

Conning Officer Reference

Per the SOP: “The Conn, under the supervision of the OOD, is charged with issuing the necessary orders to both helm and leehelm to steer the ship as required. A good working relationship with the Navigation Team is essential.” (DIVPRODEVINST 3120.2D 2-5)

Primary Responsibilities

- Safe navigation of the vessel
 - utilizing all instruments available to conduct the job (forward Nav station, centerline pelorus, conning panel, rudder indicator, binoculars)
 - keeping a constant appraisal of safe speed and the surrounding contacts
- listening to every report from Helm, Leehelm, and Navigation
 - responding to leehelm and helm with “Very well”
 - navigation reports or recommendations acknowledged with “Conn, aye”
- having on-hand at all times the courses, turn bearings and ranges, gyro errors, and weather data
- getting on and off the seawall properly, including a proper brief of the intent for doing so and the track
 - line-handling commands

Things to be Prepared for in the Out of Area Assessment

- man overboard
 - know the immediate actions: all engines ahead full and full rudder towards the man
 - cut the inboard engine when the man is abeam of the vessel
 - slow and shift rudder as necessary to pick up the man on the appropriate side (wind-ship-man)
 - get back on track using Nav team
- low visibility
 - adequately know Rules of the Road - mastery is not required (though encouraged), but an inclination to learn and a general understanding of the fundamentals pertinent to YP Navigation
 - slow as necessary
 - Adhere to rule 19!
- anchoring
 - know your head bearing, letting go bearing, and letting go range
 - when reaching the letting-go circle, back down until sternway is felt