

MIDN CO Starts “Good Afternoon Sir/Ma’am, Craftmaster, and Midshipmen. I am MIDN X and I will be the pennant CO for our UW Today”
 Everybody else says “I am MIDN Y and I will be the NAV/OOD/CONN for our underway today.”
 I will now pass it off to ___ to brief ___.

Introduction (CO/XO)

Welcome/Command Aim	
ETD / ETR	1600-1730
Craft	

Weather and Ephemeral Data (NAV)

General Condition	Today is ____
Temperature	Is ____ F
Winds	Are predicted to be ____ Kts to the ____
Tides	Will be ____ feet [above/below] MLLW at ____, [rising/falling] to ____ feet [above/below] MLLW at ____
Current	Will be a ____ knot [ebb/flood] at ____ [increasing/dropping] to ____ knot [ebb/flood] at ____ [slackwater]
Sunset	Will occur at ____ . We will energize Nav lights [at ____ / Upon departing from the sea wall]

Preparations/Status (NAV)

Gyro Error	PORT: _____ CENTER: _____ STARBOARD: _____
Radar Error	_____ yards [long/short] OR Negligible
Navigational Draft	12 feet
Plant / Engineering Status	Fully Mission Capable (with the exception of:)
Temporary Standing Orders (TSOs)	
Charts	Primary navigation will be a paper chart of Annapolis 12283; Electronic Navigation via [ECDIS/VMS] will be used a secondary means of navigation

Operations (OOD/OPS)

Movements	
Operations	
Communications	We will be monitoring BTB Ch 12 Annapolis Harbor Control BTB Ch 16 Safety BTB Ch 13 For Commercial Traffic
Special Considerations	

Intended Track (CONN)

Conn will brief the track in detail—mentioning how turns will be marked, speeds, distance, location of specific ops, etc

Emergencies (OOD)

Propulsion Casualty (MPDE) Electrical Casualty (SSDG) Steering Gear Casualty	Pass word, Craftmaster take control at Panish. OIC will assume the deck. With the exception of the Navigator and OOD, MIDN will vacate the pilothouse and assemble on the weather deck behind the pilot house.
Gyro failure	Pass word, Shift to magnetic heading. Utilize GPS and Radar. OIC/CM will take action to restore GYRO.
MOB	Conn will use full rudder towards the man, craftmaster will take control at the panish and continue maneuvering with a full engine/ rudder. OIC will assume the deck. MIDN will vacate the pilothouse, with the piloting team departing only after the CM has taken positive control at the Panish. MIDN will assemble on the weather deck behind the pilot house and pass a muster report to the OIC. The Engineer will account for the crew.
Loss of ECDIS	Utilize lateral channel marks to stay within the channel. Monitor day markers “4” and “A” to stay clear of shoal water off of Greenbury point, and day marker “HP” to stay clear of shoal water off of Horn point.
Low Visibility	Pass the word and act in accordance with the checklist to include, stationing a forward lookout, energizing Nav lights sounding the underway sound signal, utilize GPS and Radar, and make constant appraisal of safe speed.
Fire or Flooding	OIC will take control at the panish. CM will lead the crew in fighting the fire. All midshipmen will vacate the pilothouse and muster on the opposite side from the casualty and pass a muster report to the OIC.

Questions from Midshipmen, THEN Craftmaster, THEN OIC.