



DEPARTMENT OF THE NAVY
COMMANDANT OF MIDSHIPMEN
UNITED STATES NAVAL ACADEMY
101 BUCHANAN ROAD
ANNAPOLIS, MARYLAND 21402-5100

COMDTMIDNINST 3500.3
7/PRODEV

25 AUG 2006

COMDTMIDN INSTRUCTION 3500.3

Subj: USE OF YARD PATROL CRAFT, NAVY 44s, AND BRIDGE SIMULATORS FOR SATURDAY MORNING TRAINING (SMT)

Ref: (a) COMDTMIDNINST 1531.1A
(b) USNAINST 1530.1A

Encl: (1) Examples of Available Training
(2) After Action Report Format
(3) Standing Exercise Drill Guide for Emergency Egress Training (EET)
(4) Standing Exercise Drill Guide for Firefighting Training (FFT)
(5) Standing Exercise Drill Guide for YP Safety Training (YST)
(6) Standing Exercise Drill Guide for Man Overboard
(7) Standing Exercise Drill Guide for DIVTACS
(8) Standing Exercise Drill Guide for Leapfrogs
(9) Standing Exercise Drill Guide for Flag Hoist

1. Purpose. To establish the process for scheduling, planning and executing Saturday Morning Training (SMT) on Yard Patrol Craft (YPs), Navy 44s, and Bridge Simulators.

2. Background. Per reference (a), midshipmen shall participate in regularly scheduled training evolutions to be held on Saturday mornings. To enhance available training opportunities, the Department of Seamanship and Navigation (SEANAV) has developed this plan to facilitate training in an at-sea environment and afford Midshipmen Training Officers the opportunity to plan and execute an at-sea training evolution. SMT periods may additionally be used as an Extra Instruction period for Midshipmen to make up missed Seamanship and Navigation training evolutions. Finally, these periods will provide opportunities for Midshipmen to complete their YP Officer-of-the-Deck (OOD) graduation requirement, per reference (b).

3. Action

a. Chairman, Department of Seamanship and Navigation. Overall responsibility for the SMT program. SEANAV shall facilitate the use of all seamanship and navigation related training venues including, but not limited to, YPs, USNA 44s, and Bridge Simulators. SEANAV is further responsible for the assignment of the SMT Coordinator and shall provide Safety Officers for each evolution.

b. SEANAV SMT Coordinator. Coordinates with the Brigade Training Officer to:

(1) Ensure that each company is assigned a Seamanship and Navigation SMT period each semester. Assignments will be driven by the number of weekends available for training in the long range and academic schedules. All weekends not falling during an academic reserve period or coinciding with a holiday weekend shall be used for training.

(2) Promulgate the schedule of SMT training periods at the start of each semester.

(3) Meet with the Company Training Officers at the start of each semester to discuss the resources at their disposal for SMT evolutions and the contents of this instruction.

(4) Assign each Midshipman Training Officer a SEANAV Training Liaison.

(5) Frequently monitor training to ensure standardized training occurs through the use of training exercise drill guides and scenarios developed by the Simulators Officer.

c. SEANAV Training Liaison. Shall be assigned to each Company Training Officer by the SEANAV SMT Coordinator. Training Liaisons shall assist the Company Training Officer in the selection, planning, and execution of their training event. Throughout the planning and execution of the event, the SEANAV Training Liaison shall assist the Company Training Officer in selecting a training evolution, identify the materials necessary to conduct the event, assist in scheduling assets necessary for the event, and ensure the Midshipmen conducting the training are fully prepared. During the execution of the event, the SEANAV Training Liaison will serve as the principal Safety Officer for the event.

d. Company Training Officers. Shall be responsible for:

- (1) Liaising with the SEANAV SMT Coordinator at the start of each semester.
- (2) Identifying all personnel participating in the training, both as trainers and trainees.
- (3) Contacting their assigned SEANAV Training Liaison no less than one week prior to their scheduled evolution.
- (4) Selecting a training event from enclosure (1).
- (5) Ensuring that all personnel conducting the training are properly prepared.
- (6) Scheduling all assets (e.g., classrooms, simulators, YPs, etc.) necessary to conduct their training evolution.
- (7) Completing an After Action Report per enclosure (2).

4. Safety. Safety is paramount. If at any time training becomes a hazard to Midshipmen, the SEANAV Safety Officer will suspend the training/exercise until it is safe to continue. Safety briefs shall be conducted with all participants before beginning any training event. If at any time circumstances bring the safety of the exercise into doubt, the SEANAV Safety Officer will be notified immediately.

5. Operational Risk Management. The Operational Risk Management (ORM) process shall be used by personnel at all levels to increase operational effectiveness.

- a. By reducing the potential for loss, the probability of successful training is increased.
- b. In order to increase the ability to make informed decisions, a formal Operational Risk Management process shall be utilized. The steps of this process shall be as follows:
 - (1) Identify hazards
 - (2) Assess hazards
 - (3) Make risk decisions
 - (4) Implement controls (engineering, administrative, and personal protective equipment)
 - (5) Supervise

c. Principles for ORM decision making shall be as follows:

- (1) Accept risk when benefits outweigh the cost.
- (2) Accept no unnecessary risk.
- (3) Anticipate and manage risk by planning.
- (4) Make risk decisions at the right level.

d. Correct application of the ORM process will reduce mishaps and associated costs resulting in more efficient use of resources

6. Standing exercise drill guides. Enclosures (3) through (9) provide standing exercise drill guides to be used for planning and executing specific SMT events.

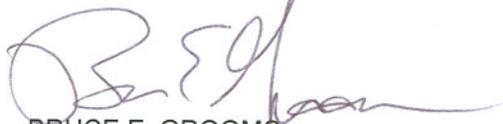
a. These standing exercise drill guides provide the manner in which training is to be conducted. Use of these drill guides does not restrict the creativity of the company Midshipman Training Officer and the SMT Liaison in tailoring the events to adapt to prevailing circumstances or training requirements, subject to the approval of the SMT Coordinator or Chairman, Department of Seamanship and Navigation.

b. Unless modified by the SEANAV SMT Coordinator or the Chairman, Department of Seamanship and Navigation, exercises shall be conducted in accordance with their standing training exercise drill guides.

c. If no standing training exercise drill guide exists, training will be conducted per the training plan developed by the Company Training Officer and the SEANAV SMT Liaison Officer.

d. Communications are to be conducted in accordance with MTP 1D and the YP SOP.

5. Summary. As future officers in the naval service, midshipmen should avail themselves of every opportunity to hone and refine their maritime skills. The SMT program will afford Midshipmen the opportunity to do so by utilizing underway time to gain practical experience in the art and science of Seamanship and Navigation.



BRUCE E. GROOMS

EXAMPLES OF TRAINING OPPORTUNITIES

1. Classroom Training
 - a. Review of NS/NN course information
 - b. Seamanship review
 - c. Navigation review
 - d. Maneuvering board review
 - e. Ship handling review
2. Yard Patrol Craft Training
 - a. Pier work (i.e. landings and departures)
 - b. Underway navigation in the vicinity of the Annapolis operations area
 - c. Man overboard
 - d. Standard command refresher
 - e. Emergency egress
 - f. Firefighting
 - g. Safety
 - h. DIVTACS
 - i. Leapfrogs
 - j. Flag hoist
3. V2 Full Mission Bridge Simulator Training
 - a. Standard command refresher
 - b. Bridge resource management
 - c. Underway replenishment
 - d. Rules of the Road
 - e. Underway navigation into or out of ports
4. Navy 44 Training
 - a. Equipment familiarization
 - b. Underway
 - c. Slip landings and departures
 - d. Underway navigation in the vicinity of the Annapolis operations area
 - e. Man overboard

COMDTMIDNINST 3500.3

AFTER ACTION REPORT

From: MIDN 1/C L. J. Aubrey
To: LT H. Hornblower, USN, SEANAV SMT Coordinator

Subj: SMT AFTER ACTION REPORT

1. Date of event:
2. Training objectives:
3. Training asset used (e.g. YP, Navy 44, Simulator):
4. Time training commenced:
5. Time training concluded:
6. Number of midshipmen who conducted training (breakdown by class):
7. Number of midshipmen trained (breakdown by class):
8. Comments:

Very respectfully,

Copy to:
LT P.F. Queeg, USN, SEANAV Training Liaison Officer

Enclosure (2)

STANDING EXERCISE DRILL GUIDE FOR EMERGENCY EGRESS TRAINING (EET)

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|---|-------|-----------|-------------|
| Training Exercise Drill Guide Title: Emergency Egress Training (EET) | | | |
| References: NSTM 079 Volume 2, NSTM 555 Volume 2 | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <ol style="list-style-type: none"> 1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B. 3. All systems and equipment shall be restored to their original condition at the conclusion of each training event. 4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster no less than ½ hour prior to commencing this training exercise. Status of the safety walk through shall be reported to the Safety Officer prior to conducting training. 5. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned exercise. Smoke generation equipment shall be tested prior to use in this exercise. 6. This training may only be conducted while the YP is moored to a pier. 7. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation. <ol style="list-style-type: none"> a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe condition has been corrected. b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen. | | | |
| Training Objectives: At the completion of this training, midshipmen shall be able to egress from berthing to the weatherdecks of a Yard Patrol Craft through smoke filled spaces. | | | |
| TEDG Overview: | | | |
| <ol style="list-style-type: none"> 1. Tactical scenario description: Midshipmen are to egress from the berthing area on board a Yard Patrol craft to the weatherdecks through smoke filled compartments. 2. Key casualties and evolutions to be imposed during the scenario: <ol style="list-style-type: none"> a. Key evolutions: <ol style="list-style-type: none"> 1) Familiarization walk-through: Midshipmen shall be allowed a walk-through refresher tour of the Yard Patrol craft prior to the commencement of the exercise. 2) Emergency Escape Breathing Device (EEBD) usage: Midshipmen shall receive refresher training on EEBD usage. 3) Emergency Egress: Midshipmen shall egress from a berthing compartment to the weatherdecks via YP Combat Information Center (CIC). b. Casualties <ol style="list-style-type: none"> 1) A Class 'A' fire shall be simulated onboard in the vicinity of the berthing compartments. 3. Authorized simulations: <ol style="list-style-type: none"> a. SIMULATED. <ol style="list-style-type: none"> 1) Training EEBD may be used during refresher training. 2) Smoke shall come from approved smoke generation equipment. 3) In the event a smoke generator is unavailable, vision obstruction via blindfolds may be used. 4) Port and starboard QAWTD and pilothouse access ladder may be designated inaccessible. 4. Special Notes: <ol style="list-style-type: none"> a. Timeline <ul style="list-style-type: none"> T-30 Safety walk through. Smoke generator operational test. T=0 Assemble company on pier, forecastle or fantail for safety briefing and EEBD usage refresher training. T+20 Familiarization walk through. Upon completion, company shall divide into two groups. T+30 Safety observers on station. First group of midshipmen proceed to berthing area. T+32 Commence smoke generation. T+35 Commence egress from berthing through CIC to weatherdecks. T+50 Secure smoke generation. Second group of midshipmen proceed to berthing area. T+52 Commence smoke generation. T+55 Commence egress from berthing through CIC to weatherdecks. T+70 Secure smoke generation. T+75 Secure from training scenario. Debrief b. Communications Plan: <ol style="list-style-type: none"> 1) Internal: 1MC, E-Call 2) External: VHF, Topside 1MC 3) Problem Control: Verbal c. Condition of Readiness: X-RAY d. Debrief/Data Collection: <ol style="list-style-type: none"> 1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator. | | | |
| Drill ID EET | Date: | Change #0 | Page 1 of 1 |

STANDING EXERCISE DRILL GUIDE FOR FIREFIGHTING TRAINING (FFT)

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|--|-------|-----------|-------------|
| Training Exercise Drill Guide Title: Fire Fighting Training (FFT) | | | |
| References: NSTM 079 Volume 2, NSTM 555 Volume 2 | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <ol style="list-style-type: none"> 1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B. 3. All systems and equipment shall be restored to their original condition at the conclusion of each training event. 4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster no less than ½ hour prior to commencing this training exercise. Status of the safety walk through shall be reported to the Safety Officer prior to conducting training. 5. Hot/Cold Checks: <ol style="list-style-type: none"> a. Drill cards will be checked within 24 hours of planned exercise. b. Prior to training, Craftmaster or Engineer shall verify PMS is up to date on all DC gear to be used. 6. This training may only be conducted while the YP is moored to a pier. 7. Discharge of fire fighting hoses overboard shall be directed toward water vice land. 8. At no time shall portable fire extinguishers be discharged. 9. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation. <ol style="list-style-type: none"> a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe conditions has been corrected. b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen. | | | |
| Training Objectives: Provide practical training in fire fighting training on board USNA Yard Patrol craft. | | | |
| TEDG Overview: | | | |
| <ol style="list-style-type: none"> 1. Tactical scenario description: Midshipmen are to participate in hands-on fire fighting training.. 2. Key casualties and evolutions to be imposed during the scenario: <ol style="list-style-type: none"> a. Key evolutions: <ol style="list-style-type: none"> 1) P-100 training: Midshipmen shall align and light off a P-100. 2) Hose handling training: Midshipmen shall be trained on hose handling techniques and hose team procedures. 3) Portable fire fighting equipment training: Midshipmen shall be trained on portable fire extinguisher locations, capabilities, limitations and employment on board YP craft. 4) Fire Fighting Ensemble (FFE) training: Midshipmen shall receive refresher training on donning and doffing an FFE. 5) Oxygen Breathing Apparatus (OBA) training: Midshipmen shall receive refresher training on OBA usage. b. Key casualties: None 3. Authorized simulations: <ol style="list-style-type: none"> a. SIMULATED. <ol style="list-style-type: none"> 1) Training Oxygen Breathing Apparatus (OBA) may be used. 4. Special Notes: <ol style="list-style-type: none"> a. Timeline <ul style="list-style-type: none"> T-30 Safety walk-through. Gear layout. T=0 Assemble company on pier, forecastle or fantail for safety briefing. Upon completion, company shall divide into two groups. T+5 Assemble first group on the forecastle and the second group on the fantail. Trainers on station. T+10 Commence training as follows: <ul style="list-style-type: none"> Forecastle: Portable fire fighting equipment, FFE and OBA training Fantail: P-100 and hose handling training. T+55 Secure from training scenarios. Swap group locations. T+60 Commence training as follows: <ul style="list-style-type: none"> Forecastle: Portable fire fighting equipment, FFE and OBA training Fantail: P-100 and hose handling training. T+105 Secure from training scenarios. Restow all gear. T+120 Debrief. b. Communications Plan: <ol style="list-style-type: none"> 1) Internal: 1MC, E-Call 2) External: VHF, Topside 1MC 3) Problem Control: N/A c. Condition of Readiness: X-RAY d. Debrief/Data Collection: <ol style="list-style-type: none"> 1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator. | | | |
| Drill ID FFT | Date: | Change #0 | Page 1 of 1 |

STANDING EXERCISE DRILL GUIDE FOR YP SAFETY TRAINING (YST)

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|--|-------|-----------|-------------|
| Training Exercise Drill Guide Title: Yard Patrol Craft Safety Training | | | |
| References: USNA YP SOP | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <ol style="list-style-type: none"> 1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B. 3. All systems and equipment shall be restored to their original condition at the conclusion of each training event. 4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster no less than ½ hour prior to commencing this training exercise. Status of the safety walk through shall be reported to the Safety Officer prior to conducting training. 5. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned exercise. 6. This training may only be conducted while the YP is moored to a pier. 7. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation. <ol style="list-style-type: none"> a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe conditions has been corrected. b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen. | | | |
| Training Objectives: At the conclusion of this training, midshipmen shall be able to identify the location of all safety features aboard a Yard Patrol (YP) craft, and perform the initial actions required in the event of fire, flooding or a man overboard. | | | |
| TEDG Overview: | | | |
| <ol style="list-style-type: none"> 1. Tactical scenario description: Midshipmen are to become familiar with safety features and emergency procedure initial actions during inport training. 2. Key casualties and evolutions to be imposed during the scenario: <ol style="list-style-type: none"> a. Key evolutions: <ol style="list-style-type: none"> 1) Fire training: Midshipmen shall receive training on their initial actions in the event of a fire. 2) Flooding training: Midshipmen shall receive training on their initial actions in the event of flooding. 3) Safety equipment walk-through: Midshipmen shall identify the location of all installed safety equipment (e.g. life rings, first aid boxes, escape hatches, et cetera) 4) Announcing system training: Midshipmen shall receive training on use of the ship's alarms and general announcing system to include the passing of emergency words. 5) Man overboard training: Midshipmen shall receive training in identifying a man overboard situation, initial actions to be taken, recovery methods, turns and equipment and required reports. b. Key casualties: None 3. Authorized simulations: None. 4. Special Notes: <ol style="list-style-type: none"> a. Timeline <ul style="list-style-type: none"> T-30 Safety walk-through. Gear layout. T=0 Assemble company on pier, forecandle or fantail for safety briefing. Upon completion, company shall divide into two groups. <ul style="list-style-type: none"> T+5 Assemble first group in the pilothouse and the second group on the fantail. Trainers on station. T+10 Commence training as follows: <ul style="list-style-type: none"> Pilothouse: Announcing system and man overboard training Fantail: Fire and flooding training and safety equipment walk-through. T+55 Secure from training scenarios. Swap group locations. T+60 Commence training as follows: <ul style="list-style-type: none"> Pilothouse: Announcing system and man overboard training Fantail: Fire and flooding training and safety equipment walk-through T+105 Secure from training scenarios. Restow all gear. T+120 Debrief. b. Communications Plan: <ol style="list-style-type: none"> 1) Internal: 1MC, E-Call 2) External: VHF, Topside 1MC 3) Problem Control: N/A c. Condition of Readiness: X-RAY d. Debrief/Data Collection: <ol style="list-style-type: none"> 1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator. | | | |
| Drill ID YST | Date: | Change #0 | Page 1 of 1 |

STANDING EXERCISE DRILL GUIDE FOR MAN OVERBOARD

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|--|-------|-----------|-------------|
| Training Exercise Drill Guide Title: Man Overboard Training | | | |
| References: YP SOP, MTP-1, Pub. 102, COLREGS | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <ol style="list-style-type: none"> 1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B. 3. All systems and equipment shall be restored to their original condition at the conclusion of each training event. 4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster prior to underway. Status of the safety walk through shall be reported to the Safety Officer prior to conducting training. 5. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned exercise. 6. This training shall be conducted underway. 7. Shipboard recoveries shall be used at all times. 8. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation. <ol style="list-style-type: none"> a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe conditions has been corrected. b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen. | | | |
| Training Objectives: Midshipmen shall receive refresher training on man overboard procedures while underway on USNA Yard Patrol craft. | | | |
| TEDG Overview: | | | |
| <ol style="list-style-type: none"> 1. Tactical scenario description: YP underway training in or out of a channel transit. 2. Key casualties and evolutions to be imposed during the scenario: <ol style="list-style-type: none"> a. Key casualty: Man overboard from an underway YP. b. Key evolutions: None 3. Authorized simulations: <ol style="list-style-type: none"> a. Mustering of the crew and midshipmen may be simulated. b. Notification of Annapolis Harbor Control and "PAN-PAN" calls in accordance with Pub. 102, International Code of Signals may be simulated. c. The use of pyrotechnic devices (i.e. smoke floats and flares) may be discussed but shall at no time be expended. d. An "Oscar" dummy or life ring may be used to simulate the man overboard. At no time shall a midshipman or crew member be used as the man overboard. 4. Special Notes: <ol style="list-style-type: none"> a. Timeline <ul style="list-style-type: none"> T-30 Safety walk-through. T=0 Underway. Midshipmen watch set. T+5 At any time after the YP is safely away from the pier, a man overboard may be initiated in accordance with the above authorized simulations. T+8 Man overboard recovered. This procedure shall be repeated as often as time permits. T+100 Moored. T+105 Secure from training scenario. Debrief. b. Communications Plan: <ol style="list-style-type: none"> 1) Internal: 1MC, E-Call 2) External: VHF, Topside 1MC, Flag hoist, Ship's Whistle 3) Problem Control: Verbal c. Condition of Readiness: X-RAY d. Disclosure methods: Should the conning officer or lookouts not notice the man overboard, the trainer, Craftmaster or Safety Officer shall make a verbal disclosure of the event. d. Debrief/Data Collection: <ol style="list-style-type: none"> 1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator. | | | |
| Drill ID MOB | Date: | Change #0 | Page 1 of 1 |

STANDING EXERCISE DRILL GUIDE FOR DIVTACS

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|--|-------|-----------|-------------|
| Training Exercise Drill Guide Title: DIVTACS Training | | | |
| References: COLREGS, MTP-1, Pub. 217 | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <p>1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19</p> <p>2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B.</p> <p>3. All systems and equipment shall be restored to their original condition at the conclusion of each training event.</p> <p>4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster no less than ½ hour prior to underway for each Yard Patrol craft used. Status of the safety walk through shall be reported to the Safety Officers prior to conducting training.</p> <p>5. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned exercise. A detailed DIVTAC plan shall be developed by the midshipmen conducting training and briefed to the Safety Officer no later than 24 hours prior to training.</p> <p>6. This training shall be conducted while the YPs are underway.</p> <p>7. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation.</p> <p>a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe conditions has been corrected.</p> <p>b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen.</p> | | | |
| Training Objectives: Midshipmen shall receive underway training on multiple ship formation maneuvers. This training will reinforce shiphandling, maneuvering boards, radiotelephone procedures and the Rules of the Road | | | |
| TEDG Overview: | | | |
| <p>1. Tactical scenario description: Midshipmen are to execute a multiple ship maneuvering exercise. A midshipman OCE shall send signals from an approved DIVTAC plan.</p> <p>2. Key casualties and evolutions to be imposed during the scenario:</p> <p>a. Key evolutions:</p> <p>1) DIVTACS: Midshipmen shall utilize MTP-1 for decoding and executing signals from OCE.</p> <p>2) Maneuvering boards: Midshipmen shall use DIVTAC training as a practical application of NS/NN learned skills.</p> <p>3) Radiotelephone procedures: Midshipmen shall use DIVTAC training as a practical application of NS/NN learned skills.</p> <p>4) Rules of the Road: Midshipmen shall use DIVTAC training as a practical application of NS/NN learned skills.</p> <p>b. Casualties: None</p> <p>3. Authorized simulations: None.</p> <p>4. Special Notes:</p> <p>a. Timeline</p> <p>T-30 Safety walk through.</p> <p>T=0 All craft underway. Midshipmen watch set.</p> <p>T+5 OCE takes tactical command of all craft.</p> <p>T+6 Commence approved DIVTAC plan.</p> <p>T+100 All craft moored.</p> <p>T+105 Secure from training scenario. Debrief</p> <p>b. Communications Plan:</p> <p>1) Internal: 1MC, E-Call</p> <p>2) External: UHF, VHF, Topside 1MC, Flag hoist, Whistle</p> <p>3) Problem Control: PRITAC Channel 1</p> <p>c. Condition of Readiness: X-RAY</p> <p>d. Debrief/Data Collection:</p> <p>1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator.</p> | | | |
| Drill ID DTT | Date: | Change #0 | Page 1 of 1 |

STANDING EXERCISE DRILL GUIDE FOR LEAPFROGS

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|---|-------|-----------|-------------|
| Training Exercise Drill Guide Title: Leapfrog Training | | | |
| References: YP SOP, MTP-1, COLREGS | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <p>1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19</p> <p>2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B.</p> <p>3. All systems and equipment shall be restored to their original condition at the conclusion of each training event.</p> <p>4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster no less than ½ hour prior to underway for each Yard Patrol craft. Status of the safety walk through shall be reported to the Safety Officer prior to conducting training.</p> <p>5. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned exercise.</p> <p>6. This training shall be conducted while the YPs are underway.</p> <p>7. All approaches will be conducted at 60 feet of separation. As the experience and comfort levels of the bridge teams improve, units may reduce separation to a standard 30 feet at the direction of the Safety Officers. At no time will craft be intentionally closer than 25 feet during this exercise.</p> <p>8. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation.</p> <p>a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe conditions has been corrected.</p> <p>b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen.</p> | | | |
| Training Objectives: Midshipmen will conduct underway replenishment approaches and breakaways during underway training on board USNA Yard Patrol craft. | | | |
| TEDG Overview: | | | |
| <p>1. Tactical scenario description: At least two YP craft shall alternate roles as supply and approach ships for underway replenishment training.</p> <p>2. Key casualties and evolutions to be imposed during the scenario:</p> <p>a. Key evolutions:</p> <p>1) Leapfrog maneuvering training: The rear (approach) unit of the pair will haul out to the side ordered and conduct an approach on the other (delivery) unit. After alongside, the receiving unit will breakaway and take station ahead of the delivery unit. The exercise continues by each unit making successive approaches and breakaways.</p> <p>2) Stadiometer training: Midshipmen shall receive training on the use of stadiometers in underway replenishment approaches.</p> <p>3) Radian rule training: Midshipmen shall receive refresher training in the use of the radian rule during underway replenishment approaches.</p> <p>4) Flag hoist training: Midshipmen shall receive refresher training in the use of Flag hoist in accordance with MTP 1 during underway replenishment.</p> <p>b. Casualties: None</p> <p>3. Authorized simulations: None.</p> <p>4. Special Notes:</p> <p>a. Timeline</p> <p>T-30 Safety walk-through. Safety brief for participating midshipmen conducted on the pier.</p> <p>T=0 All craft underway in Formation 1. Midshipmen watch set.</p> <p>T+5 Commence leapfrog evolution.</p> <p>T+6 Flags Romeo and Golf closed up on delivery ship. Flag Romeo at dip on approach ship.</p> <p>T+7 Approach ship moves to assigned waiting station.</p> <p>T+8 Flag Romeo closed up on approach ship. Commence approach.</p> <p>T+12 Alongside. Flag Romeo hauled down on both ships. Preparatory pennant closed up on approach ship.</p> <p>T+17 Breakaway. Preparatory pennant hauled down on approach ship. Flag Golf hauled down on delivery ship.</p> <p>T+20 Resume Formation 1. Delivery and approach ship roles change with the automatic change of the guide. This evolution may be repeated as long as time allows.</p> <p>T+100 All craft moored.</p> <p>T+105 Secure from training scenario. Debrief</p> <p>b. Communications Plan:</p> <p>1) Internal: 1MC, E-Call</p> <p>2) External: Flag hoist, UHF, VHF, Topside 1MC</p> <p>3) Problem Control: PRITAC Channel 1</p> <p>c. Condition of Readiness: X-RAY</p> <p>d. Debrief/Data Collection:</p> <p>1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator.</p> | | | |
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STANDING EXERCISE DRILL GUIDE FOR FLAG HOIST

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| Training Exercise Drill Guide Title: Flag Hoist Training | | | |
| References: YP SOP, MTP-1 | | | |
| Safety Precautions and Risk Management (ORM) Controls: | | | |
| <p>1. All personnel shall comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19</p> <p>2. All personnel shall comply with Organizational Risk Management, OPNAVINST 3500.39B.</p> <p>3. All systems and equipment shall be restored to their original condition at the conclusion of each training event.</p> <p>4. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted by the Craftmaster no less than ½ hour prior to commencing this training exercise. Status of the safety walk through shall be reported to the Safety Officer prior to conducting training.</p> <p>5. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned exercise.</p> <p>6. This training may be conducted while the YPs are moored to a pier or underway.</p> <p>7. This is a non-maneuvering training exercise.</p> <p>7. Safety/Training Time Outs. All personnel involved in this evolution are responsible for the safe conduct of the training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation.</p> <p>a. SAFETY TIME OUT. Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported to the Safety Officer. Only the Safety Officer may order training resumed once the unsafe conditions has been corrected.</p> <p>b. TRAINING TIME OUT. A TRAINING TIME OUT may be requested by any person conducting training and shall be granted only by the lead trainer or the Safety Officer. Training time outs should only be used when a midshipman's action or non-action will impede the scenario or training of other midshipmen.</p> | | | |
| Training Objectives: To acquaint midshipmen with the use and procedures of flag hoist communications between units. | | | |
| TEDG Overview: | | | |
| <p>1. Tactical scenario description: This will be an underway or pierside communication exercise.</p> <p>2. Key casualties and evolutions to be imposed during the scenario:</p> <p>a. Key evolutions:</p> <p>1) Flag hoist training: Midshipmen shall encode a series of messages (minimum of five per craft) and relay them to the other units via flag hoist.</p> <p>b. Casualties: None.</p> <p>3. Authorized simulations:</p> <p>a. This is a non-maneuvering training scenario. Any movement of craft dictated by flag hoist shall be simulated.</p> <p>b. If conducted pierside, craft shall simulate an underway watch environment.</p> <p>4. Special Notes:</p> <p>a. Timeline</p> <p>T-30 Safety walk-through.</p> <p>T=0 All units underway. Midshipmen watch set. Formation as dictated by prevailing winds. Craft should be aligned to facilitate ease of viewing flags.</p> <p>T+5 Commence scenario. The unit initiating the signal shall close their signal up.</p> <p>T+8 All other participating craft shall answer and acknowledge via flag hoist.</p> <p>T+9 Execute signal. Each element of the exercise will be complete when the signal is either executed or cancelled.</p> <p>T+10 Next craft in line shall initiate a signal. This procedure may be repeated until all signals have been sent or as time allows.</p> <p>T+100 If underway, all units moored.</p> <p>T+105 Secure from training scenario. Debrief</p> <p>b. Communications Plan:</p> <p>1) Internal: 1MC, E-Call</p> <p>2) External: Flag hoist, UHF, VHF, Topside 1MC</p> <p>3) Problem Control: PRITAC Channel 1</p> <p>c. Condition of Readiness: X-RAY</p> <p>d. Debrief/Data Collection:</p> <p>1) Conduct debriefs prior to dismissing company from training. After Action Report shall be submitted to SEANAV SMT Coordinator.</p> | | | |
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