



DEPARTMENT OF THE NAVY
COMMANDER, NAVAL SURFACE FORCE
UNITED STATES PACIFIC FLEET
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NAVAL SURFACE FORCE ATLANTIC
1430 MITSCHER AVE
NORFOLK, VA 23551-2494

IN REPLY REFER TO
COMNAVSURFPACINST 3504.1B/
COMNAVSURFLANTINST 3504.1B

N3

11 Dec 12

COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3504.1B

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

Subj: REDLINES

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 3130.2B, Surface Fleet Search and Rescue Program
(b) COMNAVSURFPAC/COMNAVSURFLANT/COMNAVAIRPAC/COMNAVAIRLANTINST 3530.4C, Surface Ship Navigation Department Organization and Regulations Manual (NAVDORM)
(c) COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3502.3, Surface Force Readiness Manual
(d) NTPP 1-03.1, Operational Reports
(e) COMUSFLTFORCOM INSTRUCTION 4790.3, Joint Fleet Maintenance Manual
(f) COMNAVSURFPAC/COMNAVSURFLANTINST 3540.3, Engineering Department Organization and Regulations Manual (EDORM)

Encl: (1) Class Specific Minimum Equipment Lists
(2) Redlines Report Message Format
(3) Redlines Clearance Report Message Format

1. Purpose. The purpose of this instruction is to provide guidance, policy, and a structured process for maintaining minimum standards for safely getting or remaining underway listed in enclosures (1) through (3), and references (a) through (f). These minimum standards are called Redlines. Redlines in and of themselves do not ensure safe operations at sea, but lay the foundation when coupled with other programs, including certifications and Operational Risk Management, to safely operate at sea. **This instruction does not address standards for conducting operations, such as 3-D radars or self-defense systems readiness, which may be separately specified by Fleet Commander guidance.**

2. Cancellation. COMNAVSURFPACINST/COMNAVSURFLANTINST 3504.1A.

3. Discussion

a. Redline Definition. A personnel or equipment standard that must be met before a ship can safely get or remain underway.

b. Personnel Redlines (PRs) are:

(1) PR1: Two properly equipped Search and Rescue Swimmers, One for Mine Countermeasure and Patrol Coastal type ships. LCS policy decision pending. See reference (a) for additional information.

(2) PR2: One Independent Duty Corpsman or General Medical Officer.

(3) PR3: Damage control repair organization manning to support Main Space Fire Doctrine.

(4) PR4: Two manned and qualified Condition IV watchteams.

(5) PR5: Manned and qualified navigation team.

(a) For Electronic Chart Display and Information System - Navy (ECDIS-N) certified ships: Three Voyage Management System (VMS) Operator course graduates, to include Navigator, Senior Quartermaster (QM) (E6 or senior).

(b) For non-ECDIS-N certified ships: Navigator, Senior QM (qualified Navigation Detail Plotter, E6 or senior), two bearing takers, and one bearing recorder. See reference (b) for additional information.

c. Equipment Redlines (ERs) are the minimum equipment to safely get or remain underway in Communications, Damage Control, Engineering, Navigation, and Seamanship. See enclosure (1) for class specific lists. Note that if a piece of equipment has an approved Departure from Specification (DFS) in place and the equipment is operational and available for use, then it does not count against minimum equipment.

d. For "dead-stick" moves, PR4 requires only a single watchteam and ERs must provide sufficient operational equipment to have electrical power for announcing, lighting, alarms and equipment monitoring panels, and the ability to fight a fire any place in the ship.

e. Redlines apply to all commissioned ships, all phases of the Fleet Response Plan, and all Operational Areas of Responsibility. New construction ships commence Redline reporting upon assignment to an Immediate Superior in Command.

f. Actions

(1) A ship that fails to meet Redlines shall not get underway without the prior approval of the Numbered Fleet Commander. In the event a ship is underway at the time Redlines are crossed, the Commanding Officer (CO) shall immediately notify the Operational Commander. The Operational Commander will assess the risk of continuing with present tasking and notify the operational chain of command of Redline specifics and provide a recommendation regarding continued operations underway or return to port. Course of action selection rests with the Numbered Fleet Commander.

(2) Waivers. COs and Operational Commanders may request waivers to get or remain underway without meeting Redlines when making Redline reports. Waivers require Numbered Fleet Commander review and risk determination for approval/disapproval.

g. Nothing in this instruction is intended to prevent a CO from getting a ship underway or remaining underway based on safety concerns.

4. Responsibilities

a. Commanding Officer responsibilities. Each ship's CO is responsible for monitoring Redlines compliance, reporting the inability to meet Redlines, and providing recommendations for resolution, future operations and risk management. While primary Redlines reporting is through the operational chain of command, COs will ensure that the Administrative Chain of Command to Commander, Naval Surface Force, U.S. Pacific Fleet and Commander, Naval Surface Force Atlantic (COMNAVSURFPAC/COMNAVSURFLANT) remain informed.

b. Operational Commander responsibilities. Where not otherwise established by appropriate FLEET Operational General (OPGEN) Supplements, the following general operational reporting requirements apply:

(1) O-6 afloat commands report to the first USN Flag officer in their operational chain of command.

(2) O-5 and below afloat commands report to their Destroyer Squadron (DESRON)/Amphibious Squadron (PHIBRON)/Mine Countermeasure Squadron (MCMRON)/Patrol Coastal Squadron (PCRON)/Littoral Combat Ship Squadron (LCSRON) as applicable.

(3) Each Operational Commander is responsible for monitoring all ships under their command and reporting operational impact, resolution plan, or mitigation strategy up the operational

chain of command to the Numbered Fleet Commander. Operational Commanders will make a recommendation to the operational chain of command if a ship is to get or remain underway. Operational Commanders will approve ship resolution/ mitigation plans. Operational Commanders will ensure that all concerned, including administrative commanders, remain informed of Numbered Fleet Commander decisions and the status of completing resolution plans.

c. COMNAVSURFPAC/COMNAVSURFLANT responsibilities. COMNAVSURFPAC/COMNAVSURFLANT Assistant Chief of Staff (ACOS) for Operations (N3) is overall responsible for staff Redline actions on their respective coast. If requested by the Numbered Fleet Commander, COMNAVSURFPAC/ COMNAVSURFLANT will provide additional information with respect to Redline specifics and the potential impact of getting or remaining underway.

d. Numbered Fleet Commander Actions. The Numbered Fleet Commander is responsible for approving/disapproving Redline waivers and selecting the course of action for ships that cross Redlines while underway.

5. Reporting

a. Redline reporting guidelines:

(1) Report Redlines when crossed prior to any scheduled underway period, and which will not be corrected prior to the underway, or when crossed underway. If a Redline is crossed and it will be cleared before the next scheduled underway period, the Operational Commander shall be notified, but a Redline Report is not required.

(2) Report Redlines crossed to the operational chain of command via the Operational Commander using the fastest means possible (voice/email), in parallel with required messages. Criteria to submit CASREPs, Disabling Machinery Reports (DMRs), and Enlisted Manning Inquiry Reports (EMIRs) remain in effect. Annotate all Redline reports in the Commander's Capability Assessment area of the Defense Readiness Reporting System Navy (DRRS-N), including information on the shortfall, its operational impact, and the resources required to restore full mission area capability.

(3) Report when Redlines are cleared or when the estimated clearance date changes.

(4) PR Reporting:

(a) A ship that fails to meet PRs shall send a Redline Report and updates per enclosure (2).

(b) If temporary assignment of personnel to the ship is required to meet PRs, the administrative commander will be notified to allow monitoring of manning corrective action, but a Redline Report is not required.

(5) ER Reporting:

(a) Failure to meet ERs will normally result in a Category 4 Casualty Report (CASREP) per reference (d), as it indicates a deficiency exists in mission essential equipment that causes a loss of the ability to conduct the Mobility mission.

(b) Because ERs are reported via a CASREP, a Redline Report per enclosure (2) is not required. When ERs are not met, CASREP remarks should include the elements of enclosure (2), including the ER crossed, known resolution plan details, any other Redlines currently not met, intentions for underway operations and operational impact, waiver requests if any, and associated risk mitigation steps.

(6) Waiver Requests:

(a) Waiver requests shall include the estimated clearance date, justification for operations across Redlines and detailed risk mitigation actions. Risk mitigation should list and address all Redlines crossed. Mitigations for PRs may include (but are not limited to) embarking subject matter experts, limiting operations, and additional supervision. Mitigations for ERs may include (but are not limited to) alternate equipment available, modified equipment lineups, temporary standing orders, additional supervision, and limiting operations.

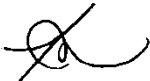
(b) Numbered Fleet Commander responses to waiver requests shall be via record message traffic and shall specify the valid period of the waiver. If it becomes apparent that the Redline will not be cleared prior to the end of the waiver period, the CO shall submit an updated Redline Report or CASREP with appropriate recommendations.

(7) When transiting between Areas of Operations (AORs) and a Redline waiver has been approved by the previous Numbered Fleet Commander, the ship shall inform the gaining Numbered Fleet Commander, referencing the prior Numbered Fleet Commander's approval message. The approved waiver remains in place until the first inport period. Before the next underway period, if the

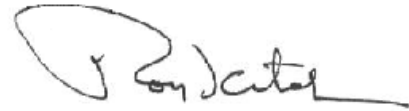
Redline has not been resolved, a Redline report or CASREP UPDATE is required to the new Numbered Fleet Commander. For example, a ship is transiting from SIXTH Fleet (SIXTHFLT) to FIFTH Fleet (FIFTHFLT) and SIXTHFLT has approved a Redline waiver, the approval remains valid until the first inport period. If the Redline has not been resolved prior to the next underway period, a Redline report or CASREP UPDATE must be sent to the FIFTHFLT operational chain of command via the Operational Commander, with appropriate recommendations. Upon entering FIFTHFLT AOR re-address applicable Redline messages to the FIFTHFLT operational chain of command for information purposes.

(8) Numbered Fleet Commanders may provide additional Redline reporting guidance.

6. Action. COMNAVSURFPAC/COMNAVSURFLANT staff, ships, and Operational Commanders will comply with this instruction. Commands will submit recommended changes and revisions to this instruction when required.



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Distribution:

Electronic only, via COMNAVSURFPAC/COMNAVSURFLANT Directives

Website:

<https://www.surfor.navy.mil/directives/default.aspx>

CLASS SPECIFIC MINIMUM EQUIPMENT LISTS

Equipment	CG	DDG	FFG	LCS-1	LCS-2
CCC					
B2B/VHF	1	1	1	1	1
C&M Console	-	-	-	1 of 1	-
TSCE	-	-	-	1 of 1	1 of 1
MOB-DC					
Fire Pumps	3 of 6	3 of 6	3 of 5	2 of 3	2 of 3
SCBA Charging Stations	2 of 3	FLT I: 2 of 3; 79 AF: 1 of 2	2 of 3	1 of 1	1 of 1
SCBA ABPA	2 of 2	2 of 2 (FLT I)	2 of 2	-	-
SCBA EBAC	2 of 3	2 of 3	2 of 3	1 of 1	1 of 1
SCBA	50 of 55 (90%)	66 of 73 (90%)	50 of 55 (90%)	33 of 36 (90%)	33 of 76
P100	2 of 3	2 of 4	2 of 3	2 of 3	1 of 2
Hull integrity	Yes	Yes	Yes	Yes	Yes
AFFF Stations	1 of 2	1 of 2	1 of 2	1 of 2	2 of 3
Bilge Sprinkling	MMR/AMR	MMR/AMR	MMR/AMR	MMR/AMR	MMR/AMR
Watermist	-	-	-	100%	2 of 2, each operational main space
Halon (Main Spaces)	100%	100%	100%	-	-
Fixed CO2/Halon/HFP for GTE/GTG Modules	100%	100%	100%	100%	100%
Main Drainage Capability (defined as the ability to dewater a main space locally, or using that space's educator remotely, or cross-connected from a directly adjacent space)	Yes	Yes	Yes	Yes	Yes
MOB-E					
Shafts	2 of 2	2 of 2	1 of 1	2 of 2	2 of 4
Engines	1 of 2 per shaft	1 of 2 per shaft	2 of 2	1 of 2 per shaft	2 of 4
S/W Serv Pumps (ASW)	2 of 3	3 of 5	1 of 2	3 of 5	2 of 3
F/O Serv Pumps	1 of 2 per MMR	1 of 2 per MMR	1 of 2	1 of 2 diesel 2 of 2 GTM	1 of 2
L/O Serv Pumps, per shaft	1 of 2 (A, B) and attached	1 of 2 (A, B) and attached	1 of 2 (A, B) and Coast Down Pump	4 of 4 electric and attached	2 of 2 electric and attached, 1 of 1 thrust bearing pump
CRP/PPP pumps elec	2 of 2	2 of 2	1 of 1	-	-
F/O Xfer Pumps	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2
F/O purifiers	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2 (filter separators)

Consoles	3 of 7 CCS, 1 of 3 each MER	3 of 3 CCS 2 of 2 CCS (Fwd/Backfit) 1 of 1 MER 4 of 7 TAC 4 4 of 7 RSCs (Fwd/Backfit)	4 of 4 CCS 1 of 1 MER	2 of 2 (CCS/RCO)	ECS at minimum of 2 consoles
NAVLAN svrs with aux & prop loops functioning	-	-	-	1 of 2	-
MPCMS PLCs	-	-	-	1 of 2	-
All I/O boxes	-	-	-	Yes	-
ECS/SFCS (100% Bullnose functionality)	-	-	-	-	1 of 1
Generators	2 of 3	2 of 3	2 of 4 with 1 of 2 SACs	2 of 4	2 of 4
SFCs (400hz)	2 of 4	1 of 2	2 of 3	1 of 1	2 of 2
HPACs	1 of 2	1 of 2 (FLT I)	1 of 2	-	-
MPAC	-	-	-	1 of 2	1 of 2
LPACs	2 of 3	2 of 3	1 of 2	-	-
HPU fwd	-	-	-	-	1 of 1
HPU Aft	-	-	-	-	1 of 2
A/C	2 of 4	2 of 4 (51-90) 2 of 5 (91 AF)	2 of 3	1 of 2	2 of 3
CHT sys operational	Yes	Yes	Yes	Yes	Yes
Oily Waste sys operational (must be able to process or hold oily waste onboard)	Yes	Yes	Yes	Yes	Yes
Waste Heat Boilers (Pre-MOD)	1 of 3	-	-	-	-
Hot water tanks/heaters	1 of 2	1 of 1	1 of 1	1 of 2	1 of 2
Evap/RO units	1 of 2	1 of 2	1 of 2	1 of 2	2 of 3
Splitter Gear L/O scavenging pumps	-	-	-	1 of 2 per gear	-
Auxiliary Propulsion Unit			1 of 2		
MOB-N					
Steering Units or Steerable Waterjets	1 of 2 per rudder	1 of 2 per rudder	2 of 2	2 of 2	2 of 4 waterjets with 1 of 2 electric and 1 attached hydraulic/lubricating oil pumps per jet
Rudder	1 of 2	1 of 2	1 of 1	-	0 of 2
Canman Waterjet Control System	-	-	-	1 of 1	-
Surface radars	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2
Gyro	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2
Gyro Repeaters (Helm, Bridge Centerline, Aft Steering)	1 each	1 each	1 each	1 each	1 each
Fathometer	1	1	1	1	1
Military GPS, NAVSSI, or plug in	1	1	1	1	1

Rudder indicators (Helm, Aft Steering)	2 of 3	2 of 3	2 of 3	-	-
Radar Display (Bridge, CIC)	1 each	1 each	1 each	-	-
Internal Comms (IVCS or Sound Powered Phones)	Yes	Yes	Yes	Yes	Yes
Meet COLREGS	Yes	Yes	Yes	Yes	Yes
ECDIS-N (for ECDIS-N ships)	Yes	Yes	-	-	-
Voyage Management System/BME-VMS/ARPA	-	-	-	2 of 3	1 of 2
Ship Control Consoles	Yes	Yes	Yes	Yes (IBS)	4 of 5
Navigation Data Conv Unit/NDC	-	-	-	1 of 1	1 of 1
MOB-S					
Anchor Windlass	1 of 2	1 of 1	1 of 1	1 of 1	1 of 1
Anchors	1 of 2	1 of 2	1 of 1	1 of 1	1 of 1
NCO					
Reefers	1 of 2	1 of 2	1 of 2	2 of 3 freezers 1 of 2 chill boxes	1 of 2
Pot Wtr Pumps (and associated priming pump if applicable)	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2
Hot Water Circ Pumps	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2

Equipment	LHA	LHD-1	LHD-8	LPD-4	LPD-17	LSD	MCM	PC	LCC
CCC									
B2B/VHF	1	1	1	1	1	1	1	1	1
MOB-DC									
Fire Pumps	6 of 12	6 of 12	8 of 16	3 of 5	5 of 10	3 of 5 (41-48) 4 of 7 (49-52)	2 of 3	2 of 3	2 of 4
SCBA Charging Stations	3 of 5	3 of 5	3 of 5	3 of 5	2 of 3	2 of 3	-	-	1 of 3
SCBA ABPA	2 of 3	2 of 3	2 of 3	2 of 3	-	2 of 2	-	-	1 of 3
SCBA EBAC	3 of 6	3 of 6	3 of 6	2 of 3	2 of 3	2 of 3	1 of 1	1 of 1	1 of 3
SCBA	115 of 144 (80%)	222 of 278 (80%)	228 of 285 (80%)	65 of 72 (90%)	153 of 191 (80%)	105 of 116 (90%)	21 of 24 (90%)	9 of 10 (90%)	246 of 308 (80%)
P100	2 of 3	3 of 5	2 of 3	2 of 4	2 of 4	2 of 4	1 of 2	1 of 1	3 of 5
Hull integrity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
AFFF Stations	3 of 6	3 of 6	3 of 6	2 of 4	4 of 7	2 of 4	1 of 2	in-line eductors, bilge sprinkling entry fire stations	1 of 2
Bilge Sprinkling	MMR/AMR	MMR/AMR/1 & 2 Diesel Rooms	MMR/AMR/1 & 2 Diesel Rooms	MMR	MMR/AMR	MMR/AMR	Yes	Yes, as applicable	Yes
Watermist	-	-	MMR/Diesel Enclosure/1 & 2 Diesel Rooms	-	2 of 2	-	-	-	-
Halon (Main Spaces)	100%	100%	100%	100%	-	100%	100%	100%	100%
Fixed CO2/Halon/HFP for GT/GTG Modules	-	-	1 & 2 GTE Enclosure (HFP)	-	100%	-	-	-	-

Main Drainage Capability (defined as the ability to dewater a main space locally, or using that space's educator remotely, or cross-connected from a directly adjacent space)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MOB-E									
Shafts	2 of 2	2 of 2	2 of 2	2 of 2	2 of 2	2 of 2	2 of 2	2 of 4	1 of 1
Engines	2 of 2	2 of 2	2 of 2	2 of 2	1 of 2 per shaft	1 of 2 per shaft	1 of 2 per shaft	Support 2 shafts	1 of 1
Boilers	2 of 2	2 of 2	-	2 of 2	-	1 of 2, aux (if applic)	-	-	2 of 2
DFT	2 of 2	2 of 2	-	2 of 2	-	-	-	-	1 of 1
FDB per MMR	1 of 2	1 of 2	-	2 of 2	-	-	-	-	4 of 4
MFP/Emerg FP per MMR	2 of 3	2 of 3	-	2 of 3	-	-	-	-	2 of 3
ME Gland Exhaust Fans per MMR	2 of 2	2 of 2	-	2 of 2	-	-	-	-	1 of 1
MFBP per MMR	1 of 2	1 of 2	-	2 of 2	-	-	-	-	3 of 3
Main Condensate Pumps per MMR	1 of 2	1 of 2	-	2 of 2	-	-	-	-	1 of 2
Main Condenser Sea Water Circulating Pumps per MMR	1 of 1	1 of 1	-	1 of 1	-	-	-	-	1 of 1
MPDE L/O Pumps	-	-	-	-	2 of 4	-	-	-	-
S/W Serv Pumps (ASW)	-	-	2 of 2	-	3 of 6	2 of 4	1 of 2	-	-
L/O Serv Pumps per MMR	2 of 3: ALOP, A or B	2 of 3: ALOP, A or B	2 of 3: A or B, and Coast-down	2 of 3: ALOP, A or B	2 of 3: ALOP, A or B	2 of 3: ALOP, A, or B	2 of 2: ALOP or STBY	-	1 of 1 electric
Gearbox Trailing pump	-	-	1 of 2	-	-	-	-	2 of 4	-

CRP/PPP pumps elec	-	-	2 of 4	-	2 of 2	2 of 2	2 of 2	-	-
F/O Xfer Pumps	1 of 2	1 of 2	1 of 2	2 of 2	1 of 2	1 of 2	1 FOTP or FOP	1	2 of 4
F/O purifiers	-		1 of 2	-	1 of 2	1 of 2	1 FOP or FOTP	-	-
Consoles	Local Control	Local Control	2 of 4 in CCS	Local Ctrl	3 of 5 in CCS	2 of 4 (if appl)	-	-	-
Multi-Function Work Station (MFWS)	-	-	4 of 7	-	-	-	-	-	-
Eng System Control /Ship's WAN (ESC/SWAN)					Yes	Yes (if appl)			
Generators	2 of 4	3 of 5	4 of 6	2 of 4	3 of 5	2 of 4	2 of 3	2 of 2	
Emergency Generators	1 of 2	1 of 2	-	1 of 2	-	-	-	-	1 of 2
Fwd EPCP	1 of 1	1 of 1	-	1 of 1	-	1 of 1	-	-	-
Aft EPCP	1 of 1	-	-	-	-	-	-	-	-
SFCs (400hz)	2 of 3	3 of 5	3 of 5	1 of 2	1 of 3	2 of 3	1 of 2	1	2 of 2
HPACs	2 of 3	1 of 2	1 of 2	-	-	1 of 2	-	-	1 of 2
MPAC	-	-	-	-	1 of 2	-	1 of 2	-	-
LPACs	3 of 5	3 of 5	3 of 5	2 of 2	2 of 3	2 of 3	-	-	2 of 4
A/C	3 of 6	3 of 6	4 of 7	2 of 4	4 of 7	2 of 4 or 3 of 5/6	1 of 2	2 of 2 or 2 of 4	4 of 6
CHT sys operational	Yes	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes
Oily Waste sys operational (must be able to process or hold oily waste onboard)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Evap/RO units	1 of 2	1 of 2	2 of 4	1 of 2	2 of 3	1 of 2	1 of 2	1 of 2	1 of 2
MOB-N									
Steering Units or Steerable Waterjets	1 of 2 per rudder	1 of 2 per rudder	1 of 2 per rudder	2 of 2	2 of 2	2 of 2	2 of 2	2 of 2	1 of 1
Rudder	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2
Surface radars	1	1	1	1	1 of 1	1 of 2	1	1	1 of 2
Gyro	1 of 2	1 of 2	1 of 2	1	1 of 1	1 of 1	1 of 2	1	1 of 2
Gyro Repeaters (Helm, Bridge Centerline, Aft Steering)	1 each	1 each	1 each	1 each	1 each	1 each	1 each	Bridge, Aft Steering	1 each
Fathometer	1	1	1	1	1	1	1	1	1

Military GPS, NAVSSI, or plug in	1	1	1	1	1	1	1	1	1
Rudder indicators (Helm, Aft Strg)	1 each	1 each	1 each	1 each	1 each	1 each	1 each	1 each	1 each
Radar Display (Bridge, CIC)	1 each	1 each	1 each	1 each	-	1 each	1	-	1 each
Internal Comms (IVCS or Sound Powered Phones)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Meet COLREGS	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ECDIS-N (for ECDIS-N ships)	1	1	-	-	1	1	1	-	
Ship Control Consoles	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MOB-S									
Anchor Windlass	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 1	1 of 1	1 of 2
Anchors	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 2	1 of 1	1 of 1	1 of 2
NCO									
Reefers	1 of 3	1 of 3	1 of 3	1 of 2	1 of 2	1 of 2	1 of 2	1 of 1	1 of 2
Pot Wtr Pumps	2 of 4	2 of 4	2 of 4	1 of 2	2 of 4	1 of 2	1 of 2	1 of 2	2 of 4
Pot Wtr Booster Pumps	1 of 2	1 of 2	-	1 of 2	-	-	-	-	-

REDLINES REPORT MESSAGE FORMAT

FM USS SHIP
TO OPERATIONAL COMMANDER (DESRON/PHIBRON/CTG)
INFO NUMBER FLEET COMMANDER (FOR EAST COAST UNITS, USE CTF 80)
COMNAVSURPAC SAN DIEGO CA (AS APPLICABLE)
COMNAVSURFLANT NORFOLK VA (AS APPLICABLE)
STRIKE GROUP COMMANDER (IF APPLICABLE)
COMPACFLT PEARL HARBOR HI (AS APPLICABLE)
COMUSFLTFORCOM NORFOLK VA (AS APPLICABLE)
OTHERS AS APPROPRIATE
BT
CLASSIFICATION (AS APPROPRIATE)
MSGID/GENADMIN,USMTF,2007/USS SHIP/NUM/MONTH//
SUBJ/USS SHIP REDLINE REPORT (INITIAL) (UPDATE) //
REF/A/DOC/COMNAVSURFPAC/LANT/DATE//
AMPN/REF A IS COMNAVSURFPAC/LANT 3504.1B REDLINES INSTRUCTION.//
POC/NAME/RANK/UNIT:USS SHIP/NAME:HOMEPORT/EMAIL: E-MAIL
ADDRESS//
GENTEXT/REMARKS/1. IAW REF A, FOLLOWING REDLINE(S) HAS/HAVE BEEN
CROSSED (-OR- FOLLOWING REDLINE(S) STATUS HAS/HAVE CHANGED):
1.A. SHIP HULL NUMBER (AND CREW NAME FOR MULTI-CREWED SHIPS
(LCS/MCM/PC))
1.B. REDLINE CROSSED:
LINE 1: REDLINE CROSSED AND CAUSE. EX: PR1, SAR SWIMMER - 1 OF 2
SAR SWIMMERS LIMDU
LINE 2: DATE CROSSED. 26JUL12
LINE 3: ESTIMATED DATE CLEARED. 30JUL12
LINE 4: SHORT DESCRIPTION OF SOLUTION OR WAY AHEAD. SECOND SAR
SWIMMER WILL BE PROVIDED TAD BY USS CRUDES ON 30JUL12, PERMANENT
REPLACEMENT GRADUATES SCHOOL 20SEP12. UNDERWAY DELAYED TO
30JUL12.
1.C. REPEAT PARA 1.B. LINES 1-4 IF ADDITIONAL REDLINES ARE BEING
REPORTED.
2. STATUS OF ALL OUTSTANDING REDLINES (INCLUDING ER):
2.A.
LINE 1: REDLINE CROSSED AND CAUSE (INCLUDE CASREP NUMBER IF ER)
LINE 2: DATE CROSSED
LINE 3: ESTIMATED DATE CLEARED
LINE 4: SHORT DESCRIPTION OF SOLUTION OR WAY AHEAD
LINE 5: WAIVER: NONE/REQUESTED/APPROVED
2.B. REPEAT PARA 2.A LINES 1-5 AS NECESSARY FOR ALL REMAINING
OUTSTANDING REDLINES.
3. OPERATIONAL SCHEDULE.

SCHEDULED UNDERWAY PERIODS AND OPERATIONAL TASKING (E.G. BASIC PHASE TRAINING, DLQS, RIMPAC, DEPLOYED) THROUGH ESTIMATED CLEARANCE DATE. EX: 29JUL-02AUG BASIC PHASE TRNG

4. WAIVER REQUESTED: YES/NO

IF WAIVER REQUESTED: WAIVER PERIOD, OPERATIONAL IMPACT, JUSTIFICATION, AND RISK MITIGATION. ADDRESS IMPACT AND RISK MITIGATION OF ALL REDLINES REPORTED IN PARAS 1 AND 2.

5. COMMENTS: ADDITIONAL COMMENTS AS REQUIRED FOR UPDATES, NOTE REASON FOR UPDATE (E.G. "REASON FOR UPDATE: EST CLEARANCE DATE EXTENDED TO 30JUL12 DUE TO DELAY IN TAD REPORT DATE.").//

REDLINES CLEARANCE MESSAGE FORMAT

FM USS SHIP
TO OPERATIONAL COMMANDER (DESRON/PHIBRON/CTG)
INFO NUMBER FLEET COMMANDER (FOR EAST COAST UNITS, USE CTF 80)
COMNAVSURPAC SAN DIEGO CA (AS APPLICABLE)
COMNAVSURFLANT NORFOLK VA (AS APPLICABLE)
STRIKE GROUP COMMANDER (IF APPLICABLE)
COMPACFLT PEARL HARBOR HI (AS APPLICABLE)
COMUSFLTFORCOM NORFOLK VA (AS APPLICABLE)
OTHERS AS APPROPRIATE
BT
CLASSIFICATION (AS APPROPRIATE)
MSGID/GENADMIN,USMTF,2007/USS SHIP/NUM/MONTH//
SUBJ/USS SHIP REDLINE CLEARANCE REPORT//
REF/A/DOC/COMNAVSURPAC/LANT/DATE//
REF/B/GENADMIN/USS SHIP/DTG//
NARR/REF A IS COMNAVSURFPAC/LANT 3504.1B REDLINES INSTRUCTION.
REF B IS USS SHIP REDLINE REPORT MESSAGE FOR REDLINE CLEARED.//
POC/NAME/RANK/UNIT:USS SHIP/NAME:HOMEPORT/ EMAIL: E-MAIL ADDR//
RMKS/1. IAW REF A, FOLLOWING REDLINE(S) REPORTED REF B HAS
(HAVE) BEEN CLEARED.
1.A. SHIP HULL NUMBER (AND CREW NAME FOR MULTI-CREWED SHIPS
(LCS/MCM/PC))
1.B. REDLINES CLEARED
LINE 1: REDLINE AND CAUSE. EX: PR1, SAR SWIMMER - 1 OF 2 SAR
SWIMMERS LIMDU
LINE 2: DATE CROSSED. 26JUL12
LINE 3: DATE CLEARED. 30JUL12
LINE 4: DESCRIBE REDLINE RESOLUTION. EX: SECOND SAR SWIMMER
PROVIDED TAD BY USS CRUDES ON 30JUL12, PERMANENT REPLACEMENT
GRADUATES SCHOOL 20SEP12. UNDERWAY DELAYED TO 30JUL12.
1.C. REPEAT PARA 1.B LINES 1-5 AS NECESSARY FOR ADDITIONAL
CLEARED REDLINES.
2. STATUS OF ALL OUTSTANDING REDLINES (INCLUDING ER):
2.A.
LINE 1: REDLINE CROSSED AND CAUSE (INCLUDE CASREP NUMBER IF ER)
LINE 2: DATE CROSSED
LINE 3: ESTIMATED DATE CLEARED
LINE 4: SHORT DESCRIPTION OF SOLUTION OR WAY AHEAD
LINE 5: WAIVER: NONE/REQUESTED/APPROVED
2.B. REPEAT PARA 2.A LINES 1-5 AS NECESSARY FOR ALL OUTSTANDING
REDLINES.
3. COMMENTS: ADDITIONAL COMMENTS AS REQUIRED.//