

IMC Announcements for Evolutions

– as remembered by various shipmates & compiled by the Collett Association Historian in Nov 2014

(Also see **NOTES** below both lists of Evolutions)

Special Evolutions

Getting Underway

The IMC announcements:

Make all preparations for getting underway.

Set the special sea & anchor detail.

Single up all lines fore & aft. (*See NOTE 11 below*)

Let go all lines.

Underway! Shift colors!

Set Condition X Ray.

Secure the special sea detail. Set the regular underway watch.

Fuel Unrep

The IMC announcements:

Set the Special Sea Detail for refueling on the starboard side (*or port side*). The smoking lamp is out. *then when replenishment is complete –*

Set the regular underway watch.

(*See NOTE 4 below*)

– includes info from Jimmie Blackmon & Mike Kipper.

General Quarters -drill

The IMC announcement:

General quarters, general quarters! All hands man your battle stations! Set Condition Zebra. This is a drill. (*followed quickly by 12 loud gongs*)

General Quarters

The IMC announcement:

General quarters, general quarters! All hands man your battle stations! Set Condition Zebra.

And if appropriate: Set the ASW detail.

This is not a drill.

(*followed quickly by 12 loud gongs*)

– includes info from Keith Johnson, Jimmie Blackmon.

Coming into port

The IMC announcements:

Make all preparations for coming into port.

Set the special sea & anchor detail.

then when the first line is secured to the pier, the ship alongside, or a buoy –

Moored.

Shift colors.

Secure the special sea & anchor detail. Set the regular in port watch section.

– includes info from Jimmie Blackmon, Mike May

The Captain arrives onboard:

The IMC announcement:

Following a bell struck twice then twice again –

Collett arriving.

The Captain leaves the ship:

The IMC announcement:
Following a bell struck twice then twice again –
Collett departing.

Man overboard:

The IMC announcement:
Man overboard port (or starboard) side. Man overboard port (or starboard) side. Prepare to launch motor whaleboat. (See **NOTE 3** below)
– includes info from Richard Gregory & Jimmie Blackmon.

Plane in the drink, sinking boat, etc:

The IMC announcement:
Now set the sea rescue detail. (See **NOTE 10** below)
– per Ray Guerra

Helo pickup or delivery:

The IMC announcement:
Set the Helo detail. Rig for Helo delivery on the fantail (or Helo Deck) (See **NOTE 5** below)
– includes info per Richard Gregory & Jimmie Blackmon.

Test of Alarms (per John Slater –a daily test)

The IMC announcement:
Now the following is a test of the ship's collision, general quarters, and chemical alarms. (Each of the three alarms would be sounded briefly.) Test complete.

Test of Ships Whistle (per John Slater)

The IMC announcement:
Now the following is a test of the ship's whistle. (The whistle would be sounded briefly). Test complete.

Air Bedding

The IMC announcement:
Now in the Deck division (or some other division), air bedding.
(This was done at sea by securing bedding to the life lines with line. After a time there was an announcement to return the bedding to the berthing compartment.) – includes info from Mike May

Also see **NOTE 6** & **NOTE 8** below

Routine Evolutions – as per the POD

Reveille

The IMC announcement at 0600:
Now reveille, reveille, all hands heave out and trice up. Give a clean sweep down fore and aft. The smoking lamp is lit in all authorized spaces.
– includes info from Henry Earl Milliner, John Slater.

Sweepers

The IMC announcement at 0615:
Sweepers, sweepers, man your brooms. Give the ship a clean sweep fore & aft.
(at sea, followed by) Dump all trash over the fantail
– includes info from Henry Earl Milliner, John Slater, Jimmie Blackmon

Breakfast

The IMC announcement at 0630:
Mess call.
– per Ray Guerra

Quarters for Muster & Inspection

The IMC announcement at 0740:

Now all hands to quarters for muster, inspection, & instruction.

– includes info from John Slater

0800 Colors (in port only)

The IMC announcement at 0800:

Attention to Colors. (See **NOTE 7**)

– per Jimmie Blackmon

Begin Ships Work

The IMC announcement at 0800:

Turn to. Begin ships work.

8 O’Clock Report

The IMC announcement at 0800:

Now lay before the mast all 8 o’clock reports. 8 o’clock reports will be taken on the quarterdeck by the Command Duty officer.

– includes info from John Slater. (See **NOTE 9** below)

Lunch

The IMC announcement at 1130:

Mess call.

– per Ray Guerra

End Ships Work

The IMC announcement at 1600:

Knock off ships work.

– includes info per Mike May & Mike Kipper

Sweepers

The IMC announcement at 1615:

Sweepers, sweepers, man your brooms. Give the ship a clean sweep fore & aft.

(at sea, followed by) Dump all trash over the fantail.

– includes info from Mike Kipper & Henry Earl Milliner

Liberty Call

The IMC announcement at 1630 – only in port of course:

Liberty call for the non-duty sections.

– includes info per Mike May & Mike Kipper

Supper

The IMC announcement at 1730:

Mess call.

– per Ray Guerra

Extra Duty

The IMC announcement at 1900:

Now muster the extra duty men.

– per Mike Kipper

Lights Out

The IMC announcements at 2200:

Lights out in all berthing compartments. Maintain silence about the decks. The smoking lamp is out in all berthing compartments.

– includes info from Jimmie Blackmon.

NOTES:

1. In port announcements were preceded by the words “Now on the Collett.” (*per Henry Earl Milliner*)
2. At-sea IMC announcements were preceded by Bos’n pipe calls; in-port announcements were not, except for piping onboard Admirals.
3. For the Man Overboard evolution, the rescue swimmer, Deckforce, & motor whaleboat spring into action. On the bridge, the OOD (for man overboard port side) would order “Right standard rudder, Come right 30 degrees” (to begin the Williamson turn to bring the ship back down its track). OOD to CIC: “Set the DRT to short range and mark the spot.” After the ship came right 30 degrees, the OOD orders “Left standard rudder. Come left to xxx degrees” (the reciprocal of the original course). OOD to Engineerroom: “Prepare to stop.” OOD orders, “All ahead two thirds” then “All ahead one third.” CIC provides range and bearing info to man’s likely location. When the man is spotted, the OOD brings the ship to a stop so it is abreast of the rescue crew. (*per Richard Gregory*)
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Before the OOD orders CIC to set the DRT to short range, he orders 6 short blasts of the ship’s horn. The Signalmen fly the Oscar flag &, if in peacetime at night, light 2 vertical lamps on the mast & bring searchlights to bear on the man overboard. (*per Henry Earl Milliner*)
4. There were many special refueling assignments to ensure the best qualified men were in place such as the Sea detail helmsman, engine room throttle men, hose and highline crews, etc. Assignments were included for the Oil King and assistants to control delivery and cut off and for Talkers to convey orders to the supplying ship. It was a major evolution. (*per Richard Gregory*)
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Richard added: My Initial refueling station was the forward fueling station on the 02 level in front of the bridge. Cold and wet in rough weather –even got brandy from the corpsman once. If fuel from the tanker/carrier didn't get cut off in time, we had a very messy mess deck and unhappy Captain and crew. Later as Chief Engineer, I had to be in the Engine Room.
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Jimmie Blackmon added: The Unrep announcement would include specifying Port side or Starboard side & location or locations on that side. Other Unreps between ships included for Stores, Personnel Transfer, Movies, and Mail.
5. The helo pickup or delivery evolution was for pickup or delivery of mail, men or urgent supplies. It required a number of men on the fantail & helo deck, including for fire and rescue. (*per Richard Gregory*).
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If the delivery was to be to the fantail, Mount 53 was rotated to point away from aft. (*per Frank Olderr*)
6. There were announcements to call out working parties to load supplies etc. There were announcements for setting Condition two or three, for the ASW team when we found a sub, etc. When we operated with a carrier we could show only red lights. We trained as backup to pick up one of the first astronauts. (*per Richard Gregory*)
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The order to turn on red lights came from the bridge to the signal bridge, there was no IMC announcement. Although we trained for picking up Mercury astronauts, we never did it. (*per Ray Guerra*)
7. Colors were struck at sundown in port. There was no IMC announcement. Colors were always flown while underway. (*per Jimmie Blackmon*)
8. Switching the steering cable was done from the bridge, there was no IMC announcement. Also, there was no IMC announcement for loss of steering (*per Ray Guerra*)
9. Perhaps the 8 O’Clock report announcement was only given in Officer Country. (*per Frank Olderr*)
10. At the IMC announcement “Now set the sea rescue detail”, the BMC was always summoned to the bridge. The deck force would report to the helo deck and motor whale boat to await further orders.

11. Tied up to a pier, either line 1 or line 6 was held to allow the bow or stern to swing into the open before moving forward or backing down. (Lines 1-3 were secured to the bow; lines 4-6 to the stern.) The bridge would then order take in all lines (other shipmates remember the order as let go all lines). The crew would always try to pull the lines in fast before they landed in the dirty water. (*per Ray Guerra*)

12. Disclaimer: The precise wording of announcements may have been different for captains. As of Nov 2014, the wordings are as accurate as 8 of the 1960-1965 shipmates can remember. That said, corrections & additions are always welcome –send them to olderr730@yahoo.com.