



U.S. NAVAL ACADEMY SAILING PROGRAM



Offshore



Intercollegiate



CSNTS



P-100

To ensure safety at sea, the best that science can devise and that naval organization can provide must be regarded only as an aide and never as a substitute for good seamanship, self reliance, and a sense of ultimate responsibility which are the first requisites in a seaman and naval officer

Fleet Admiral Chester W. Nimitz
Letter to the Pacific Fleet
1945

*Requirements
&
Lessons Learned*

CDR Gerard VandenBerg
Deputy Director, Naval Academy Sailing

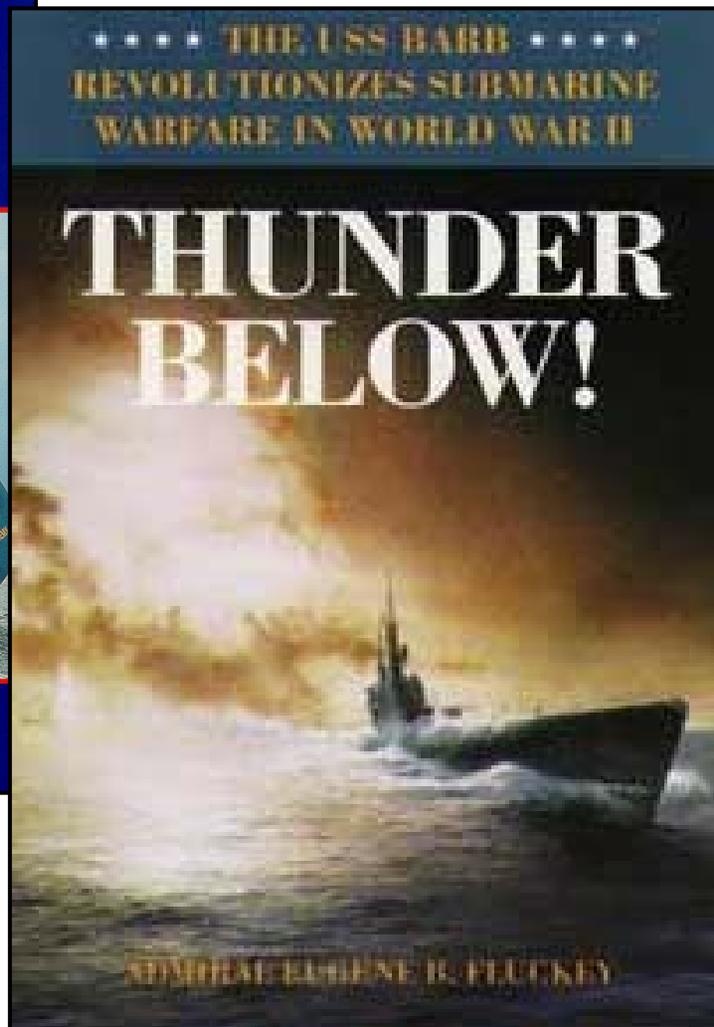
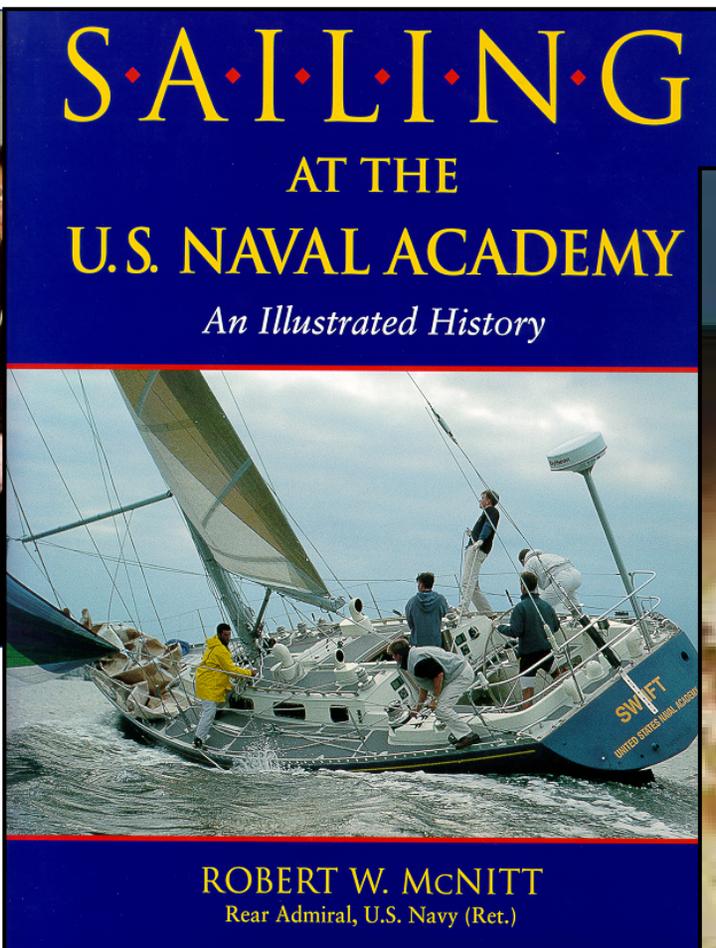


Who is in the room?

- How many:
 - Long-term program participants?
 - How many sailed with us in the fall for the 1st time?
 - How many are just now joining the training program?
- Goal of tonight's presentation is to get us all on the same page...
 - What problems are we seeing
 - What problems are we trying to solve
 - Show that the winter training schedule is targeted to help us solve these problems...



Do you know this man?





Memorize these, and you'll be able to anticipate DNAS/DDNAS response to issues.

1. An inferior program risks producing officers with inferior knowledge, attitudes, and performance that will have to be corrected in the Fleet.
2. An inferior program can result in a serious incident that puts our midshipmen and our entire sailing program at risk.
3. An inferior program puts the reputation of the Naval Academy and the Navy at risk before a public that properly expects the highest standards of performance.

We Occasionally Make The Front Page...

The Navy Comes Ashore At Wasque

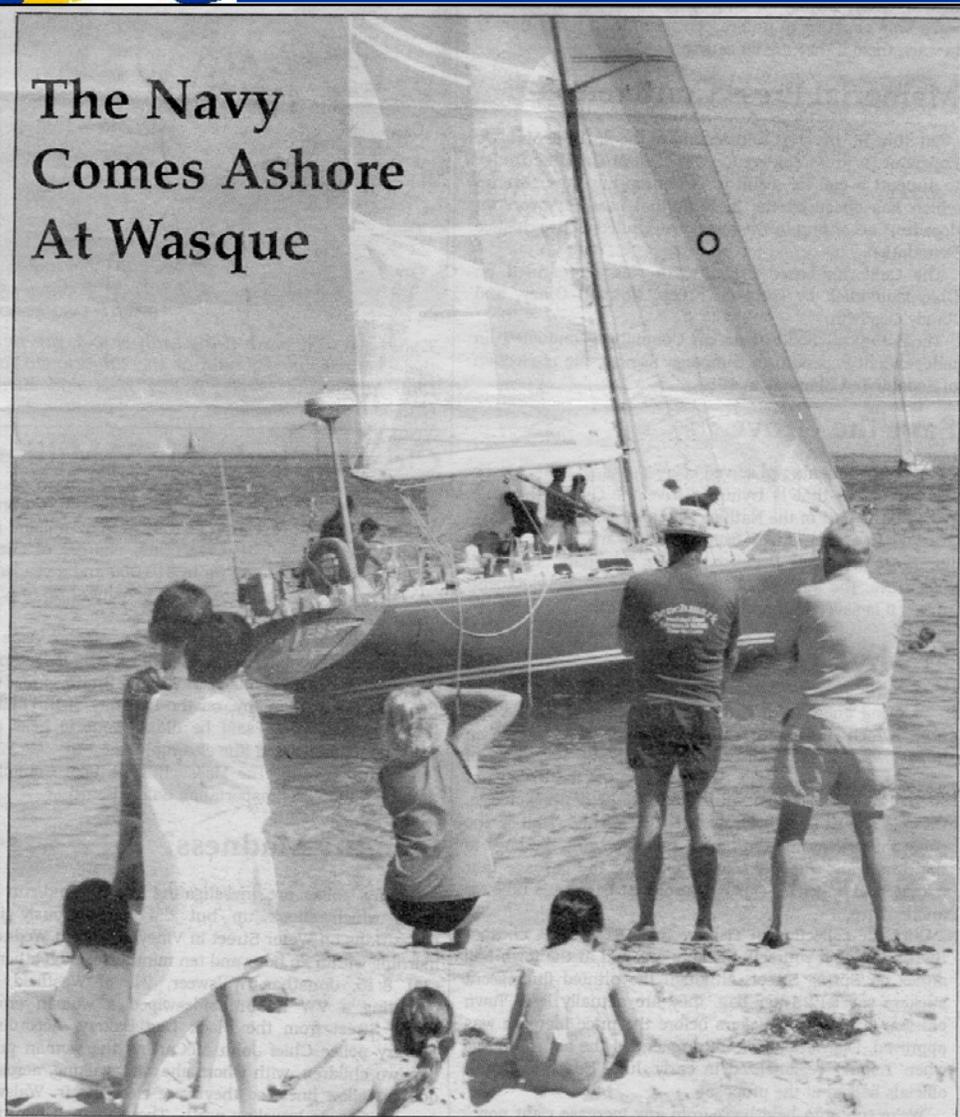


PHOTO BY NELSON SIGELMAN

The sloop Fearless from the Naval Academy at Annapolis, racing in the Edgartown Regatta, ran aground on a sandbar off Wasque Point, and there it stuck. Whoops.

Front Page News

The sloop Fearless from the Naval Academy at Annapolis Ran Aground on a sandbar off Wasque Point, and there it stuck. Whoops.



What Do We Train Midshipmen?

- Leadership and Teamwork
- Watchstanding
- Small boat handling
- Knowledge of and appreciation for the forces of wind and sea
- Relative motion
- Marlinspike seamanship
- Meteorology and oceanography
- Forehandedness and vigilance
- Shipboard organization
- Navy preventative and corrective maintenance systems (3M)
- Navigation (open ocean and coastal piloting)
- Damage control



Note!!!

- Sailing isn't on the list
- We don't teach sailing!!!
- We teach people how to sail...
... Because it underpins safety



So?

After an incident occurs, don't come and explain:

“That's how I do things on my boat.”



The CSNTS Program

- We teach deck watch officer skills in the open cockpit of a small boat, inshore and offshore, in all weather.
- What are deck watch officer skills?





What are deck watch officer skills?

- C - Command Presence
- S - Basic Seamanship
- N - Principles & Practice of Basic Navigation
 - Specific emphasis on piloting & deduced reckoning
 - Introduce electronic aides to navigation
 - Radar, Loran C, GPS (if equipped)
 - Introduce celestial navigation
- T – Train the Mids
- S – Squadron integrity to mitigate risk



What are deck watch officer skills?

To ensure safety at sea, the best that science has to offer and that naval organization can provide, must be regarded as an aide and never a substitute for good seamanship, self-reliance, and the sense of ultimate responsibility which are the first requisites in a seaman and naval officer.

Admiral Chester W. Nimitz
1945



What are basic seamanship skills?

- Mooring and unmooring
- Small boat handling
 - Especially in confined areas
 - Sail trim
- Stow for sea
- Boat husbandry
- Readyng the vessel for the next underway
BEFORE going on liberty



What are basic navigation skills?

- Fix taking
- Fix evaluation
- Minimum cyclic routine
 - Plot, Label, DR... Plot, label, DR... Plot, Label DR...
- Watch Captain involvement
- Midshipman Navigator involvement
- OIC involvement



Assessment Of Navigation Practices

- Two summers ago we had a lot of navigation related incidents...
- Last Winter we conducted Navigation Training for all personnel
- Interim checks:
 - Graded navigation practicals
 - Observed spring on-the-water training
 - Benchmark – no groundings in our backyard
- Discussed real metric would come during the summer
 - Our on-the-water performance
- So, How did we do?



How We Did

- Observed commencement of Block I
 - No groundings on the “Down & Back”
 - Contributing, revised DNAS OPORDER to refer to this as: **Phase II Crew and Vessel Certification**
- Summer Cruise Summary
 - Reviewed each crew’s charts and chart work
 - Significant improvements observed



However, We're Not Done Yet

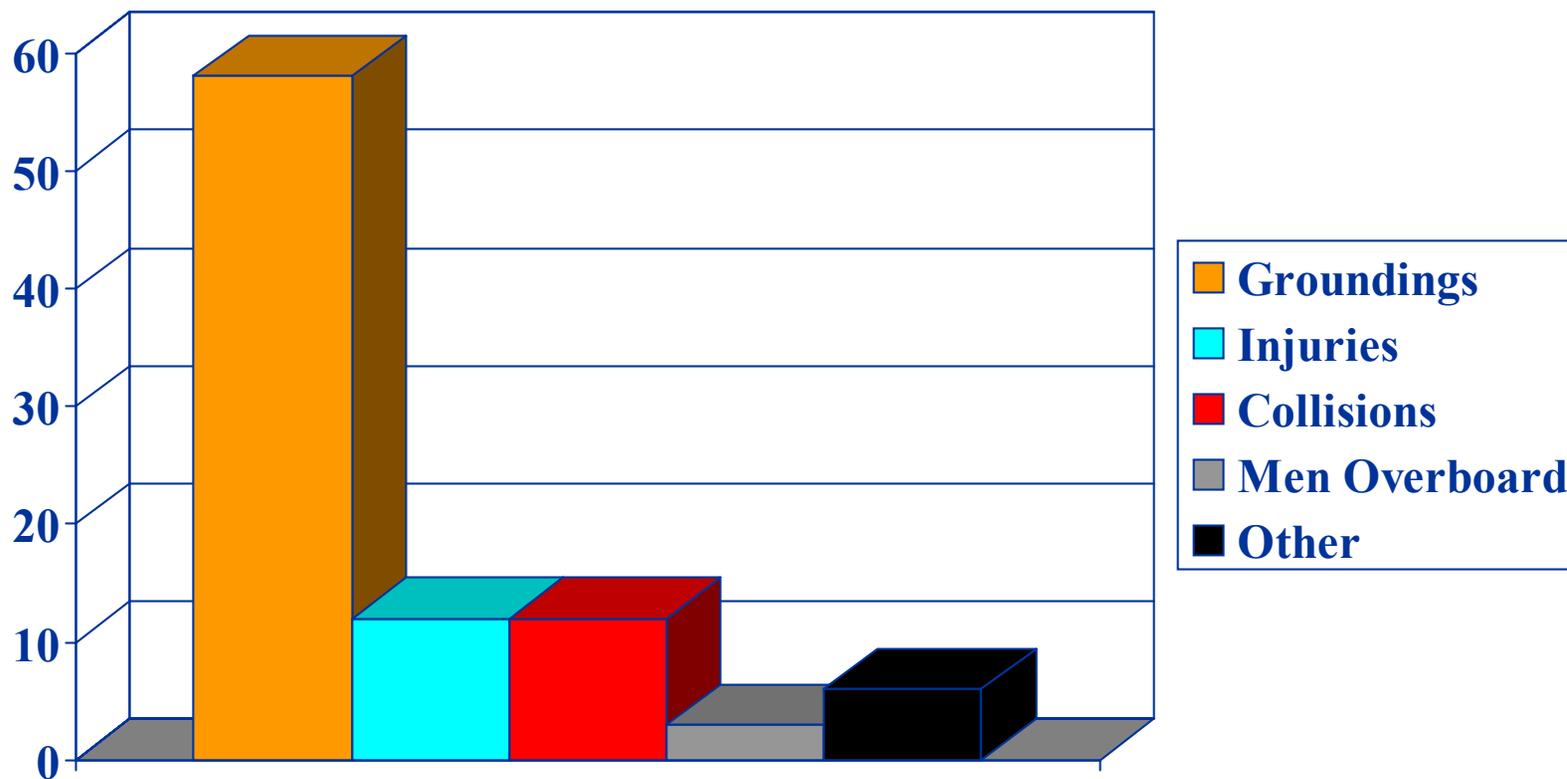
Still, Too Many Incidents Occurred

- DDNAS and Vanderstar Chair carefully reviewed the circumstances of each incident
- Assessment:
 - Still have a widely varying standard
 - Arguably, our most experienced OICs had the incidents
 - Most are long-term participants who had not attended the navigation training



Incident Summary...

1991-2001



In many grounding cases the boat was where it should have never been!



Summer 2002 Incident Summary

Block I

- Seasickness requiring MEDIVAC
- Allision with Bridge – Newport Harbor
- Grounding – Coaster's Harbor
- Grounding - Bermuda

Block II

- Accidental Jibe with injury
- Grounding - Delaware River
- Collision - Resulting in loss of a mast
- Fuel contamination - Resulting in loss of engine

Block III

- Shroud failure – No mast failure
- Close aboard contact – Chesapeake Bay
- Grounding - Exit of C&D Canal
- Grounding - Coast of Maine

Block IV

- Grounding - Eastern Bay
- Grounding - Greenbury Point
- Failure to reach Newport
- Allision with buoy while motoring – Delaware River



Navigation Related Incident Summary

Summer 2002

- Grounding - Coaster's Harbor
- Grounding – Bermuda
- Grounding - Delaware River
- Grounding - Exit of C&D Canal
- Grounding - Coast of Maine
- Grounding - Eastern Bay
- Grounding - Greenbury Point
- Allision with bridge – Newport
- Allision with buoy – Delaware River (motoring)



Post Critique...

Actual Root Causes

- OIC not setting the right standard
- OIC focused on the wrong set of priorities
- Nav Party not manned when required
- Post mission let down
- Midshipman steering errors

Note:

None of these say “Poor navigation skill on the part of the midshipmen...”

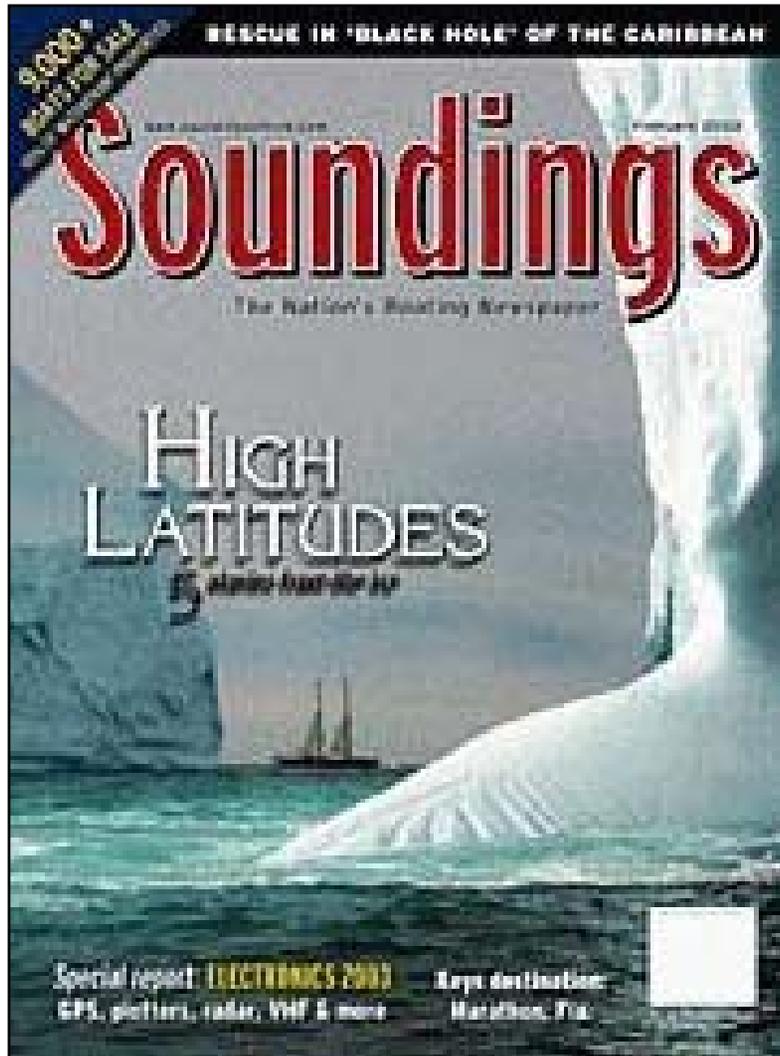


Do you recognize these people?





Have You Seen This Article???



Kennedy schooner finds a sandbar

By JoAnn W. Goddard
STAFF WRITER

Sen. Edward Kennedy's vintage schooner, Mya, was slightly damaged en route to winter storage after going up on a sandbar near Cape Cod's Cold Storage Beach. The 50-footer got hung up on a bar just outside the breakwater, near Dennis, Mass., Dec. 1, according to Dennis harbormaster Edward Goggin Jr.

A two-man delivery crew had taken Mya from her home port of Hyannis (Mass.) Harbor and through the Cape Cod Canal, bound for Northside Marine on Sesuit Harbor in East Dennis. Winds were blowing north/northwest at 40 to 50 knots, and rough seas made transiting the shallow area difficult, according to Goggin.

The schooner grounded in the sand about 150 feet from shore. The crew was able to walk ashore. Initial attempts to free Mya were unsuccessful, prompting fears that the battering waves would damage the wooden schooner.

Work crews pumped water from the hull and stabilized her with a line run from the schooner to shore. A small

crowd gathered the following morning at high tide to watch as the sailboat was towed off the bar. Mya was taken to the marina.

There were a few scrapes and at least one small hole in the hull, says Goggin, adding that there appeared to be no major damage to the keel or hull.

Mya has been in the Kennedy family for about 20 years, according to Kennedy's staff. She is a familiar sight



Sen. Edward Kennedy's 50-foot schooner, Mya, ran aground Dec. 1 off East Dennis, Mass.

each year in races around Cape Cod and the islands, including the annual Figawi race from Hyannis to Nantucket and back. Mya recently had taken members of the Kennedy family on their traditional Thanksgiving cruise.

An avid sailor, Kennedy was notified of the grounding. Witnesses say he made a brief appearance to check his boat. ■



The Fuel Pier

Saint Georges Boat Club, Bermuda

- Scenario Development



Some Quotable Quotes...

- “In my judgment, the root cause of the incident was the inexperience of the skipper in handling a boat under power and the lack of proper chart preparation.”
- “The VOST needs to take some days when there is insufficient wind for practice to learn boat handling under power and navigational requirements.”



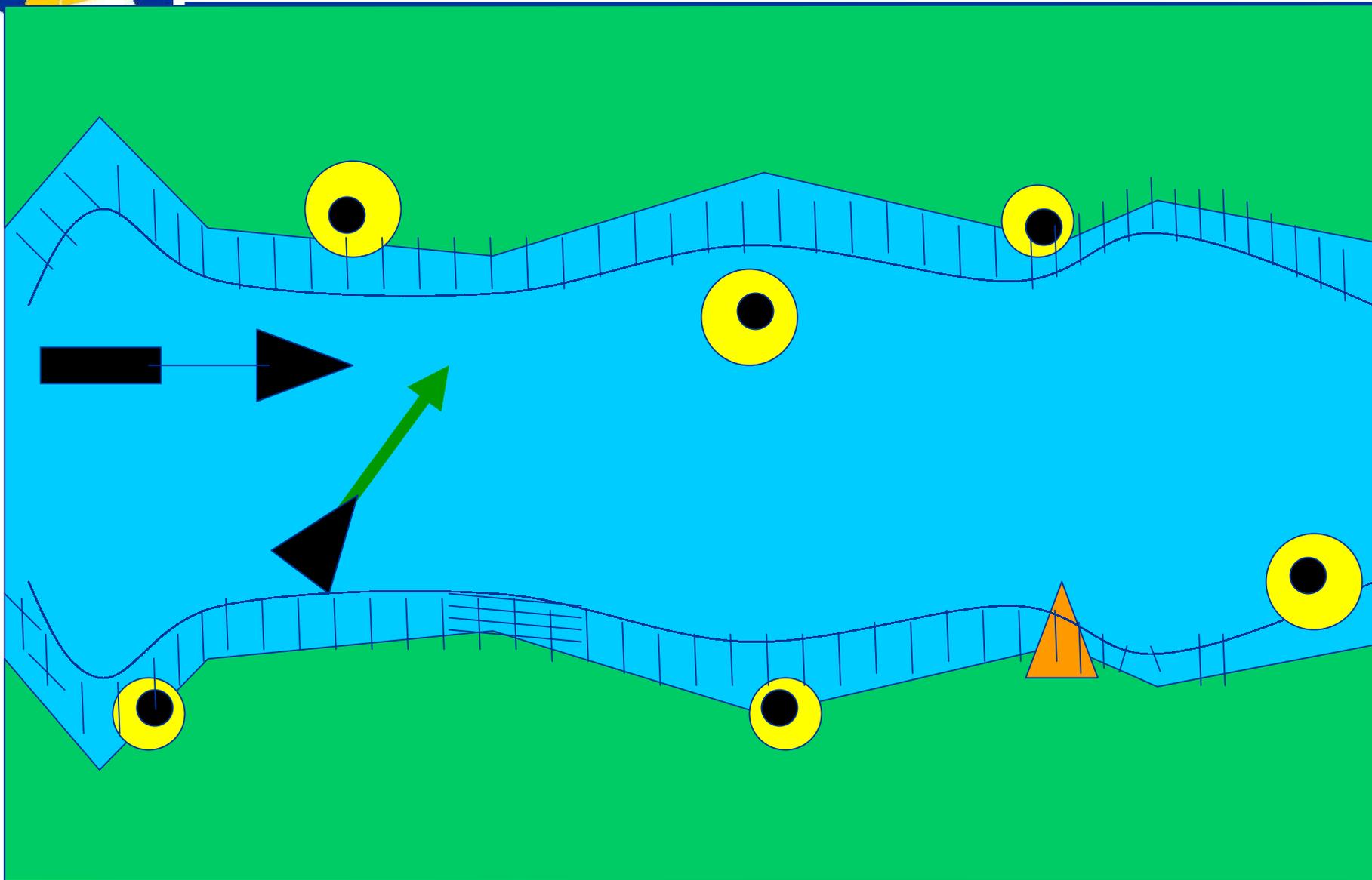
What Do You Think Was The Root Cause Of The Incident?



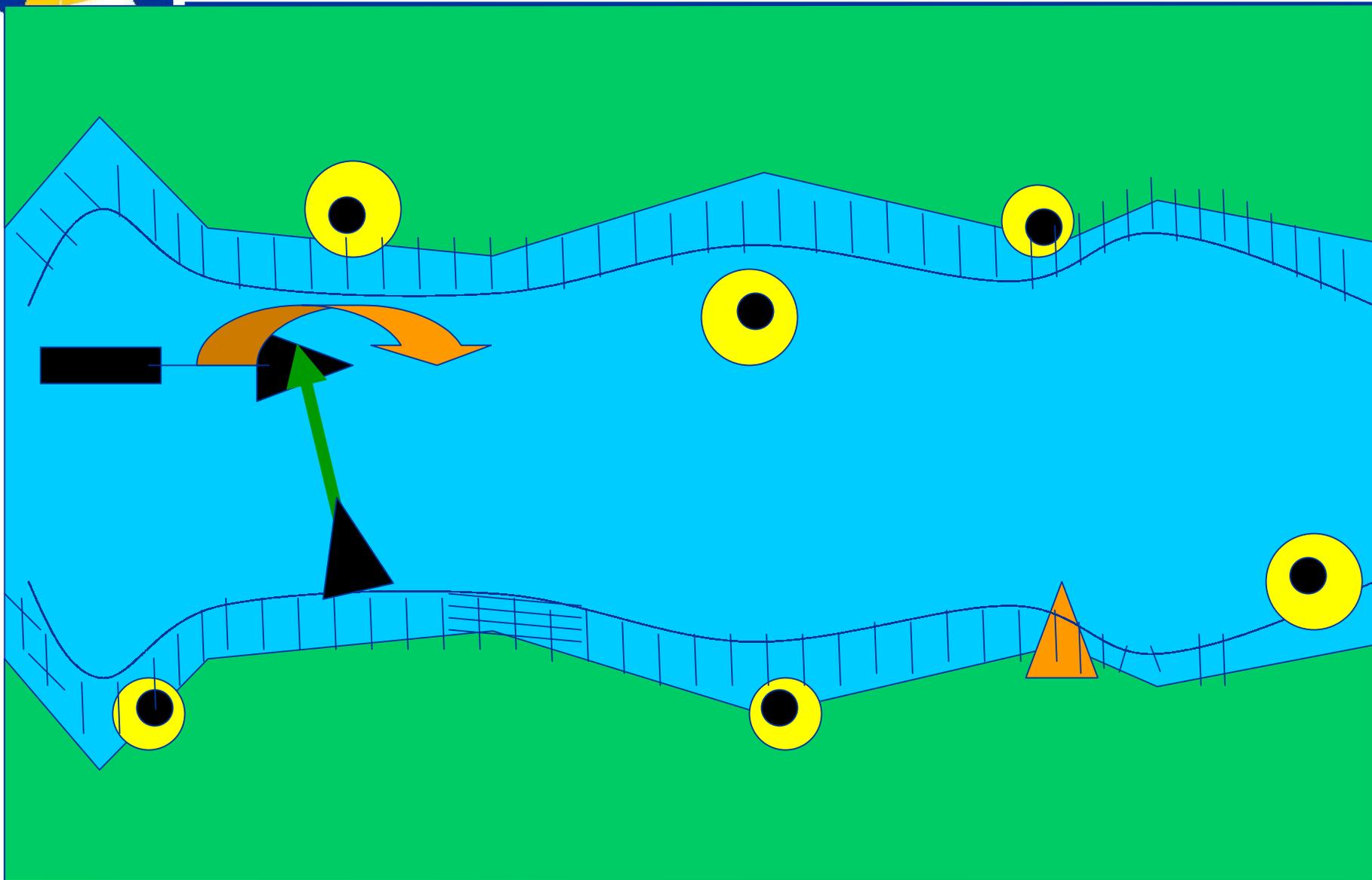
Other Objectives

- Contact management and avoidance
- Bridge to Bridge Communications
- Preventer use and rigging
- Midshipman steering errors

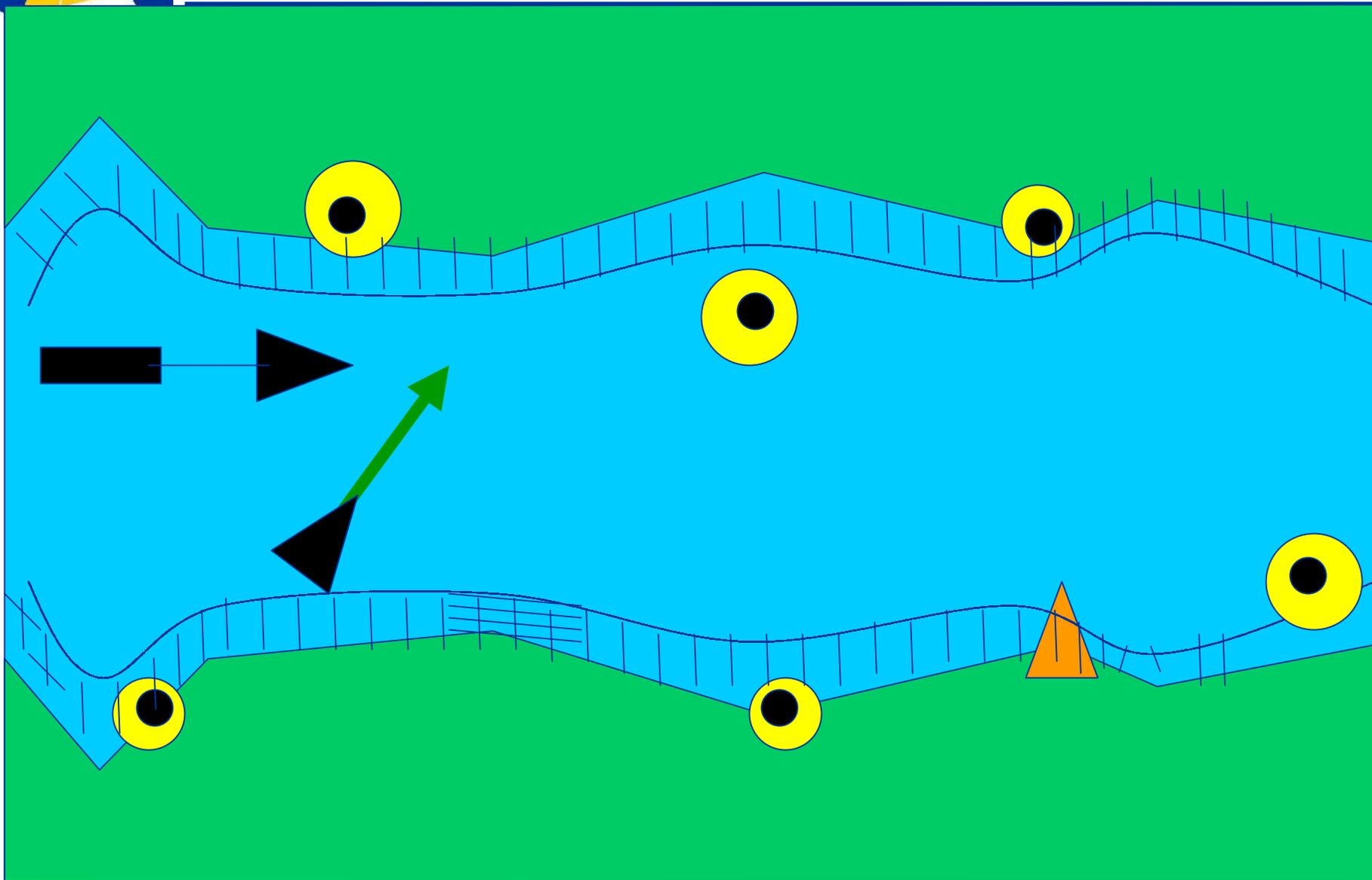
Near Collision With A Tug



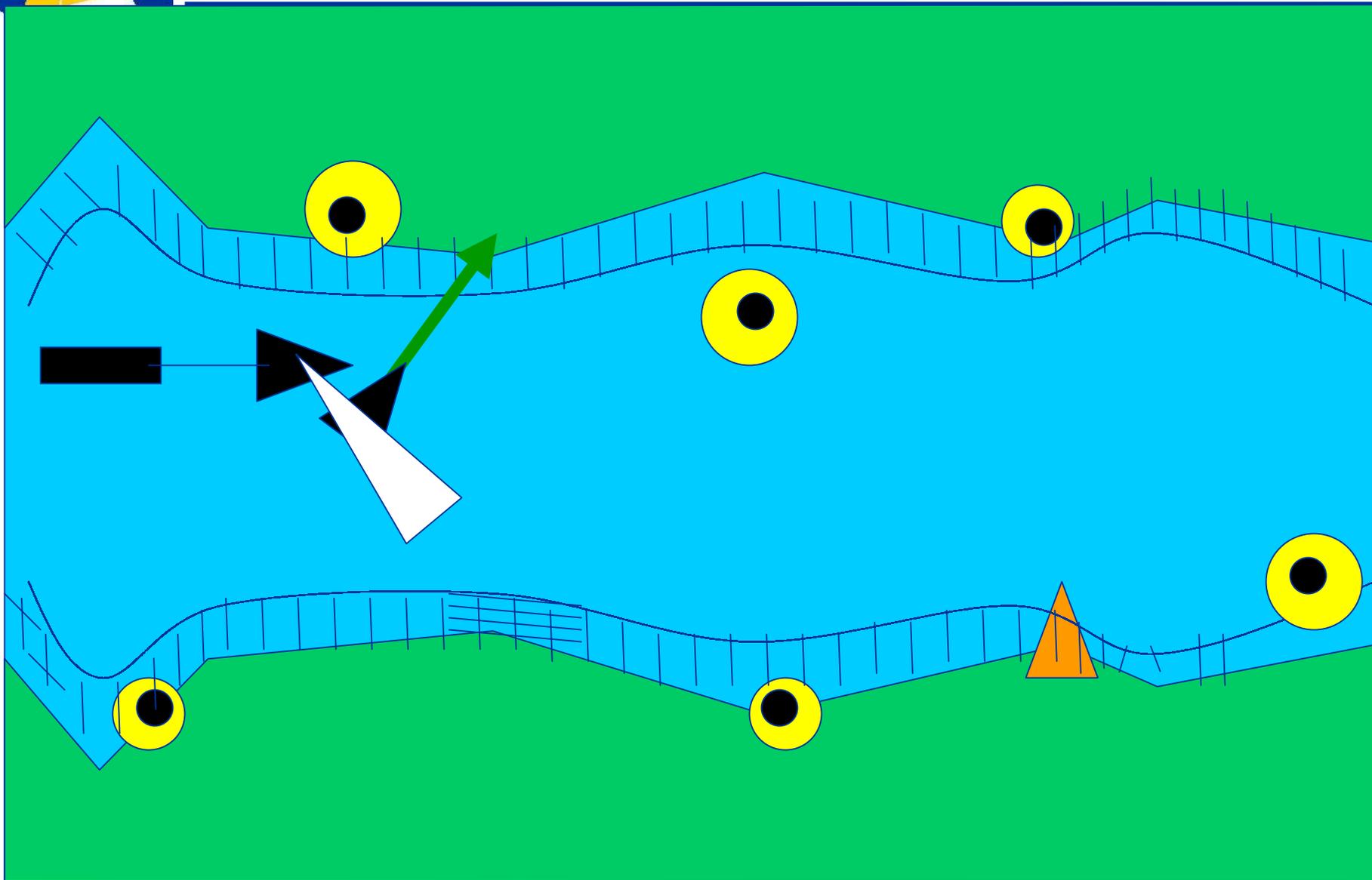
Near Collision With A Tug



Near Collision With A Tug



Near Collision With A Tug





American Promise







Pop Quiz

- What does a preventer prevent?
- What is this device called?
- How do you rig a preventer?
- What does it mean to be sailing “By the lee”?



The Preventer...





The Preventer...





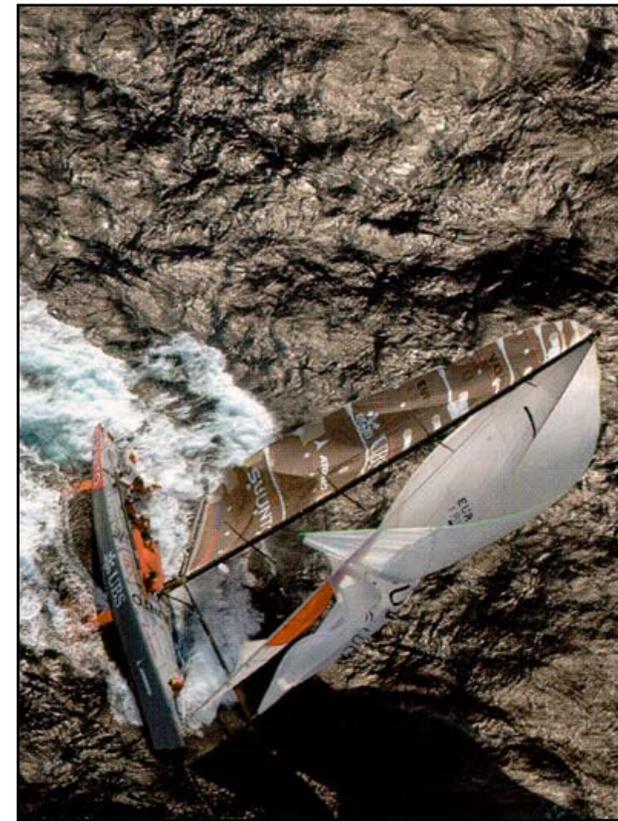
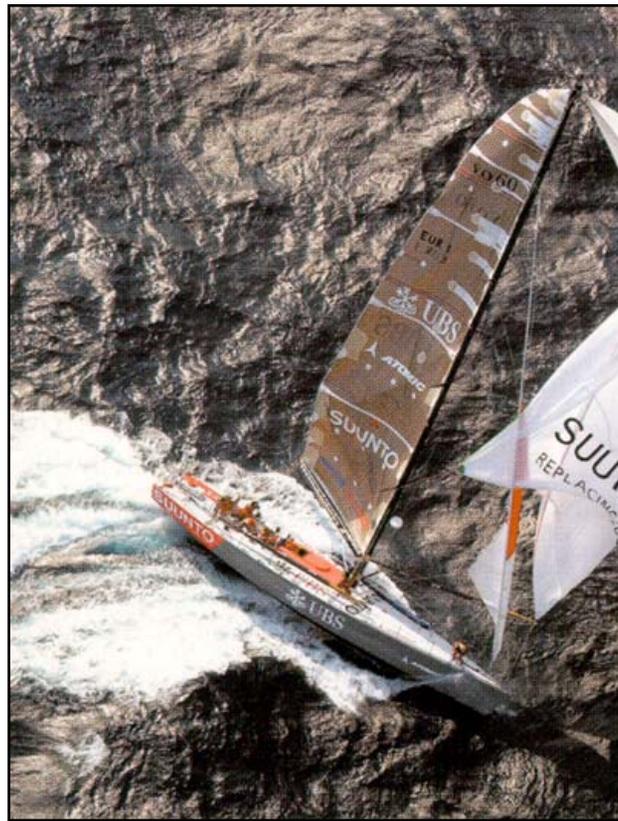
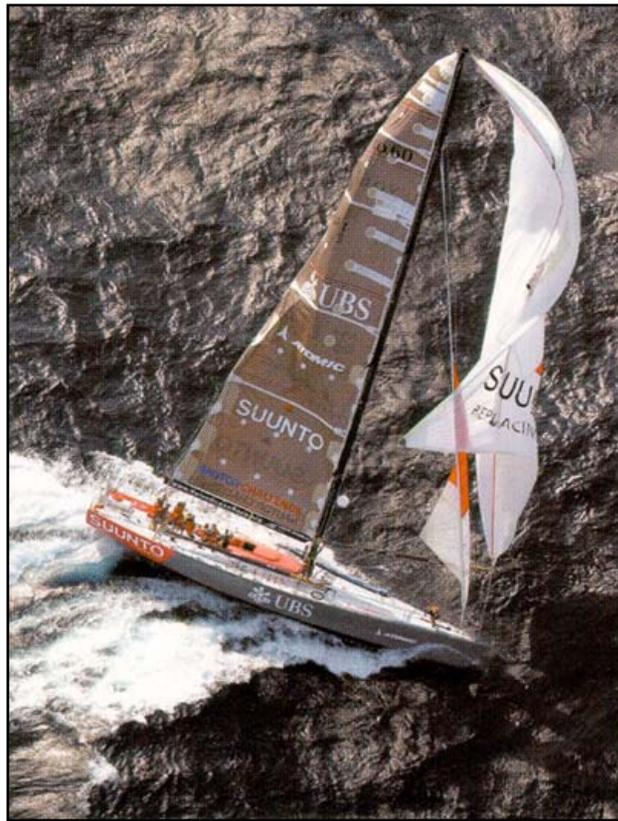
The Preventer...

Note – Turns on the winch!!!





Why turns on the winch?





Why turns on the winch?



and smashed their way through the ocean wastes from Cape Town
Preece and Matthew Sheahan report on a hair-raising Leg 2 of the



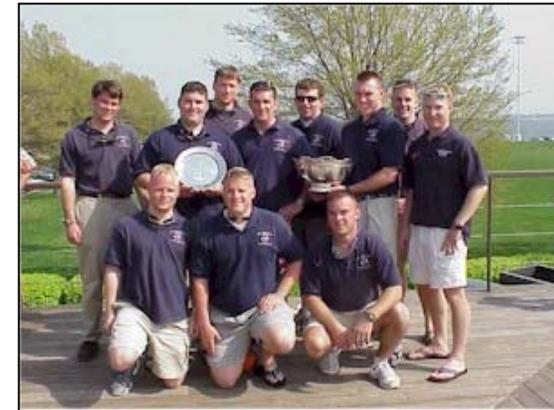
In Summary...

We Need Your Help To Solve These Problems

- You'll be on the water
- Navigation – The standard is, and has always been, **Perfection**
- Contact management and avoidance
- Bridge to Bridge Communications
- Preventer use and rigging
- Medium weather sailing skills
- Midshipman steering errors



Preparing Midshipman To Be Professional Officers In the Naval Service



Questions?