UNITED STATES PACIFIC FLEET
2841 RENDOVA ROAD
SAN DIEGO CALIFORNIA 92155-5490

COMMANDER
NAVAL SURFACE FORCE ATLANTIC
1751 MORRIS STREET BOX 168
NORFOLK VIRGINIA 23511-2808

COMNAVSURFPAC/
COMNAVSURFLANTINST 3505.1B
N7
13 Feb 2018

COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3505.1B

From: Commander, Naval Surface Force, U.S. Pacific Fleet
Commander, Naval Surface Force Atlantic

Subj: NAVIGATION SEAMANSHIP AND SHIP-HANDLING TRAINING

Ref: (a) COMNAVSURFPAC/COMNAVAIRPAC/COMNAVAIRLANT/
COMNAVSURFLANTINST 3530.4E
(b) International Regulations for Preventing Collisions at Sea (COLREGS)

Encl: (1) ISIC NSST Watch Team Evaluation Grade Sheet
(2) Bridge Resource Management Grade Sheet
(3) ISIC NSST Navigation Assessment Completion Message Template
(4) ISIC NSST Watch Team Evaluation Completion Message Template
(5) Phased NSST Capability Implementation

1. Purpose. To publish guidance, procedures and requirements for the Navigation Seamanship and Ship-Handling Training Program (NSST). This directive is a complete revision and should be reviewed in its entirety.

2. Cancellation. COMNAVSURFPAC/COMNAVSURFLANTINST 3505.1A.

3. Scope. This instruction applies to all Commander, Naval Surface Force, U.S. Pacific Fleet (COMNAVSURFPAC) and Commander, Naval Surface Force Atlantic (COMNAVSURFLANT) ships (CG, DDG 51/1000, LCC, LHA, LHD, LPD, LSD, MCM, and PC) except Expeditionary Mobile Base (ESB). Littoral Combat Ships (LCS) will only complete requirements contained in and enclosure (1).

4. Background

a. The NSST is a state-of-the art bridge simulator used to train ship crews in navigation and ship handling using virtual technology. It closely replicates specific ship class ship handling characteristics in different environmental conditions in an effort to improve basic and advanced skills in a synthetic environment that replicates the real world. The NSST facilities are located in each of the Fleet Concentration Areas (FCA).

b. There are currently two Type Commander (TYCOM) approved simulators that support Fleet NSST requirements contained within this instruction: Polaris V2 and Conning Officer Virtual Environment (COVE III).

(1) Polaris V2 is a large-scale, full mission bridge simulator that supports individual and watch team training. It employs high-fidelity hydrodynamic models that provide maneuvering characteristics virtually identical to real world operations, augmented by high fidelity radar and navigation instruments. Environmental conditions such as wind, sea-state, darkness, current, etc., are selectable and capable of being modified. Polaris V2 requires dedicated operator support.

(2) COVE III is a bridge simulator that supports individual and watch team training. It employs high-fidelity hydrodynamic models that provide maneuvering characteristics virtually identical to real world operations, augmented by high fidelity radar and navigation instruments. Environmental conditions such as wind, sea-state, darkness, current etc. are selectable and capable of being modified in both systems. This is a voice activated system. COVE III requires dedicated operator support.

5. NSST Courses

a. Bridge Resource Management (BRM). One BRM Course (40 hours) is required per Commanding Officer (CO) tour, not to exceed 18 months between courses. Ships may not conduct a follow-on BRM Course of Instruction (COI) within 6 months of completion of last BRM unless the ship's Navigation team has been substantially impacted since their last BRM COI. The CO will serve as the Senior Observer and he or she will be present during the entire 40-hour course. Ships are required to send the CO and three Bridge watch teams to BRM training: each team will consist of an Officer of the Deck (OOD), Junior Officer of the Deck (JOOD), Conning Officer, Combat Information Center Watch Officer (CICWO), and Surface Warfare Coordinator (SUWC). COs' may bring additional watch standers to participate in simulator events (i.e. helmsman, lee helmsman, etc.).

(1) The ship will provide the following material in support of training events. Ships are encouraged to contact the NSST instructor prior to class convening to verify specific material requirements:

(a) Non-Electronic Chart Display and Information System (ECDIS) certified ships will provide three plotting kits, three sets of charts to support voyage planning exercises, pencils and erasers for chart work, a copy of the CO's Standing Orders, the current Navigation Bill, and an approved watch bill printed from Relational Administrative Data Management (RADM) and signed by the CO.

(b) ECDIS certified ships will provide a copy of their CO's Standing Orders, current Navigation Bill, and an approved watch bill printed from RADM and signed by the CO.

(c) Additional requests for BRM will be evaluated on a case-by-case basis pending the requesting ship's need and course availability.

(2) Pre-Commissioning Units are required to complete one BRM course within the 12 month period preceding sail around and commissioning.

(3) Ships will be assessed during BRM per the guidance contained in enclosure (2). Final report of BRM completion will be submitted to the CO and the ship's Immediate Superior In Command in Immediate Superior In Command (ISIC).

b. Special Evolutions Training (SET). 60 hours of SET is required annually. Each ship is allocated an additional 20 SET hours for use at the CO's discretion.

(1) SET affords ships the opportunity to train in evolutions the CO believes will be of the most benefit to his or her watch team. SET modules are organized in 4 hour sessions comprised of approximately 45 minutes of instruction, followed by 3 hours in the simulator. Ships select from the list of special evolution topics found on the NSST Web site, accessible via the TYCOM's portal Web site. Basic Ship-Handling Course (BSH) is a subset of SET. BSH is designed for newly commissioned and novice bridge watch standers; but it can also be tailored for more experienced ship-handlers. The focus is "hands-on" elementary evolution training. It also includes classroom lectures on basic ship-handling techniques. Topics include: forces on the ship, basic Rules of the Road, standard commands, use of tugs, getting underway, making a landing, underway replenishment, man overboard, anchoring and tactical maneuvers. BSH hours are provided based on the CO's request.

(2) SET can be scheduled in 4 hour blocks. Scheduling SET hours past normal working hours is possible when FCA capacity does not support training during the regular workday. Requests will be submitted to the TYCOM N7 for approval.

(3) If a ship desires training which is not captured in an existing SET module, they may request tailored training (i.e., movement to an unfamiliar port). Requests will be reviewed and approved by TYCOM N7 on a case-by-case basis.

(4) One 4 hour block of SET training is available to Prospective COs, Prospective Executive Officers (XO), and Command Qualification Assessment candidates. Additional requests for SET hours will be reviewed and approved on a case-by-case basis.

(5) ISIC Assessments and ISIC Assessment rehearsal hours are counted towards the total annual allocated SET hours.

(a) Two 8 hour periods of SET will be allocated for the ISIC NSST Watch Team Evaluation.

(b) One 4 hour period of SET will be set aside for the ISIC NSST Navigation Assessment.

(6) As ships prepare to conduct a live execution of Navigation and Seamanship events during Basic Phase (i.e., Towing, Underway Replenishment, Moore to a Buoy, etc.) it is recommended that ships practice these evolutions in the simulator using SET.

6. Ship-Only Training (SOT). SOT provides access to NSST facilities and simulators for ships to hone ship-handling and navigation proficiency and expertise, but it does not include NSST instructor support. Accordingly, SOT does not count against a ship's annual training allotment. SOTs are of significant value in building navigation and seamanship expertise where NSST instructors are not readily available.

a. V2 SOT. Non-NSST instructor led use of the V2 Full Mission Bridge or Bridge Wing Simulator trainer is available both during and outside of normal working hours. Ships requesting V2 time must coordinate their requests through the NSST scheduler. The V2 is a complex system that requires a high degree of operator involvement and it MAY NOT be operated by ship's company. The local ATG or squadron staff is required to maintain a limited number of qualified operators to support V2 SOT requests both during and outside of normal working hours. Once V2 availability is confirmed by reviewing the scheduling calendar, ships will coordinate requests for operator support with the local ATG or squadron staff. Once the designated operator confirms requested support, a SOT request will be submitted from the website.

b. COVE III SOT. Non-NSST instructor led use of the COVE III is available on a limited basis due to instructor and operator travel requirements. Any request for COVE III SOT at SWOS must be coordinated with SWOS N72. All other requests for SOT training in fleet homeports will be coordinated with respective NSST fleet schedulers. COVE III is a complex system that requires a high degree of operator involvement and it MUST NOT be operated by ship's company. The local ATG or staff assigned to the homeport will provide qualified operators to support COVE III SOT requests.

7. Scheduling Procedures

a. Ships must submit requests for desired courses, SET and SOT at least seven days prior to the class convening date via the NSST website (accessible via the TYCOM portal websites). To allow sufficient time for instructor assignment and travel arrangements, requests for training at Japan, Rota, Pascagoula, Bath, and Bahrain NSST sites will be submitted at least 60 days in advance. The TYCOM N7 will determine when instructor services are available for Bath and Pascagoula.

b. To access the web-scheduling tool, ships must log in using their user ID (hull # – i.e., DDG 64) and password (passwords may be obtained by contacting the NSST scheduler via the website). Other commands desiring logins can email the NSST scheduler to obtain login and password information.

c. Ships will check the “schedule calendar” posted on the NSST web-site for trainer availability prior to submitting training requests. Scheduling conflicts and training priorities will be adjudicated by the Group/Squadron Staff and TYCOM N7 prior to submitting web-requests.

d. The ship should be contacted directly by the scheduler to confirm course approval or disapproval; or they may check the website ship course record in the “Awaiting Approval” or “Awaiting Completion” tabs to determine course approval or disapproval status. In the event a ship is not contacted by the scheduler within five business days, the ship shall contact the NSST scheduler for confirmation.

e. When necessary, ships shall submit cancellations to the NSST scheduler via email or phone (contact information is available at the scheduling website). All cancellation requests must be sent at least 96 hours prior to course convening to avoid lost training time. Cancellation requests for training scheduled at site in Japan, Bahrain, and Rota NSST must be submitted at least 30 days prior to the training start date.

f. Priority will be given to instructor led, formal NSST classes. SOT will be supported only when the simulator is not being used for formal training.

g. Amplifying information on all available courses, facility site descriptions, directions, and points of contact can be found on the NSST website.

h. Requests for training that exceed the command’s annual allocation will be submitted to the TYCOM N7 at least 7 days prior to the requested training date, and must be accompanied by a justification for the increased allocation.

8. Responsibilities

a. Surface TYCOMs will

(1) Provide NSST program funding, including life cycle funding to update NSST databases to include relevant ports and ship models.

(2) Resolve scheduling conflicts that are not resolved at a lower level.

(3) Retain ISIC NSST certification messages and Watch Team Evaluation Grade Sheets for fleet trend analysis.

(4) Provide a TYCOM Executive Agent to assist ISIC in evaluations, when requested by Group or Squadron Commanders.

b. Group and Squadron Commanders will

(1) Perform NSST ISIC Navigation Assessment (i.e., NSST ISIC NAV Check Ride).

(2) Perform NSST ISIC Watch Team Evaluations in high density traffic situations. Each ship will receive one 8 hour opportunity prior to each of these events to train their watch teams. These hours will count towards the total allocation of SET hours.

(3) Manage and track status of BRM course of instruction, and the completion of SET hours for ships under their cognizance.

(4) Resolve scheduling conflicts for ships under their cognizance.

(5) Provide the CO detailed feedback on the ship's performance.

(6) In the event of a failure of any of the ISIC assessments listed in this instruction, ISICs must embark sufficient personnel to ensure safe navigation during all underway periods until such time as a satisfactory re-evaluation has been completed (as defined in this instruction).

(7) Report completion utilizes enclosures (3) and (4) and submit copies of grade sheets to the TYCOM N7.

(8) ISICs are authorized to train their personnel to conduct SOT at NSST facilities where a resident instructor (i.e., Bahrain, Yokosuka, Sasebo, etc.) is not available. The training and qualification of personnel at these locations is conducted by the contracted NSST instructors only. These personnel will operate the NSST simulators (load ship models and scenarios, monitor simulator operation during scenarios and set up replays of completed scenarios) during SOT when required and as available.

c. Naval Sea Systems Command (NAVSEA) Program Manager, Ship (PMS) 339 will

(1) Manage the operation, maintenance, sustainment and modernization funds for NSST trainers.

(2) Work with TYCOM N7 to prioritize upgrades on NSST databases, ship models, and simulator hardware.

(3) Designate an On-Site Government Representative to serve as a local interface for the Contracting Officer Representative in major FCAs.

d. Surface Warfare Officers Schools Command (SWOS) will

(1) Review requests for training not covered by existing courses and ship model modifications and improvements, and provide recommendations to TYCOM N7.

(2) Serve as Curriculum Model Manager for all NSST curriculums to ensure currency, consistency, and accuracy across FCAs.

(3) Establish the standard requirements and content for all NSST evaluation scenarios and collaborate with NSST sites in scenario development. SWOS will promulgate updates and provide continuous oversight of all NSST evaluation scenarios to ensure currency, consistency, and accuracy across Fleet Concentration Areas (FCA).

(4) Review all current and applicable safety and incident reports from Naval Safety Center regarding Navigation or Seamanship in order to maintain currency and accuracy of evaluation scenarios.

(5) Attain and maintain International Convention on Standards of Training, Certification, and Watch keeping for Seafarers (STCW) certification for the BRM course at all NSST sites.

e. ATGs will

(1) Maintain at least two qualified operators per NSST site. Personnel will be qualified by contracted NSST instructors.

(2) As ATG training and work schedules permit, provide SOT support to ships during periods when the simulators are not being used for instructor led formal instruction. This includes operating NSST simulators: loading ship models, scenarios, monitoring simulator operation during scenarios and constructing replays of completed scenarios.

f. NSST Contracted Operators and Regional Schedulers will execute the NSST Support contract as written to include but not limited to

(1) Operate the NSST facility and provide training

(2) Support BRM assessments.

(3) Maintain the NSST website.

(4) Track all NSST training and inform Group or Squadron Staff and appropriate TYCOM of schedule conflicts.

(5) Provide routine NSST utilization status reports and updates.

(6) Support a qualification for ATG and ISIC personnel who require qualification for SOT.

g. COMNAVSURFPAC and COMNAVSURFLANT ships will

(1) Complete the following

(a) One BRM course per CO tour, not to exceed 18 months between BRM events.

(b) 60 hours of SET annually.

(c) ISIC NSST Navigation Assessment (Check Ride) after any period of 90 days or more since last underway.

(d) ISIC NSST Watch Team Evaluation after any period of 90 days or more since last underway.

(e) ISIC NSST Watch Team Evaluation notionally 2-3 months prior to deployment.

(2) Submit all training requests via the NSST scheduling website, accessible via the TYCOM web site, and report any problems encountered.

(3) Ensure required materials are brought to training sessions.

(4) Ensure proper personnel attend training sessions.

(5) Track required BRM and SET hours, including completion status.

(6) Submit course cancellation requests (as required) a minimum of 96 hours (30 days for Japan, Bahrain, and Rota NSST sites) prior to the scheduled course start date to permit reassignment of NSST resources.

(7) For SOT (training without an NSST instructor), coordinate with ATG or squadron staff to ensure simulator operator availability prior to submitting a SOT request.

(8) Ensure simulators and classroom spaces are left clean and orderly once training is complete.

9. ISIC NSST Navigation Assessment (i.e., NAV Check Ride). To be conducted when a ship has not been underway for a period of 90 days or more.

a. Will be conducted prior to Underway Navigation Assessment as discussed in reference (a). This will ensure the team can respond to multiple casualties, especially in extremis situations. Examples of casualties are listed in reference (a).

b. ISICs must assess utilizing the Navigation Assessment checklist contained in reference (a).

c. The Senior Assessor must be an officer who has successfully served as the CO of a surface ship.

d. The Navigation Assessor must be

(1) Appointed in writing by the ISIC.

(2) For Officers: an officer who has successfully served as the Navigator of a surface ship.

(3) For Quartermasters: post tour senior QM with NEC 0202 (E6 and above).

(4) For Operation Specialists: Personnel Qualification Standards (PQS) qualified Shipping Officer, Piloting Officer, and Seamanship Training Team (E6 and above).

e. Casualties will be imposed by NSST instructors. Shipboard Seamanship Training Teams should not participate.

f. ISICs will report completion to TYCOM utilizing enclosure (3).

10. ISIC NSST Watch Team Evaluation

a. Definition. The International Maritime Organization defines high density traffic waters (referred to as "Congested Waters") as "An area of water where due to presence of many vessels in the vicinity, a repeated risk of collision exists and it may be difficult for own vessel to maintain her course. An area of water where the situation repeatedly arises in which a vessel is likely to collide with another vessel and an action to avoid a collision is limited by the existence of a third vessel or fixed structure, or where such situation is expected to arise."

b. Plan. The purpose of the ISIC NSST Watch Team Evaluation is to provide the CO with a clear and accurate assessment of their watch teams' ability to safely navigate in congested water space. ISICs will evaluate the proficiency of ships and crews in the NSST:

(1) Once after any period of 90 days or more since the ship's last underway.

(2) Once prior to a ship's deployment. This requirement is not satisfied by, nor can it be coincident with the foregoing requirements.

(a) Unless authorized by TYCOM, the ISIC will perform deployment ISIC NSST Watch Team Evaluation during the Advanced Phase to verify watch team proficiency and continuity for deployed operations.

(b) Prioritization of competing Advanced and Integrated Phase events (SWATT, FST, and etc.) will be adjudicated by TYCOM based on assessed watch team proficiency and ISIC remediation plan as required.

(c) For Forward Deployed Naval Forces- Japan (FDNF-J), unless authorized by Commander, Naval Surface Group Western Pacific (CNSGWP), the ISIC will perform deployment ISIC NSST Watch Team Evaluation prior to first scheduled operational patrol following Tier 1 certification to verify watch team proficiency and continuity for operations.

(d) For FDNF-Europe (E), the deployment ISIC Watch Team Evaluation will be conducted prior to a ship's operational patrol.

(e) For FDNF-Bahrain (B), the deployment ISIC Watch Team Evaluation will be conducted between 10 -14 months following completion of the ship's maintenance phase.

(3) Requests can be submitted from the ISIC to ATG for support in executing assessments and training.

c. Methodology. The Senior Assessor must meet the following criteria for each command:

(1) The Senior Assessor must be an officer who has successfully served as a CO of a Surface ship.

(2) Group Staff: Commander, Chief of Staff (COS), or appropriate (SWO) Assistant Chief of Staff (ACOS).

(3) Squadron Staff: Commodore (CDRE), Deputy Commodore (DDRE), or Chief Staff Officer (CSO).

(4) Should the ISIC not be able to act as the Senior Assessor, the staff will coordinate with another staff or TYCOM Executive Agent to act on their behalf.

(5) Additional assessors may be required at the discretion of the Senior Assessor.

d. Prior to the evaluation, the ISIC will discuss their watch standing philosophy and methodology with the CO and XO. The purpose of this discussion is to provide feedback on the watch team's performance relative to the CO's desires. Ships will provide the ISIC a copy of the CO's Standing Orders and Navigation Bill prior to attending the NSST.

e. For the ISIC to be able to properly evaluate a watch team in the NSST, a set of scenarios will present a realistic representation of congested water space. Scenarios which meet these criteria in the NSST include:

(1) Strait of Malacca.

(2) Exit of the Suez Canal.

(3) Strait of Hormuz.

(4) Approaches to Singapore.

(5) English Channel.

f. The NSST evaluation of the ship's watch teams will take place notionally in an 8 hour period.

g. Assessors will observe three Condition III watch teams. Each watch team must include, at a MINIMUM:

- (1) CO.
- (2) XO.
- (3) OOD.
- (4) JOOD.
- (5) CONN.
- (6) Helmsman.
- (7) Lee Helmsman.
- (8) Quartermaster of the Watch (QMOW).
- (9) Tactical Action Officer.
- (10) SUWC.
- (11) CICWO.
- (12) Combat Information Center Watch Supervisor (CI).
- (13) Shipping Officer.
- (14) Lookouts.

(15) Any additional watch standers the CO designates. (i.e., NAV Evaluator, Piloting Officer, TACOM, MOBOARD, etc.)

(16) Due to manning differences, MCM and PC crews may combine certain CIC watches based on CO's Standing Orders.

h. Execution. The CO, XO, and all required watch team members defined in enclosure (1) will complete a Rules of the Road exam 50 questions prior to starting the NSST evaluation. Each watch team will execute a 90 minute NSST scenario. Watch teams will be given a scenario brief and time to verify the systems are set up per their CO's standing orders and Navigation Bill.

i. The scenario can be altered to provide three possible environments:

- (1) Daylight with good visibility.
- (2) Nighttime.

(3) Low visibility.

j. Each ship's watch team will be provided one scenario at random. This will allow the ISIC evaluator to properly assess watch teams ability to safely navigate in congested waters in multiple conditions of weather and visibility. During each scenario, the ISIC may direct the NSST operator to increase the level of complexity in the scenario to increase the stress on the watch team.

k. NSST Instructors will provide ship with scenario information (time, location, mission) 1 week prior to Watch Team Evaluation to support team planning.

l. Areas of watch team evaluation

- (1) Contact management in congested water space.
- (2) Maneuvering and safe speed per Collision Regulations (COLREGS).
- (3) Proper equipment set up per CO's Standing Orders.
- (4) Safe navigation.
- (5) Use of Automatic Radar Plotting Aid (ARPA) for contact management.
- (6) Adherence to the CO's Standing Orders.
- (7) Proper use of the Bridge to Bridge (BTB) radio.
- (8) Proper Use of Sound Signals.
- (9) Bridge watch team communication.
- (10) Watch Team Communication.
- (11) Watch team situational awareness.
- (12) Watch team teamwork.
- (13) CIC integration.
- (14) Maneuvering Board completion and accuracy.
- (15) Actions to avoid collision in low visibility (if applicable).
- (16) Automated Identification System (AIS).
- (17) Proper watch team turnover per Navy Bill.

(18) Proper response to Seamanship or Navigation casualty. This will ensure the team is properly assessed to respond to casualties in a congested waterspace and in extremis situations. (Minimum one per watch team). Examples of casualties are listed in reference (a).

m. Following each watch team, the NSST operators and ISIC assessors will provide the watch team a thorough debrief on their evaluation.

n. After the watch teams complete their evaluation and the ISIC departs, the ship will be provided time in the NSST to practice ship handling in extremis situations. This time may be used by the CO, XO and the OODs. This time is meant to stress the operators in extremis situations. The ISIC does not need to be present or evaluate the team during these scenarios.

13. Feedback Procedures. Each course offered includes student critiques. Commands are encouraged to provide candid, constructive feedback as this is the primary means used by COMNAVSURFPAC and COMNAVSURFLANT to alter courses to better meet ship's needs. Ships that wish to provide additional feedback may do so via naval message or email to SWOS N72 (divoquota@navy.mil).

14. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of January 2012.

15. Review and Effective Date. Per OPNAVINST 5215.17A, COMNAVSURFPAC/COMNAVSURFLANT N7 will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire five years after effective date unless reissued or canceled prior to the five year anniversary date, or an extension has been granted.



C. A. CARROLL
Chief of Staff



B. R. MCLANE
Chief of Staff

Releasability and distribution:

This instruction is cleared for public release and is available electronically only via:
COMNAVSURFPAC directive Web site:

<https://cpf.portal.navy.mil/sites/cnsp/Pages/Directives.aspx>

COMNAVSURFLANT directive Web site:

<https://usff.navy.deps.mil/sites/surflant/n002/Lists/CNSLDirectives/Summary.aspx>

ISIC NSST WATCH TEAM EVALUATION GRADE SHEET

Ship:

Watch Section:

ISIC Evaluator:

Commanding Officer:

Item	Yes	No	NA
1. Did the ship provide RADM Condition III underway watch bill signed by the current CO? (Minimum of three watch sections)			
2. Did the following bridge and CIC personnel take and pass a written Rules of the Road exam? (Individual passing score is 90%)			
a. Officer of the Deck Score:_____			
b. Junior Officer of the Deck Score:_____			
c. Conning Officer Score:_____			
d. Tactical Action Officer Score:_____			
e. Combat Information Center Watch Officer Score:_____			
f. Surface Warfare Coordinator Score:_____			
g. Combat Information Center Watch Supervisor Score:_____			
h. Quarter Master of the Watch Score:_____			
i. Executive Officer Score:_____			
j. Commanding Officer Score:_____			
3. Is each watch team proficient in their understanding of the operation and limitations of the ARPA?			
a. Was the ARPA used to gain situational awareness and accurately assess risk of collision?			
4. Are all bridge and CIC watch standers familiar with the operation and limitations of the Automated Identification System (AIS)?			
a. Can each bridge watch stander describe how to put AIS into active transmit mode?			
b. Can each bridge watch stander describe how to properly secure AIS active transmit mode?			

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Item	Yes	No	NA
c. Did the watch team effectively use AIS to support contact management?			
5. Was BTB properly utilized to support contact management?			
6. Are all bridge and CIC watch standers familiar with the operation and functionality of the Voyage Management System (VMS)?			
a. Upon assuming the watch, have all bridge/CIC team members reviewed all warning and alarms active in the VMS?			
b. Upon assuming the watch, can the OOD/JOOD/CONN/TAO/CICWO/CICWS validate the Nav Plan is APPROVED?			
c. Upon assuming the watch, can the OOD/JOOD/CONN/TAO/CICWO/CICWS verify the correct Voyage Plan is loaded?			
d. Upon assuming the watch, can the OOD/JOOD/CONN/TAO/CICWO/CICWS verify the correct PIM Plan is loaded?			
e. Upon assuming the watch, can the OOD/JOOD/CONN/TAO/CICWO/CICWS verify the correct sensor inputs (i.e., position, heading, speed) are selected?			
7. Has the bridge and CIC maintained a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision?			
8. Have manual MOBOARD solutions been performed on contacts that pose a risk of collision?			
9. Did the watch team properly correlate all tracks from RADAR to visual and from visual to radar?			
10. Did the watch team properly maintain shipping picture?			
11. Did the ship proceed at a safe speed in order to take proper and effective action to avoid collision appropriate to the prevailing circumstances and conditions?			
12. Did the ship use all available means to determine risk of collision?			
13. Did the ship maneuver per with COLREGS when approaching another vessel?			
14. Did the watch team properly use all sound signals per COLREGS or BTB calls when making passing arrangements with another vessel?			
15. Did the watch team safely navigate the ship?			
a. Did the ship run aground or collide?			
16. Was watch team communication clear, professional, and effective?			

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Item	Yes	No	NA
a. Was there effective information flow between the OOD, CONN and Navigation team regarding the piloting situation, ship's course and speed, and deviations from the proposed track?			
b. Was there effective information flow between the bridge watch standers and CIC watchstanders?			
17. Did the OOD maintain control of the entire evolution?			
18. Did the OOD recognize the impending low visibility condition in time to muster low visibility detail and take appropriate actions?			
19. Did the OOD direct the proper use of light/sound signals during low visibility (i.e., 2 prolonged blasts every 2 minutes, red/white/red if RAM)?”			
20. Did the QMOW properly direct the use of RADAR NAVAIDS during low visibility?			
21. Did the QMOW maintain proper fix interval per NAVDORM?			
22. Did the QMOW properly respond to a casualty per NAVBILL?			
23. Did the QMOW properly log casualties and recommendations in the deck log?			
24. Were all required reports made per the CO's standing orders?			
25. Did the watch team respond to casualties effectively? List of casualties per reference (a).			
Casualty (Watchstander evaluated)	Yes	No	NA
a. Steering/Engineering Casualty (OOD/Helmsman)			
b. Man Overboard (CONN)			
c. Loss of gyros/RADAR/communications (OOD/CONN/Helmsman/QMOW)			
d. Reduced Visibility (OOD)			
e. Emergency anchorage (OOD/CONN/QMOW)			
26. Overall Evaluation			
a. How did the watch team establish situational awareness?			

b. How did the watch team maintain situational awareness?			
c. If situational awareness was lost how did the watch team regain situational awareness?			
25. Did the watch team demonstrate sound decision making?			
26. Did the watch team demonstrate teamwork?			
a. Comments on watch team leadership. (Ego/Over/Under-confidence/Command Climate/etc.)			
b. Comments on watch team proficiency.			
Evaluator Notes:			
Watch team demonstrated the ability to safely navigate congested waters and is recommended for unrestricted navigation operations?			
PASS/FAIL			

BRIDGE RESOURCE MANAGEMENT GRADE SHEET

Ship:

Date:

Commanding Officer:

Instructor/Evaluator:

Item	Yes	No	NA
1. Did the Ship fulfill watch team requirement? (Must include both items or else down check) <ul style="list-style-type: none"> 3 watch teams including OOD, JOOD, and Conning Officer? Is OOD qualified in RADM? (Must present designation letter). 1 Senior Observer (CO)			
2. Did CO and all students complete 40 hour course with 100% attendance?			
3. Did all students take and pass the written Rules of the Road exam with a 90% or above? If not, please list name and rank of student with exam score in the comments section below.			
4. Did CO conduct lesson on Standing Orders?			
Voyage Planning:			
1. Did the Ship provide 3 plotting kits and 3 sets of charts (if required)?			
2. Did each watch team build clear and thorough Navigation Briefs?			
3. Did ORM slides include all NAVDORM required risks and provide a thorough assessment to all hazards and assign probabilities to those hazards appropriately?			
4. Did each watch team develop a safe and appropriate voyage plan on both charts and VMS (as appropriate)?			
5. Did each watch team correctly brief ship's track and all emergencies?			
6. Did each watch team identify a sufficient number of visual and radar fix sources on each chart?			
Simulator:			
1. Did each watch team display proficiency in their understanding of the operation and limitations of ARPA?			
2. Did each watch team effectively use AIS and RADAR to support contact management?			
3. Was BTB properly utilized to support contact management?			
4. Upon assuming the watch, have all bridge team members reviewed all warning and alarms active in VMS?			

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Item	Yes	No	NA
5. Was each OOD aware of the contact picture and geographical factors which may affect safe navigation?			
6. Did each watch team maintain a proper look out per Rule 5 of reference (b)?			
7. Did the watch team properly correlate all tracks from RADAR to visual and from visual to RADAR?			
8. Did the ship maneuver per COLREGS when approaching another vessel?			

Item	Yes	No	NA
9. Did the ship run aground or collide? Please specify watch team and summarize what happened.			
10. Was there effective information/communication flow between the OOD, CONN, and Nav Team regarding the piloting situation, ship's course and speed, and deviations from the proposed track?			
11. Were all required reports made per the CO's Standing Orders?			
12. Was the CO actively participating in the simulator and providing feedback to each watch team?			
13. Did the watchteam respond to casualties effectively? List of casualties per reference (a).			
Casualty (Watchstander evaluated)	Yes	No	NA
a. Steering/Engineering Casualty (OOD/Helmsman)			
b. Man Overboard (CONN)			
c. Loss of gyros/RADAR/communications (OOD/CONN/Helmsman/QMOW)			
d. Reduced Visibility (OOD)			
e. Emergency anchorage (OOD/CONN/QMOW)			

Final Grade	Below Standards	At Standards	Above Standards
1. Overall, how did the ship perform throughout BRM course?			

Comments: (For all items marked "No" or "N/A", specify in the space below)

Evaluator Notes

Course Requirements

Voyage Planning

Simulator

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ISIC NSST NAVIGATION ASSESSMENT COMPLETION MESSAGE TEMPLATE

R DTG
FM ISIC
TO COMNAVSURFLANT NORFOLK VA/ COMNAVSURFPAC SAN DIEGO CA (as applicable)
USS SHIP
INFO COMUSFLTFORCOM NORFOLK VA / COMPACFLT PEARL HARBOR HI (as applicable)
NUMBERED FLEET COMMANDER
COMAFLOATRAGRU ATLANTIC NORFOLK VA / COMAFLOATRAGRUPAC SAN DIEGO CA (as applicable)
APPROPRIATE AFLOAT TRAINING GROUP
USS SHIP

BT
UNCLAS
MSGID/GENADMIN/GROUP/SQUADRON STAFF /-/MONTH//
SUBJ/USS SHIP (HULL NUMBER) NSST NAVIGATION ASSESSMENT//
REF/A/DOC/CNAP-CNSLINST 3505.1B/DATE//
NARR/REF A IS COMNAVSURFPAC/COMNAVSURFLANTINST NAVIGATION, SEAMANSHIP, AND SHIP-HANDLING TRAINING INSTRUCTION.//
RMKS/1. IAW REF A, A GROUP/SQUADRON STAFF NSST NAVIGATION ASSESSMENT WAS COMPLETED ON DD MMM YY. DETAILS OF THE ASSESSMENT WERE DISCUSSED WITH THE COMMANDING OFFICER AND SHALL BE PROVIDED TO TYCOM N7.
2. USS SHIP PASSED/FAILED THE GROUP/SQUADRON STAFF NAVIGATION ASSESSMENT. (IF FAILED: WITH THE FOLLOWING REMEDIATION AND MITIGATION PLAN)
3. GROUP/SQUADRON STAFF AUTHORIZES USS SHIP PROCEED TO GROUP/SQUADRON STAFF UNDERWAY NAVIGATION ASSESSMENT.//
BT
NNNN

ISIC NSST WATCH TEAM EVALUATION COMPLETION MESSAGE TEMPLATE

R DTG
FM ISIC
TO COMNAVSURFLANT NORFOLK VA/ COMNAVSURFPAC SAN DIEGO CA (as applicable)
USS SHIP
INFO COMUSFLTFORCOM NORFOLK VA / COMPACFLT PEARL HARBOR HI (as applicable)
NUMBERED FLEET COMMANDER
COMAFLOATRAGRU ATLANTIC NORFOLK VA / COMAFLOATRAGRUPAC SAN DIEGO CA (as applicable)
APPROPRIATE AFLOAT TRAINING GROUP
USS SHIP
BT
UNCLAS
MSGID/GENADMIN/GROUP/SQUADRON STAFF /-/MONTH//
SUBJ/USS SHIP (HULL NUMBER) NSST WATCH TEAM EVALAUTION//
REF/A/DOC/CNAP-CNSLINST 3505.1B/DATE//
NARR/REF A IS COMNAVSURFPAC/COMNAVSURFLANTINST NAVIGATION, SEAMANSHIP, AND SHIP-HANDLING TRAINING INSTRUCTION.//
RMKS/1. IAW REF A, A GROUP/SQUADRON STAFF NSST WATCH TEAM EVALUATION WAS COMPLETED ON DD MMM YY. DETAILS OF THE ASSESSMENT WERE DISCUSSED WITH THE COMMANDING OFFICER AND SHALL BE PROVIDED TO TYCOM N7 SEPCOR.
2. USS SHIP PASSED/FAILED THE GROUP/SQUADRON STAFF NSST WATCH TEAM EVALUATION.
3. GROUP/SQUADRON STAFF AUTHORIZES USS SHIP BE CERTIFIED/NOT CERTIFIED FOR UNRESTRICTED NAVIGATION OPERATIONS.//
BT
NNNN

PHASED NSST CAPABILITY IMPLEMENTATION

Due to the integration limitations on current Polaris V2 & COVE simulators, the table listed below shall be used by the TYCOM to determine what watches/level of integration can reasonably be assessed for each of the assessment or evaluations. TYCOM will determine which level of capability is available at each NSST site (i.e., Norfolk, San Diego, Yokosuka, Bahrain, etc.). As upgrades are completed, these capabilities will increase appropriately. NSST regional schedulers will notify ISICs and/or ships which capability is available at each facility via NSST website and within scheduling notifications.

NSST CAPABILITY LEVEL	NSST ISIC NAVIGATION ASSESSMENT (4 HOURS) – HARBOR NAV PACKAGE	NSST COND III WATCH TEAM EVALUATION (8 HOURS EACH) - CONGESTED WATERS
NSST Current Capability (As of January 2018)	Bridge and some Navigation Team (NOTE 1): <ul style="list-style-type: none"> • Commanding Officer • Executive Officer • Officer of the Deck (OOD) • Junior Officer of the Deck (JOOD) • Conning Officer • Helmsman • Lee Helmsman • Navigation Evaluator • Quartermaster of the Watch (QMOW). DDG 1000: Junior Officer of the Watch (JOOW)	<ul style="list-style-type: none"> • Commanding Officer • Executive Officer • Officer of the Deck (OOD) • Junior Officer of the Deck (JOOD) • Conning Officer • Helmsman • Lee Helmsman • Quartermaster of the Watch (QMOW)

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<p>M-NSST Modified Capability</p>	<p>Bridge and full Bridge Navigation Detail, some CIC capability (NOTE 1):</p> <ul style="list-style-type: none"> • Commanding Officer • Executive Officer • Officer of the Deck (OOD) • Junior Officer of the Deck (JOOD) • Conning Officer • Helmsman • Lee Helmsman • Navigation Evaluator • Quartermaster of the Watch (QMOW). DDG 1000: Junior Officer of the Watch (JOOW) • Bearing Recorder • Bearing Takers • Navigation Phone Talker • Bridge/CIC/TOP Phone Talker/Communicator. DDG 1000: Bridge/SMC/SSMC Phone Talker • Piloting Officer • Shipping Officer • CIC/CDC/TOP Navigation Recorder. DDG 1000: SMC/SSMC Navigation Recorder • CIC/CDC/TOP Navigation RADAR Operator. DDG 1000: SMC/SSMC Navigation RADAR Operator • Lookouts 	<ul style="list-style-type: none"> • Commanding Officer • Executive Officer • Officer of the Deck (OOD) • Junior Officer of the Deck (JOOD) • Conning Officer • Helmsman • Lee Helmsman • Quartermaster of the Watch (QMOW) • Surface Warfare Coordinator (SUWC) • Combat Information Center Watch Officer (CICWO) • Combat Information Center Watch Supervisor (CICWS) • Piloting Officer • Shipping Officer • Lookouts
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<p>I-NSST Integrated Capability</p>	<p>Full Sea & Anchor Detail (Bridge & CIC NAV Detail) NOTE 1:</p> <ul style="list-style-type: none"> • Commanding Officer • Executive Officer • Officer of the Deck (OOD) • Junior Officer of the Deck (JOOD) • Conning Officer • Helmsman • Lee Helmsman • Navigation Evaluator • Quartermaster of the Watch (QMOW). DDG 1000: Junior Officer of the Watch (JOOW) • Bearing Recorder • Bearing Takers • Fathometer Operator • Navigation Phone Talker • Bridge/CIC/TOP Phone Talker/Communicator. DDG 1000: Bridge/SMC/SSMC Phone Talker • Piloting Officer • Shipping Officer • CIC/CDC/TOP Navigation Recorder. DDG 1000: SMC/SSMC Navigation Recorder • CIC/CDC/TOP Navigation RADAR Operator. DDG 1000: SMC/SSMC Navigation RADAR Operator • Lookouts 	<p>All members listed in paragraph 10.g</p>
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NOTE 1: All navigation watches are based on requirements listed per CNSP/CNAP/CNSL/CNAL 3530.4 (Series). Navigation watches listed in the above table are minimum personnel required to be evaluated; however navigation watches (i.e. NAV Evaluator, QMOW, etc.) will only be assessed once the ship's version of VMS is available in the NSST. As the NAVDORM is updated and the NSST facilities gain capability, additional watches may be required to be evaluated and will be promulgated on the NSST website via regional NSST schedulers.