1. PURPOSE

The Special Sea Detail is set when, for safety reasons, a heightened level of manning and machinery readiness is desired.

2. SCOPE

This procedure applies to all personnel with a Special Sea Detail assignment.

3. RESPONSIBILITY

It is the Master’s responsibility to set Special Sea Detail when entering/leaving port, anchoring, operating in restricted waters, or any other time the Master so designates.

4. PROCEDURE

4.1 Special Sea Detail will be set 30 minutes prior to getting underway or entering port unless otherwise directed by the Master. At all other times Special Sea Detail will be set when directed by the Master.

4.2 All ships personnel with a Special Sea Detail assignment will go to their stations when Special Sea Detail is set unless they are not required for a particular evolution (i.e., line handlers not required for anchoring).

4.3 Prior to getting the ship underway, the Chief Engineer will warm up the main engines and test the propulsion controls. The Chief Engineer needs to coordinate this procedure with the Chief Mate to ensure that safety is not compromised when the shafts are turned over (i.e., boats clear of ship, moorings lines secure, crane work in progress, etc.). The Chief Mate will also test steering controls.

4.4 At least 2 hours prior to getting underway, light off gyros if they are not already on line. (Ref: MCSP-2.3-07-F1)

4.5 The Chief Mate is responsible for the completion of the Special Sea Detail check off list (MCSP-2.3-07-F1) and to make a ready report to the Master.

4.6 Record the vessel draft fore and aft when departing for sea and entering port.

4.7 Get a Tank Status Report from Engineering when departing for sea.

4.8 For anchor windlass operating procedures, refer to MEQP-2.2-35.